Holy Trinity Church Finchley Road,Swiss Cottage –

Construction Management Plan – Draft for Planning Purposes

Revision: Draft, For Planning Purposes

Date: Dec 16

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
04/07/16	Draft	D.Lynch – Tandem Projects
Dec 16	Draft – for Planning Purposes	D.Lynch – Tandem Projects

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.**"

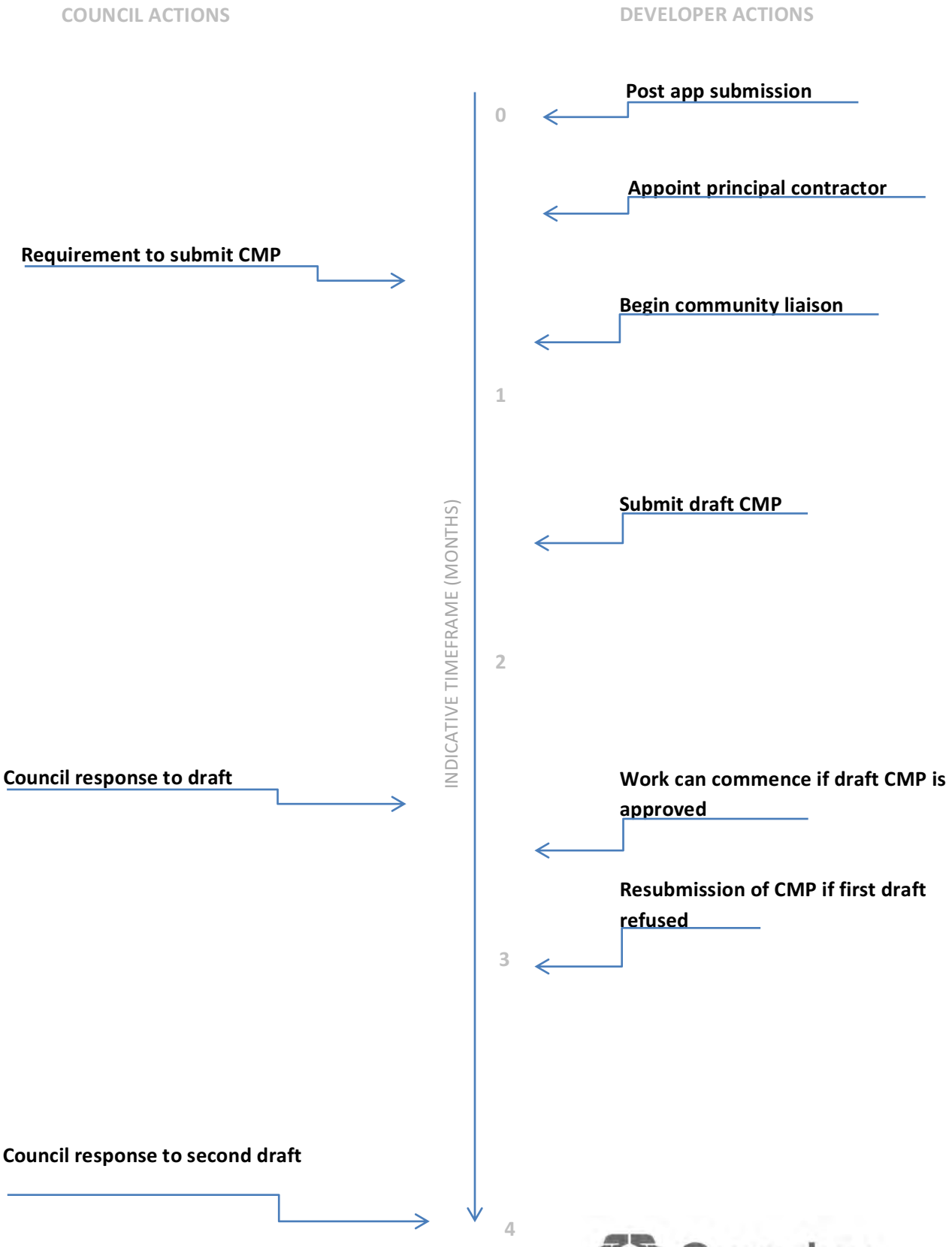
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: Holy Trinity Swiss Cottage, Finchley Road, London, NW3 5HT

Pre- Application Reference: 2016/0075/PRE

Planning Application Reference: TBC upon application submission

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

Name: Daniel Lynch – Tandem Projects (HTSC Project Managers)

Address: The Chapel, Chapel Lane, Newbold-on-Stour, Warwickshire,CV37 8TY

Email: dlynch@tandemprojects.co.uk

Phone: 01789 459 270 / 07921 764 917

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: N/A – Principle Contractor not yet appointed.

Address:

Email:

Phone:

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

Name: N/A – Not yet appointed at this stage.

Address:

Email:

Phone:

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: N/A – Main Contractor not yet appointed

Address:

Email:

Phone:

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 location plan provided as appendix:

The site is located on Finchley Road, on the junction with Canfield Gardens, opposite the Finchley Road underground station. (see photos included with site plan). The proposed site is located between 120 Finchley Road and Leif House. Alban house is located behind the Church. These buildings are all constructed on what was previously the church's land which has been leased and sold off over time.

Both Alban House and 120 Finchley Road are residential buildings while Leif house is part of the British College of Osteopathic Medicine (BCOM).

The development consists of the demolition of the existing 1950's church building and construction of a new Church building with mixed use community facilities including sheltered accommodation for vulnerable young people and a community café.

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 main structure will be constructed of an in-situ concrete frame with piled foundations. A half basement construction of reinforced concrete retaining walls will form the lower floor while the building will be clad to higher levels with an architectural feature cladding system to the main building façade adjacent to Finchley Road.

Construction works will include, Demolition, Piling, in-situ concrete pouring of main reinforced concrete frame, Cladding erection and fit out works.

The challenges that the construction will encounter are:

- Tight site: The proposed footprint of the church is the entire footprint of the site.
- Proximity to neighbours: The proposed building will be built up to the boundary with 120 Finchley road and Alban house (behind the proposed church). It will also be built up to the boundary of Leif House, However the Leif House building is set back from the boundary via a pedestrian footway.
- Junction of Finchley Rd and Canfield Gardens: The site is located on the Junction meaning that the movement of construction vehicles onto and off the site will be difficult to manage.
- Continuous concrete pours: To produce the proposed auditorium roof a continuous concrete pour is likely to be required. Careful management of this process will be required to reduce the impact on the surrounding neighbours and Finchley road while ensuring the continuous delivery of building materials

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.).

Adjacent Neighbours – 120 Finchley Road (student accommodation) and Leif House (College)

Rear Neighbours – Alban House (residential flats)

Finchley Road – Main London Thoroughfare/Red route.

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.

Attached:

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).

Proposed Programme: (will be dependent upon achieving funding and contractor procurement)

Proposed start on site - Dec 17/Jan18

- Demolition – 8 Weeks
- Earthworks – 12 weeks
- Construction – 58 Weeks

The Construction Programme is to be developed with the Contractor at a later stage.

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

As per Camden's standard working hours, the standard working hours for the site are as followed:

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

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.

New service connections will be required.

Amendments are expected to include but are not limited to the following:

- Storm and Foul drainage within existing pavement in front of development.
- New Electrical substation will be required and is proposed to be located within Leif House carpark.

A full detailed service plan is to be included at a later stage.

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 routeing 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.

Initial consultation on the project as a whole with local residents has been completed on 20th July.

Additional consultations with local neighbourhood groups and local residents have been undertaken and are on-going.

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.

Additional consultations will be undertaken as the contractor is procured with the church keen to include and manage community liaison, working groups etc.

The church wants this project to be a key asset for the local community so are keen to have their involvement form an early stage.

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 Contractor will be required to sign up for the considerate contractor's scheme with an additional requirement to achieve a minimum of 40 points. Construction activity on site will accord to the Guide for Contractors Working in Camden.

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.

120 Finchley Road (Next door) is currently under construction (as shown on the site plan and photos) but will be finished prior to the proposed HTSC project commencement.

No other construction projects are anticipated in the immediate vicinity at the current time.

Council advice on this issue will be greatly appreciated.

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 referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

Principle Contractor not yet appointed.

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).

N/A

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:

N/A

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).

Please find attached draft options for traffic management.

Access to the site is from Finchley Road.

The site fronts Finchley Road (A41), part of TfL's Red Routes, and provides direct access to the strategic highway network. To the north, the A41 leads to the north circular and M1 motorway, and on to the M25. To the south, the route connects with the A501 and on to the A40, or vehicles are able to turn at the roundabout junction of the A41/A5205. Refer to Appendix A for the construction traffic routeing plan.

Vehicle access is for deliveries only and there is no on-site parking for staff or visitors provided. Staff and visitors will be provided with information regarding sustainable travel modes, including local public transport facilities. Finchley Road Underground Station is opposite the site and Finchley Roan and Frognal Railway Station is 500m north of the site. Numerous bus services pass the site along Finchley Road with the nearest bus stop approximately 40m away.

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.

To be confirmed by contractor.

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.

As the principle contractor is yet to be appointed the exact size and number of vehicles isunknown.

It is assumed that the majority of vehicles during the demolition and construction phases will be 6 to 8 wheeler (15 to 20 Tonnes) trucks and concrete mixers. These are likely to dwell on site while being filled/emptied and will require a holding procedure in place especially during the main demolition and any continuous concrete pours. It has been noted that there is a delivery point just along Finchley road which may be able to be utilised to hold a single vehicle on agreement with TFL.

Articulated vehicles are likely to be required to deliver some of the major items of plant such as cranes and piling rigs. These vehicle types will be kept to a minimum and planned to be delivering to site at specific times to avoid disruption to the local traffic network.

In the event that an abnormal load delivery is required then the Contractor will notify TfL and LB of Camden of the delivery

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

120 Finchley road will be completed prior to HTSC works commencing. No other know developments locally.

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.

To be developed by Principle Contractor. It is anticipated a logistic plan will be produced prior to the main works. This will include traffic management including the preparation of delivery schedules to ensure all materials are delivered to the agreed programme. The plan would require the principle contractor to liaise with other sub-contractors/suppliers in order to effectively manage vehicle movements.

Deliveries will be carefully planned and managed to ensure that vehicles are not kept waiting on Finchley Road. To manage deliveries, vehicles accessing the site will be required to conform to a pre-arranged delivery slot, with times and vehicle sizes/types agreed in advance.

Demand smoothing techniques could be employed to identify any areas where peaks and troughs in the demand for materials can be reduced

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.

Not currently identified as being 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).

Local suppliers will be sought to reduce the impact of delivery vehicles on the surrounding highway network. This reduces delivery routes, hence, reducing delivery costs, fuel usage and pollution along the route.

Vehicle deliveries will be timed to avoid the peak hours.

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

Two options for vehicle access and egress routes have been included in this submission. These are preliminary and need to be developed with the principle contractor and local neighbours. See attached plans.

Within the vicinity of the site, Finchley Road has three lanes in each direction (including a bus lane), and the carriageway is approximately 21.3m wide (including central reserve), with footways on both sides. There are no restrictions for HGV traffic along this route. Vehicles travelling to the site will need to be heading southbound and vehicles departing from the site will need to continue southbound.

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

To be developed with Principle Contractor. It is anticipated access and egress arrangements will be covered by a logistics plan.

To reduce the number of delivery vehicles and the likelihood of congestion, suppliers will be requested to, where possible, consolidate deliveries to single vehicles where multiple orders are placed. Deliveries will also be requested to arrive outside of the peak hours (times to be agreed).

The access will be controlled at a check point with a record of all deliveries vehicles movements maintained. The Traffic Marshall will guide vehicles into/out of the site and assist in positioning vehicles in the delivery area. The Traffic Marshall will assist whilst the delivery is taking place and ensure the safety of pedestrians as the vehicle crossing the footway. Any vehicles needing to carry out reversing manoeuvres will be directed by the Traffic Marshall.

Vehicle and pedestrian signage will be installed as appropriate.

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).

To be provided once agreed routes are confirmed.

Vehicle swept path plots for a concrete mixer (8.3m) and a tipper truck (10.2m) have been carried out to demonstrate how vehicles will access the site (refer Appendix B). This vehicle swept path analysis shows a variety of options for access to the site including:

- Driving into the front of the site and driving out from Finchley Road;
- Reversing into the site and driving out from the Finchley Road at the front of the site;
- Driving into the northern side of the site from Finchley Road via Sumpter Close, turning within the car park (all private bays suspended), and driving out of Sumpter Close to Finchley Road.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

All vehicles leaving the site will be checked to ensure that their wheels are clean. It is likely wheel washing facilities will be provided on-site via a high pressure jet wash.

It is anticipated there will be an adequate area of hard surfaced ground between the wheel wash facility and the site exit.

External roads will be regularly monitored for any spoil deposits that will be removed immediately on discovery.

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.

This will be developed and submitted with the Principle Contractor.

It is not anticipated that loading/unloading will take place on-street. However, there is an existing on-street loading bay within the bus lane, 40m to the north of the site, which may be required to accommodate occasional delivery vehicles. The existing waiting restriction allow loading before 7am, between 10am and 4pm, and after 7pm Monday to Saturday and all day Sunday for a maximum of 20 minutes.

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.

Not currently envisaged

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).

Depending on final location of access and egress points temporary vehicle access off Finchley road and across the existing pedestrian footpath may be required.

Location of cabins/welfare – request for locating these facilities above the existing pedestrian footpath to the front of the proposed church site may be requested, depending on final location of access, Egress and site setup.

These will be developed and requested at a later stage once the Principle Contractor has been appointed.

A photographic condition survey will be carried out of the public highway, including footway, surrounding the site prior to the commencement of construction. A copy of this photographic survey will be forwarded to LB Camden for their records. This survey will be repeated once construction is complete. the comparison of these surveys will be used to identify any remedial works necessary at the end of the contract period.

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

To be provided at a later stage.

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).

These will be developed and detailed at a later stage and once a Principle contractor has been appointed.

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.

These will be developed and detailed at a later stage and once a Principle contractor has been appointed.

Any scaffolding erected adjacent to, or over-sailing, the footway will provide adequate protection to prevent falling materials.

Hoarding will be erected where required to ensure no unauthorised access to the site.

Footways will be kept clean and tidy, and in a safe condition. Hoardings, barriers, lights and other features will be maintained in a safe and tidy condition. Materials will be controlled on site to ensure no overspill.

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.

Possible option to locate welfare facilities above the pedestrian footpath on a scaffold platform may be explored depending on overall site setup.

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).**

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.

Expected to include:

Demolition/Breaking out of existing Building – Weekdays only between 9.30 -4.30

Piling for basement structure (Bored to limit noise) – During standard construction hours.

Concrete formwork Erecting and concrete pours. - During standard construction hours.

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.

Noise Survey is being carried out as part of the RIBA Stage 3 design. Results will be included within Planning application information at the end of stage 3.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

These will be developed and detailed at a later stage and once a Principle contractor has been appointed.

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.

These will be developed and detailed at a later stage and once a Principle contractor has been appointed.

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

Will be provided at later stages.

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

These will be developed and detailed at a later stage and once a Principle contractor has been appointed.

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.

These will be developed and detailed at a later stage and once a Principle contractor has been appointed.

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

These will be developed and detailed at a later stage and once a Principle contractor has been appointed.

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.

This will be provided at planning stage.

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.

Noted.

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.

Noted:

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).

These will be developed and detailed at a later stage and once a Principle contractor has been appointed.

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

An asbestos survey will be undertaken as part of the Stage 3 design.

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.

These will be developed and detailed at a later stage and once a Principle contractor has been appointed.

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 (12/17 - 02/19):

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:

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.

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: ……..

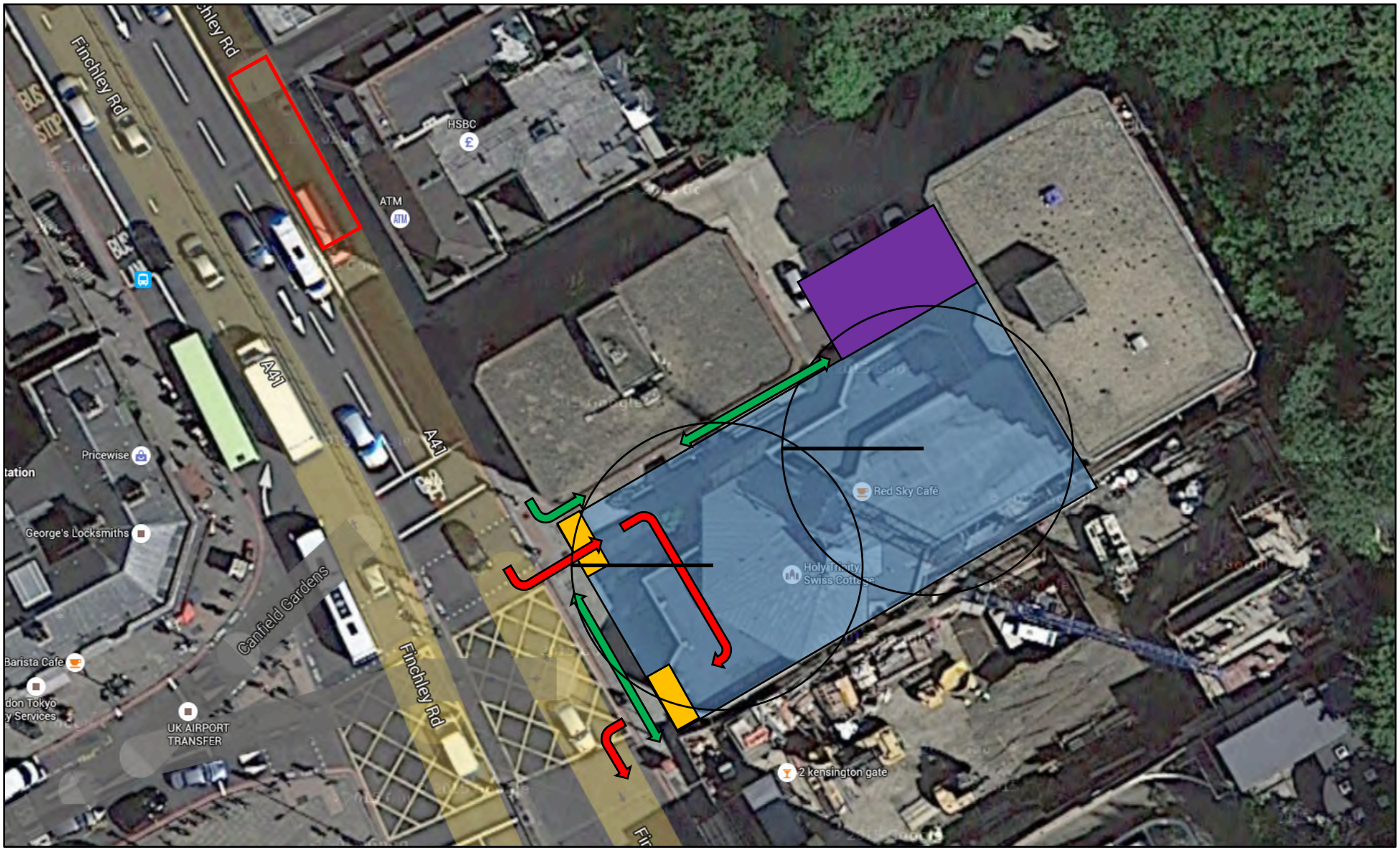
Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

Holy Trinity Swiss Cottage
Construction Management Plan – Draft

Site Context

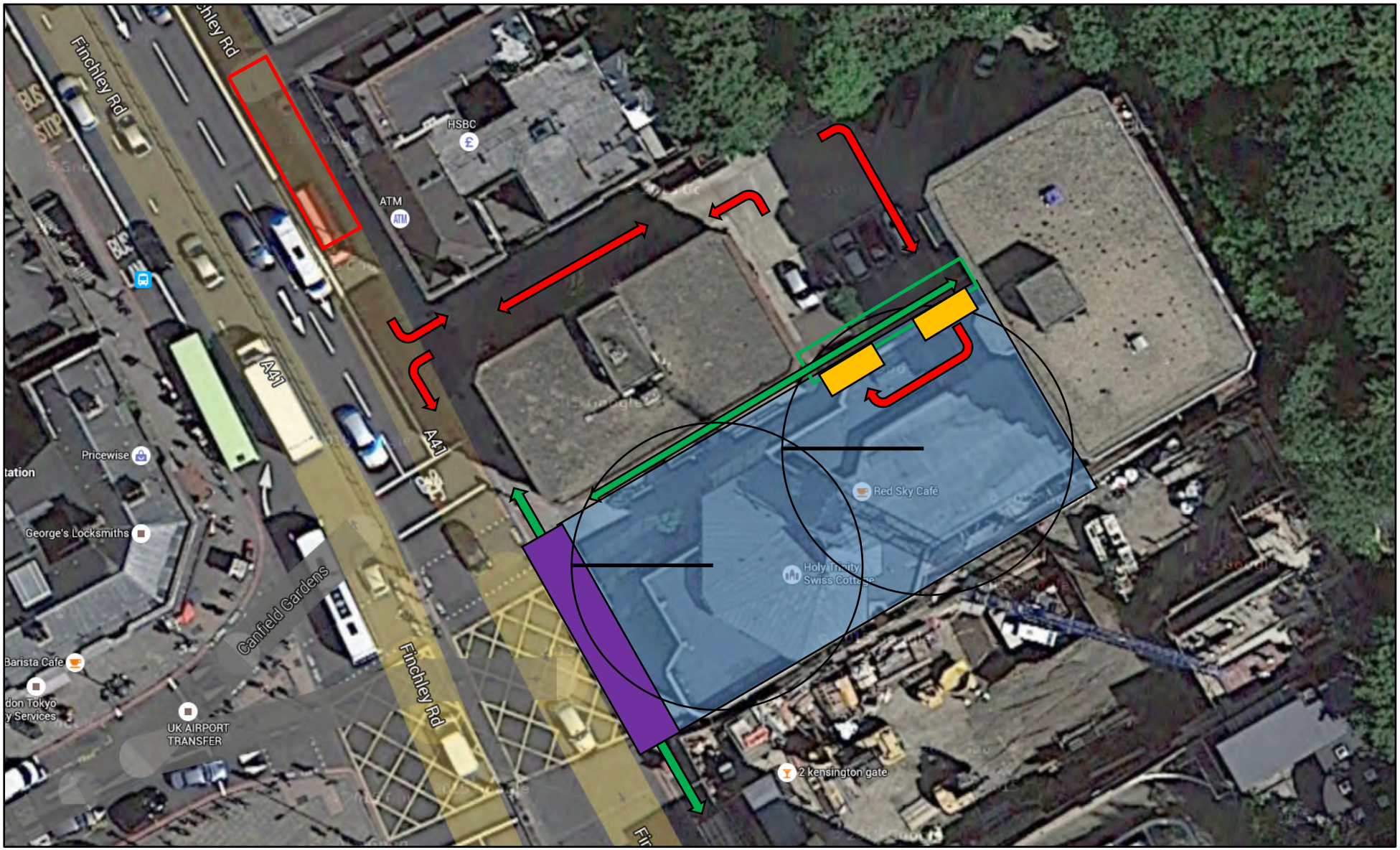


Option 1

Key

- Construction Site
- Site Compound (Raised)
- Protected Walkway
- Access & Egress
- Vehicle Holding Area
- Crane Locations
- Pedestrian Circulation
- Construction Traffic

Tandem PROJECTS

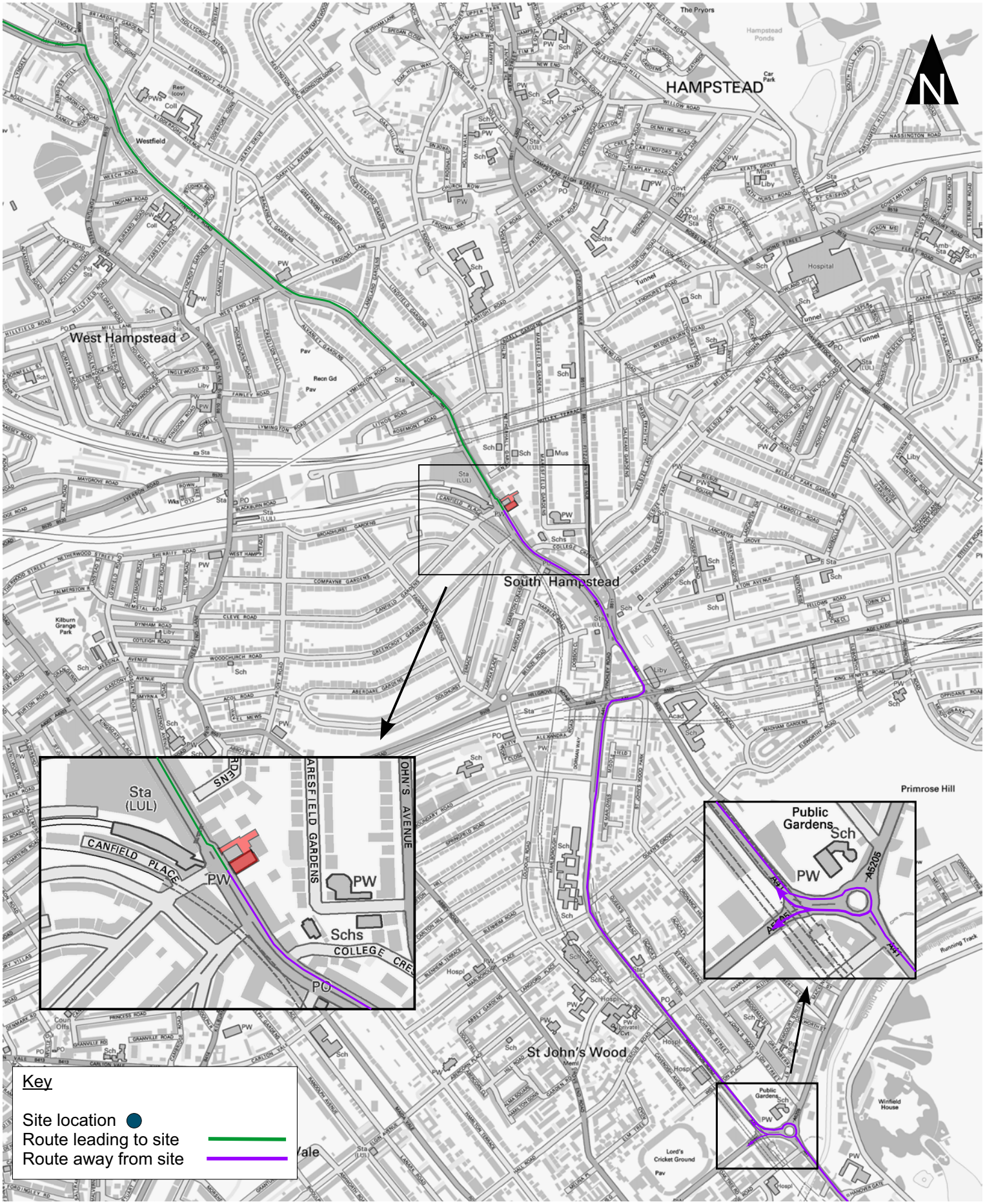


Option 2 – Dependent upon Consultation and Agreement with Neighboring properties

Key

- Construction Site
- Site Compound (Raised)
- Protected Walkway
- Access & Egress
- Vehicle Holding Area
- Crane Locations
- Pedestrian Circulation
- Construction Traffic

Tandem PROJECTS



Project no.	16135
Prepared by	OJD
Checked by	HLJ
Date	July 2016
Scale	NTS
Appendix	A

Holy Trinity Church, Swiss Cottage

Construction vehicle routeing plan

lime TRANSPORT

Project no.	16135
Prepared by	OJD
Checked by	HLJ
Date	July 2016
Scale	NTS
Appendix	B.1

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Holy Trinity Church, Swiss Cottage

8.3m concrete mixer entering and exiting (via Finchley Road)

lime TRANSPORT

Project no.	16135
Prepared by	OJD
Checked by	HLJ
Date	July 2016
Scale	NTS
Appendix	B.2

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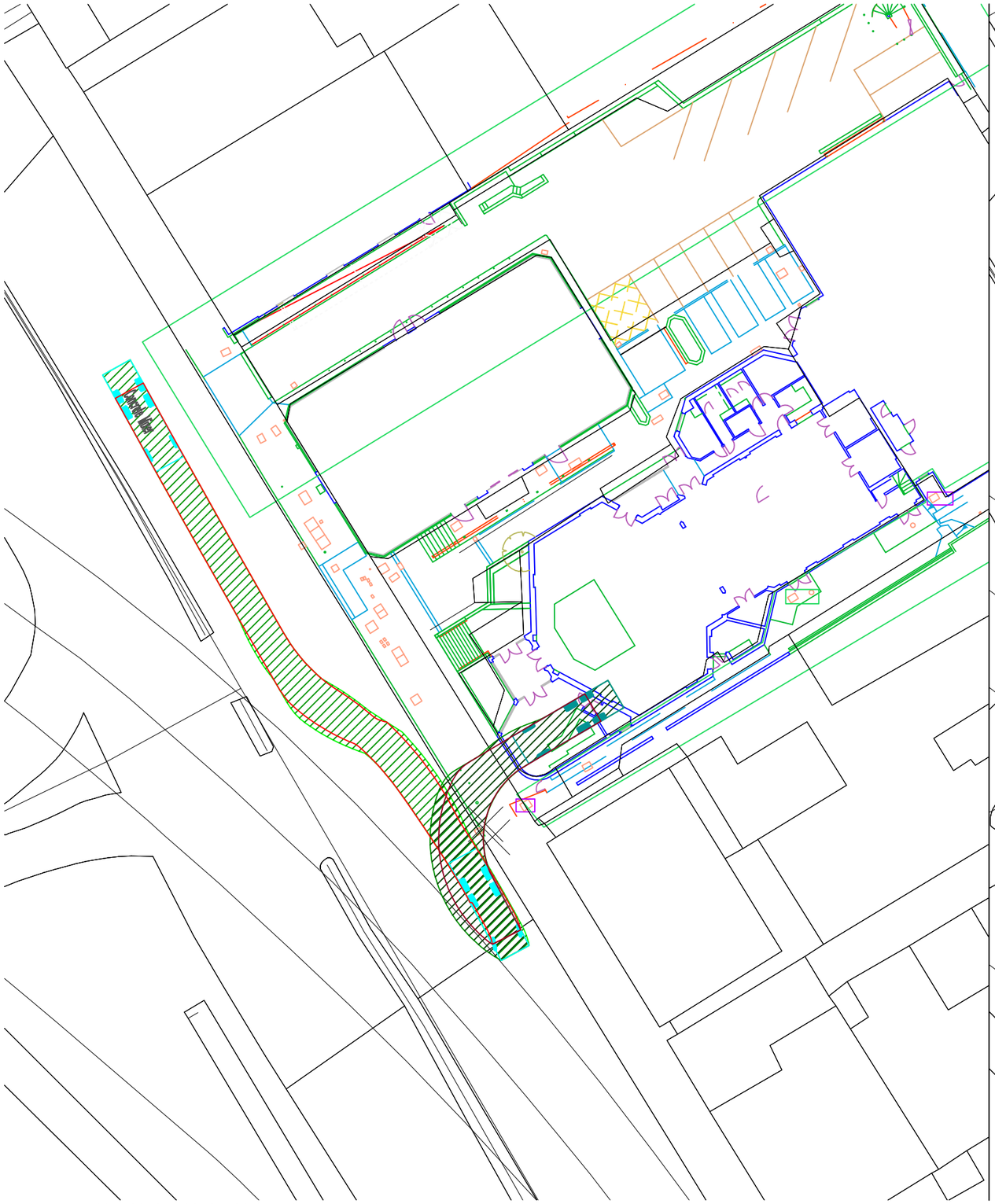
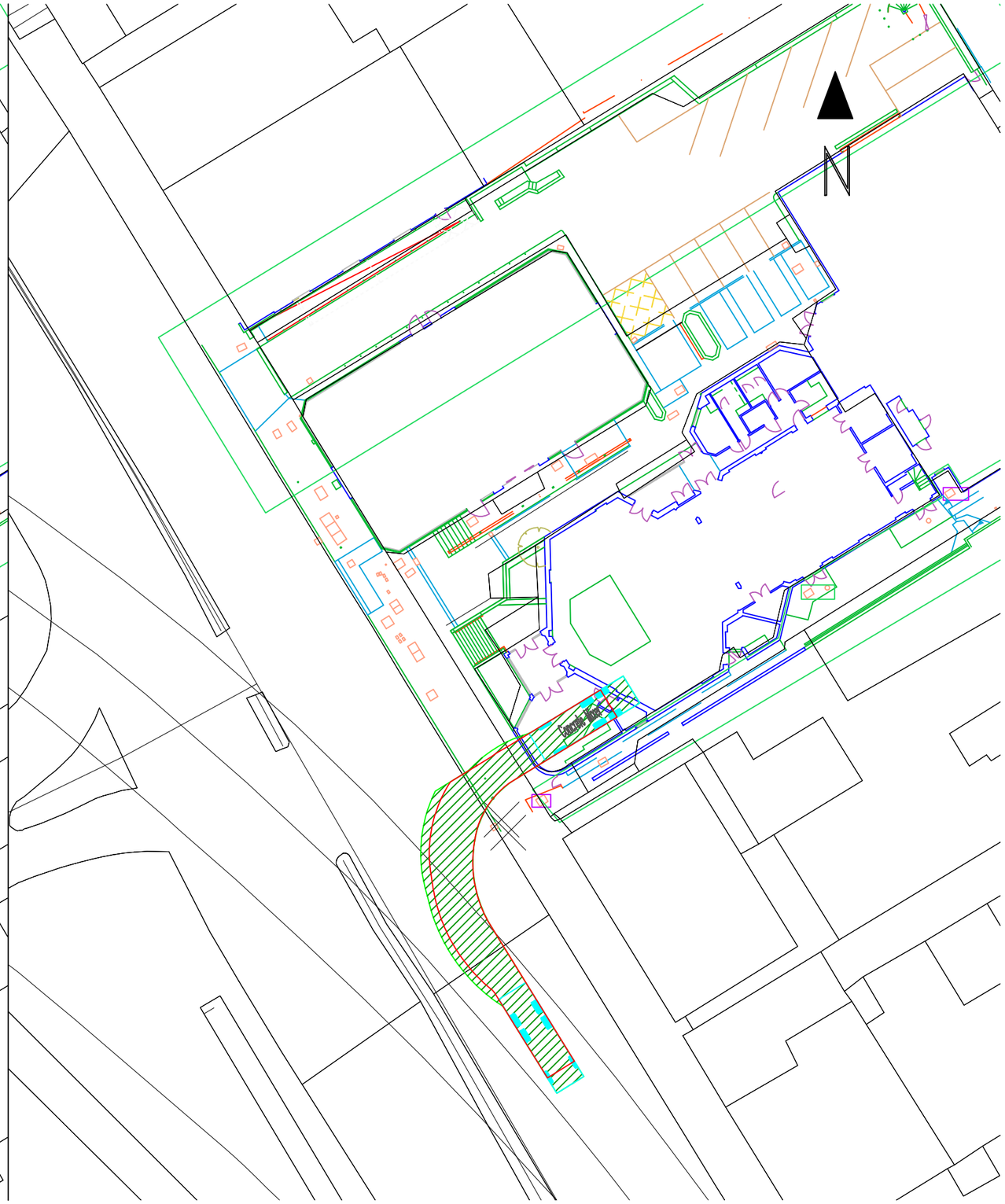
Holy Trinity Church, Swiss Cottage

10.2m tipper truck entering and exiting (via Finchley Road)

lime TRANSPORT





Project no.	16135
Prepared by	OJD
Checked by	HLJ
Date	July 2016
Scale	NTS
Appendix	B.3

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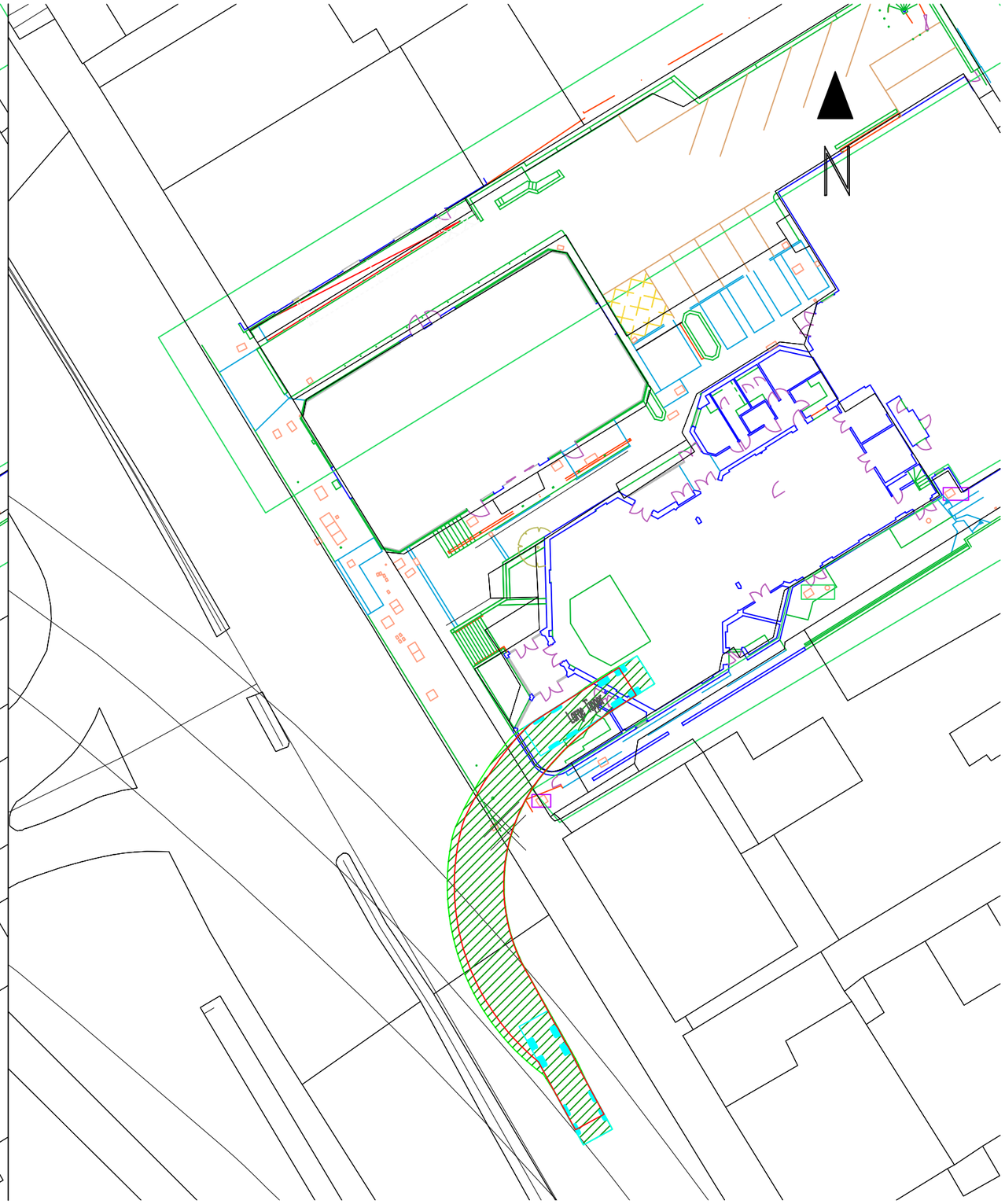
Holy Trinity Church, Swiss Cottage

8.3m concrete mixer entering and exiting (via Finchley Road)

lime TRANSPORT



Project no.	16135
Prepared by	OJD
Checked by	HLJ
Date	July 2016
Scale	NTS
Appendix	B.4

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Holy Trinity Church, Swiss Cottage

10.2m tipper truck entering and exiting (via Finchley Road)

lime TRANSPORT

Project no.	16135
Prepared by	OJD
Checked by	HLJ
Date	July 2016
Scale	NTS
Appendix	B.5

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Holy Trinity Church, Swiss Cottage

8.3m concrete mixer entering and exiting (via Sumpter Close)

lime TRANSPORT

Project no.	16135
Prepared by	OJD
Checked by	HLJ
Date	July 2016
Scale	NTS
Appendix	B.6

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Holy Trinity Church, Swiss Cottage

10.2m tipper truck entering and exiting (via Sumpter Close)

lime TRANSPORT