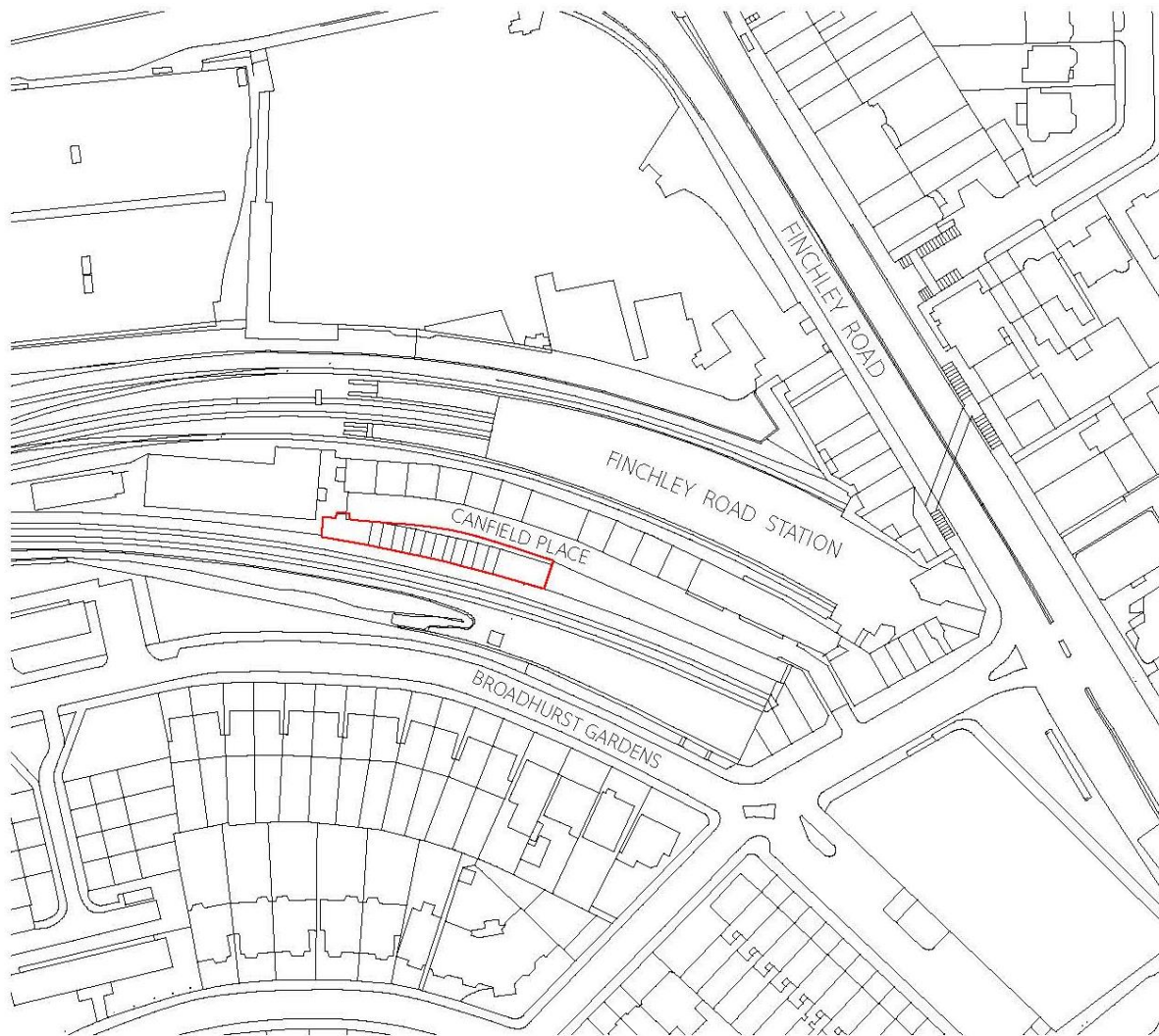


Construction Management Plan

A.I.A
CONSULTING LTD



Canfield Place, London NW6

Final at Planning Application Stage 18th April 2017

Contents

Revisions	3
Introduction	4
Timeframe	6
Contact	7
Site	9
Community liaison	12
Transport	15
Environment	25
Agreement	30

Revisions

Date	Version	Produced by
06.04.2017	Draft for Review	A.I.A Consulting Limited (A.Amusa)
11.04.2017	Updated (internal AIA review)	A.I.A Consulting Limited (A.Amusa)
18.04.2017	Final at Planning Application Stage	A.I.A Consulting Limited (A.Amusa)

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.

Contact

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

Address: Garages 1 to 16, Canfield Place, London NW6 3BT

Planning ref:

Type of CMP: Draft for Planning Application Stage/Consultation

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

Name: Adio Amusa

Address: AIA Consulting Ltd, 201 Borough High Street, London SE1 1JA

Email: aamusa@aiaconsulting.co.uk

Phone: +44 (20) 3828 0510

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: Alan Cook

Address: Alan Cook Consultancy, 22 Eaton Row, London SW1W 0JA

Email: alancook@aquilaholdings.co.uk

Phone: 07831 748819

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: Main Contractor not Appointed as yet **TO BE CONFIRMED**

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: Main Contractor not Appointed as yet. **TO BE CONFIRMED**

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.



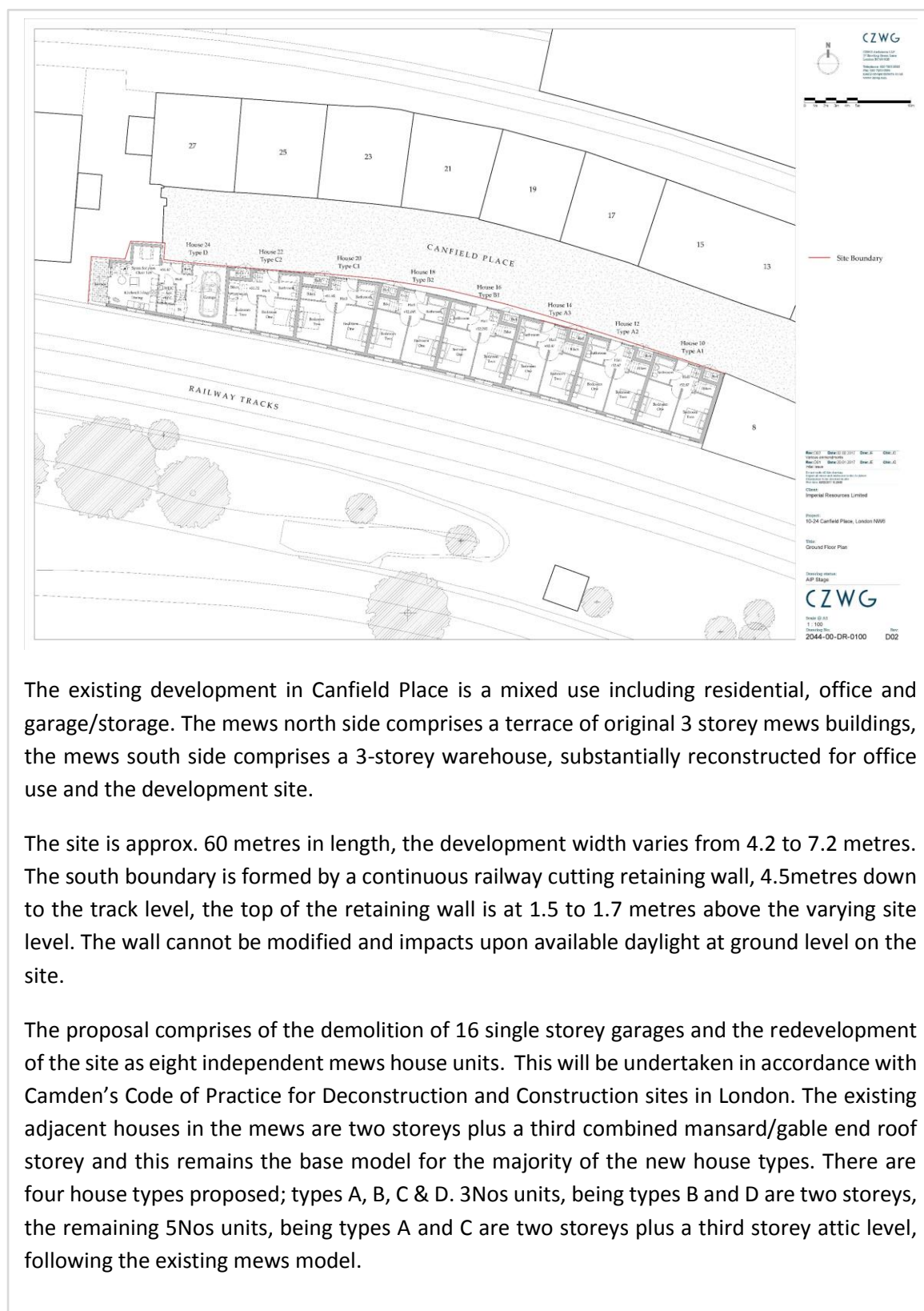
FIGURE 1 SITE LOCATION



Canfield Place, London NW6, is a 3-storey mews between the Finchley Road Tube Station to the north and the Network Rail infrastructure to the south.

Access to Canfield Place is from Canfield Gardens to the east. It is a cul-de-sac giving access to a gated tube station workshop facility at the west end. Canfield Place is in mixed use including residential, office and garage/storage. The mews' north side comprises a terrace of original 3 storey mews buildings, the mews south side comprises a 3-storey warehouse, substantially reconstructed for office use and the development site.

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.).



Working adjacent to the Railway

The southern boundary of the site is formed by a continuous railway cutting retaining wall. The retaining wall is brick construction and varies in height on the development side between 1.5m and 1.7m. On the track side of the retaining wall there is a 4.5m drop from the development side site level to the track level. In addition, it is noted that on the track closest to the retaining wall, there is potentially overhead line electrification.

As the proposed development abuts the existing masonry retaining wall at ground floor level and extends above it between 1.5 and 2.5 storeys (dependent upon House type) there are a number of elements, both in terms of design and construction activities, that have the potential to impact the operation of the railway and Network Rail's assets.

The Client will further engage and consult with Network Rail (NR) with respect to the proposed development. An application for the "Approval in Principle" (AIP) for the proposed scheme has already been submitted to NR and comments have been received.

It is the Client's intention to enter into a Basic Asset Protection Agreement (BAPA) with NR in respect of the design and construction of the proposed scheme. Where appropriate the process set out in NR's Engineering Assurance of Building and Civil Engineering Works standard will be adopted for the review and approval of both design and construction works that have the potential to impact the rail operation or asset. Those elements that have the potential to impact the rail assets or operation will be identified within the Construction Phase Plan (CPP) and will be agreed with Network Rail.

A competent contractor will be appointed and all risk assessments and method statements relating to the construction works, including temporary design, will be subject to review and approval by the Contractor's Responsible Engineer (CRE) and the NR's appointed Asset Protection Engineer (APE).

The elements that have potential to impact the rail assets and operation are within both the demolition of the existing garage buildings as well as the construction of the permanent works.

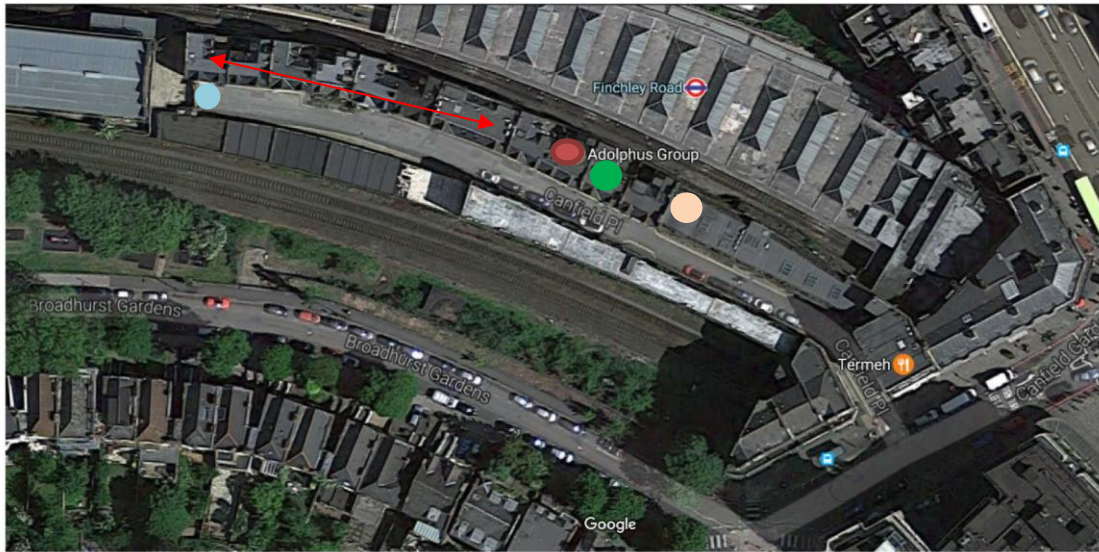
During the demolition works a temporary barrier will be erected directly above the cutting of the retaining wall to prevent the egress of dust and debris onto the rail side. Protection will also be provided to the non-rail face of the cutting retaining wall during demolition to prevent damage. The design of this temporary barrier and the associated method of erection will be discussed and agreed with NR and submitted to them for approval prior to any works being undertaken. If appropriate these works will be undertaken during a rail possession.

In regards to the permanent works the design has been developed taking consideration of those elements that have the potential to impact the rail operations and assets such that any risk during construction has been minimised as far as practically possible.

- The use of small diameter piles and a mini-piling rig to minimise any potential risk of impact on the cutting retaining wall. In addition, the piles will be sleeved down to track level.

- Any excavation works for the foundations that are in the immediate vicinity of the cutting retaining wall will be hand dug to alleviate the risk of damage to the rail asset.
- The proposed design has also incorporated the use of pre-fabricated sections to construct the south elevation of the development. Again, during the permanent works, it is also the intention to form a temporary barrier above the cutting retaining wall that is tied back to the structure of the building to create segregation between the rail assets and operation from the proposed development.

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.).



Local Stakeholders (residential mews/small businesses) :

- - Capacity
- - West End Travel
- - Adolphus Group
- - Emergency escape route to be maintained (Tube Station Workshop)
- ↔ - Residential Mews/Houses

Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

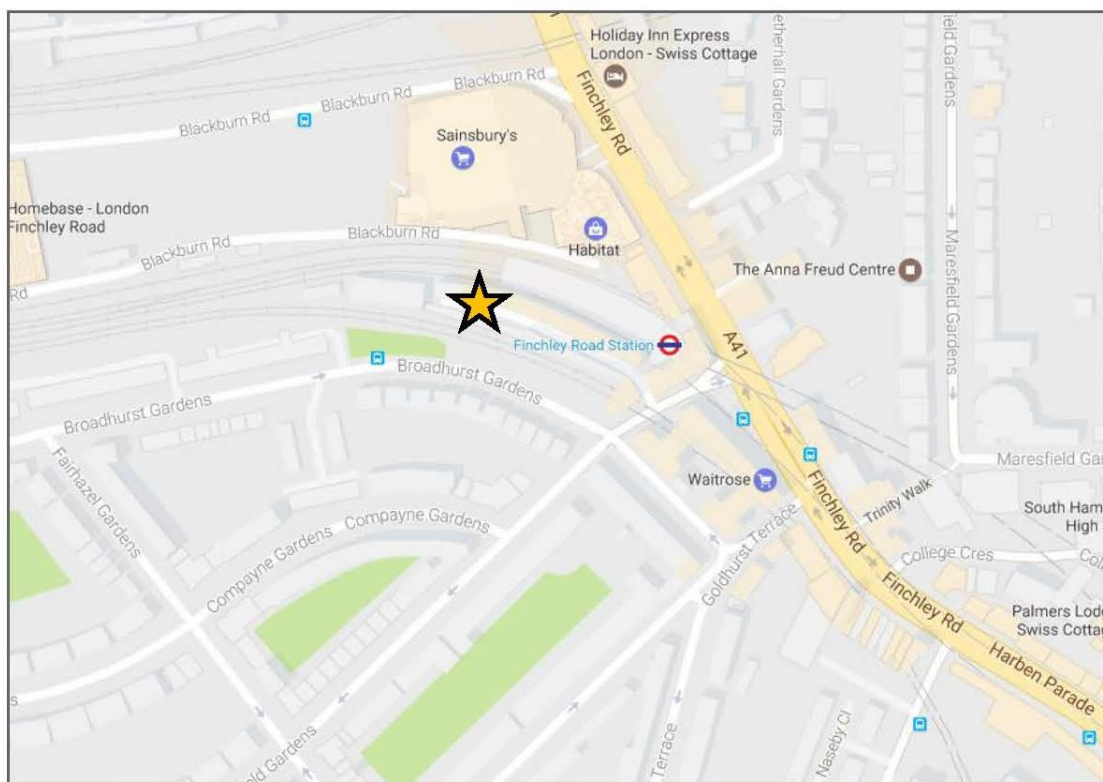
- Standard construction hours.
- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.
- Hoarding/fencing will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.
- The Project Team/Main Contractor (on appointment) will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

- During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. The Project Team/Contractor will ensure effective water suppression is used during demolition operations and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.

Follow all the recommendations as set out in **WSP Parsons Brinckerhoff: Air Quality Assessment Report (AQS); March 2017**, especially those listed under Section 5 – Assessment of Impacts and Section 6 – Mitigation and Residual Effects

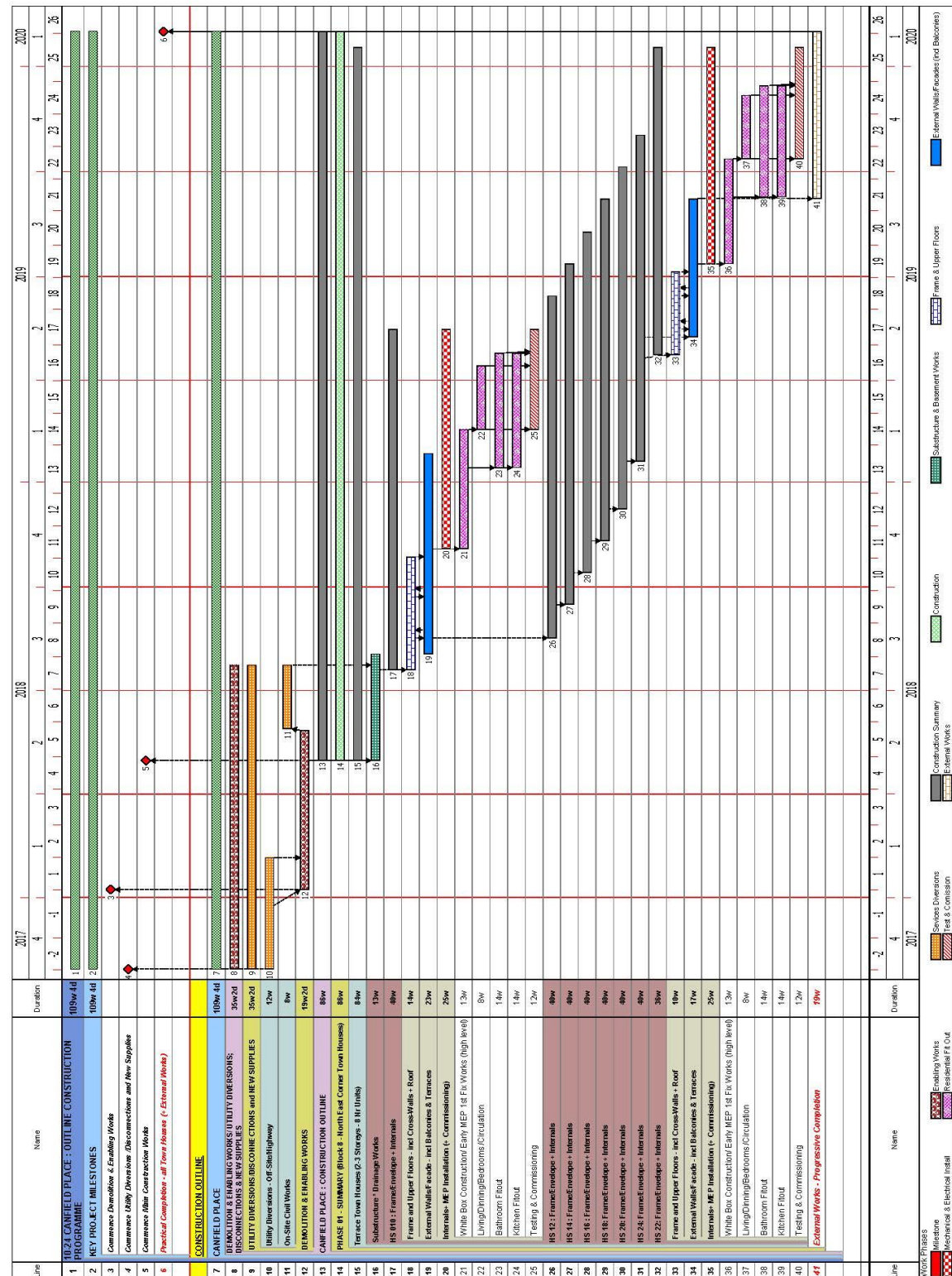
9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Canfield Place is a narrow two-way mews with no through access at its north-western end. The road is bound on both sides by railway lines along its entire length and can only be reached via Canfield Gardens, to the southeast of the site as demonstrated by figure below. Primary site access to Canfield Place is from Canfield Gardens to the east.



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).

Construction is expected to start in first quarter of 2018 and be complete by first quarter of 2020.



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

The site working hours will be, as listed below:

- 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.

The Project Team, following further design development and investigation works, intend to discuss installation dates with the utilities suppliers, agree trenching details with them and coordinate installation dates. Confirmation on the pathway of main supplies still need investigation and confirmation on route. After this information has been received a full drawing will be issued as addendum to this CMP.

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.

Throughout the Planning Stage, there has been extensive consultation carried out by the Applicant.

The following have been consulted regarding the proposals prior to the application submission:

- Residents and businesses located at 1 to 27a Canfield Place;
- PCKO, Canfield Place;
- CRASH – Combined Residents Association of South Hampstead;
- Network Rail
- Fortune Green and West Hampstead Neighbourhood forum

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

The Appointed Contractor will implement the following in connection with the Community Liaison and Consultation in connection with the development and see regular improvement and upkeep of the Construction Management Plan.

Communication will be via:

- A quarterly newsletter will be published and delivered to local residents/ neighbouring properties. The newsletter will also be displayed on a fixed notice board that will be mounted on the site hoarding/fencing.
- The site manager will be the first point of contact for any liaison with the local community including addressing and complaints or concerns.
- The contact details for the site manager will be displayed prominently on the site gates with communication available with the site manager 24/7
- There will be quarterly “meet the contractors” events
- The Appointed Contractors site manager will maintain a log of all visits to the site by the public and neighbours where they wish to make any complaints – any such complaints will be acted upon and reported to the client.

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 Constructors Manual](#)”.

The site will be registered with the above scheme and also the National Considerate Constructor Scheme.

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.

There are currently not any live construction sites in the immediate vicinity of the proposed works at Canfield Place.

If there are any planned or live construction sites at the planned start of Canfield Place, the Appointed Contractor will communicate with the managers of these sites and work with them to coordinate construction traffic and routes so as to minimise impact on the neighbourhood.

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:

TO BE CONFIRMED

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

TO BE CONFIRMED

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:

TO BE CONFIRMED

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

Site Traffic

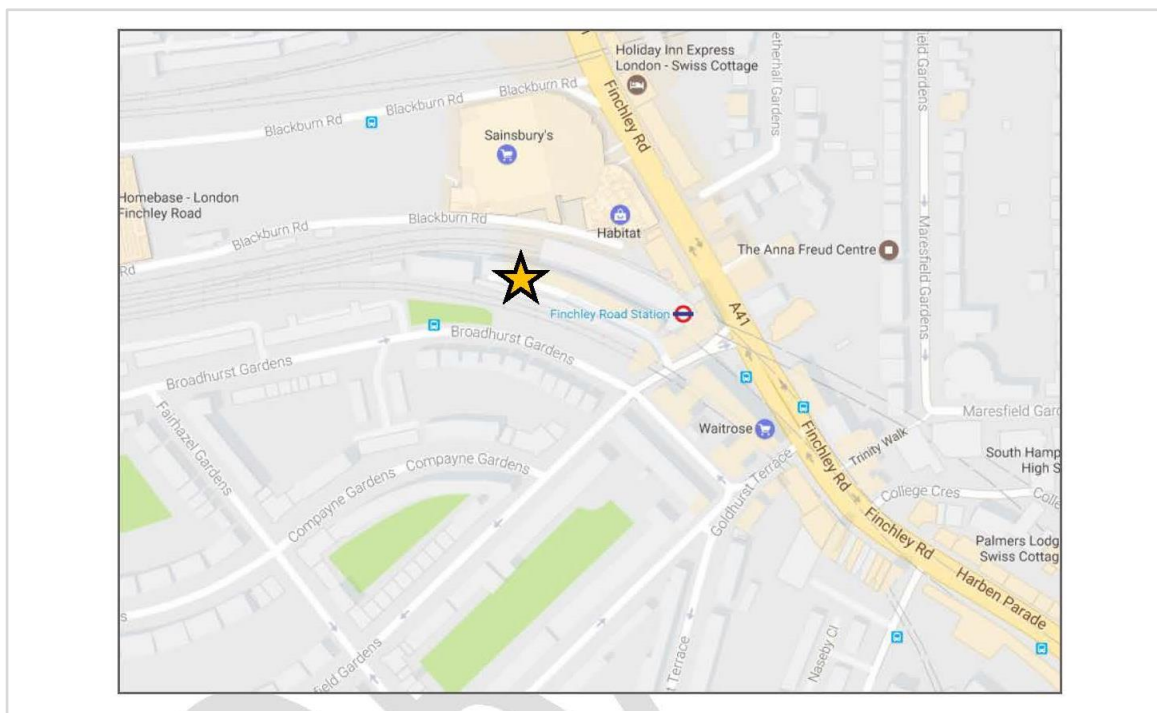
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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 \(TLRN\)](#).



b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

The Appointed Contractor will ensure that all sub-contractors and those who make deliveries to the site will be members of Transport for London's Fleet Operators Recognition Scheme (FORS) or similar at the bronze level.

By using suppliers and sub-contractors who are FORS (or similar) members then all delivery vehicles will have:

1. Side guards fitted (unless it can be demonstrated that the lorry will not perform to function for which it was built if they are fitted)
2. Close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a close proximity sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the drivers planned manoeuvre.
3. Have prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

All contractors and suppliers will be made aware of the site location and site access routes.

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.

In summary, the worst case average number of vehicle movements per day during the respective construction phases is as follows:

- Demolition/Strip Out: avg. 4 Nr Two-Way Visits per day (avg. 8 vehicle movements day)
- Substructure: avg. 3 Nr Two-Way Visits per day (avg. 6 vehicle movements per day)
- Superstructure: avg. 3-4 Nr Two-Way Visits per day (avg. 6-8 vehicle movements per day)
- Residential Fit-out: avg. 3 Nr Two-Way Visits per day (avg. 6 vehicle movements per day)

The following list provides detail of the type of vehicles that will need to gain access to the site during the demolition and construction process. The exact type and quantity of vehicle will be confirmed once a Main Contractor has been appointed post application.

Vehicle Average Dwell Times:

- Piling Works (mini piles) : Piling Rig (KLEMM): 3.9m x 1.3m
- Muck away Lorry : 9m x 2.5m (Dwell time 30min per load)
- Concrete Lorry : 9m x 2.5m (Dwell time 22min per delivery)
- Cladding : Lorries: 10m x 2.5m (Dwell time 2hrs per delivery)
- Blockwork) : Lorries: 10m x 2.5m (Dwell time 2hrs per delivery)
- Scaffolding) : Lorries 10m x 2.5m (Dwell time 1hr per delivery)
- Internal Demise Areas – MEP & Fit Out Deliveries: Lorries: 10m x 2.5m (Dwell time 2 hrs per delivery)

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

There are currently not any live construction sites in the immediate vicinity of the proposed works at Canfield Place.

Should other projects come on line, at the planned start of Canfield Placed, the Appointed Contractor will communicate with the managers of these sites and work with them to coordinate construction traffic and routes so as to minimise impact on the neighbourhood.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

All deliveries will be pre-booked and all deliveries will be known for the site. This will be controlled and managed by the site manager and will be achieved via use of subcontractor site coordination meetings, with short term look ahead programmes that include the booking of deliveries and the possible use of an internet based vehicle management system for booking vehicles.

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.

Due to the nature of the works we do not anticipate the need for any construction material consolidation centre. The Appointed Contractor will be working with their supply chain to ensure that materials are delivered “just in time” for use on site.

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).

Due to the nature of the works we do not anticipate the need for any construction material consolidation centre. The Appointed Contractor will be working with their supply chain to ensure that materials are delivered “just in time” for use on site.

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

Canfield Place is a narrow two-way mews with no through access at its north-western end. The road is bound on both sides by railway lines along its entire length and can only be reached via Canfield Gardens, to the southeast of the site as demonstrated by figure below. Primary site access to Canfield Place is from Canfield Gardens to the east.

Canfield Place is a narrow two-way mews with no through access at its north-western end. The road is bounded on both sides by railway lines along its entire length and can only be reached via Canfield Gardens, to the southeast of the site as demonstrated by figure below. Primary site access to Canfield Place is from Canfield Gardens to the east.

As part of the construction and phasing strategy and to maintain vehicle access in “forward gear” we propose to leave down the front elevation (+ part of the 1st floor joists) of House Nr 22. This is illustrated on the swept path and three-point turn of rigid vehicle on Canfield Place (reference 22c below), so that vehicle access and egress to the site is in forward gear. This will be for the majority of the construction period - frame and cladding installation, and fit out works to the remaining townhouses. However, there will be a period of time when the façade of House Nr 22 is closed off, and vehicles will be required to be reversed down the full length of Canfield Place. During this period, traffic marshals will be placed along this route to ensure that the vehicles are correctly aligned at all times.

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

All deliveries are to be supervised by traffic marshals, who report to the site manager. All deliveries will be pre-booked so that the traffic marshals know when the delivery is coming and will take measures to ensure that the public/local residents are not affected by the delivery. A walkie talkie system will be used so that the traffic marshals can communicate with each other at all times.

The Appointed Contractor will plan the works including: vehicle movement, deliveries, temporary routes and facilities to ensure that the safety of the public is maintained at all times.

Deliveries will be phased on a ‘just in time’ basis thereby minimising travel/ wait time, congestion and stockpiling of materials on-site. In addition, vehicle arrival and departure times will be managed to achieve an even spread of movements during the working day. All trips will be monitored as part of the on-going management of the site. In order to further reduce the effect of construction traffic, bulk trips, i.e. blockwork and plasterboard deliveries, would be undertaken during off-peak periods.

All suppliers and sub-contractors who are supplying materials to the site will be issued with a transport plan which will include a prescribed route into the site to deliver materials from the Transport for London Roar Network.

The Appointed Contractor will ensure as part of his plan to mitigate the impact of the project and its deliveries on the road network, that his supply chain store materials off site and only deliver the materials when they are needed.

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).

Outline swept path analysis have been carried out for the expected vehicle deliveries i.e. for a fixed rigid vehicle.

1. Drawing 2044-00-DR-01; rev 0 : Site Access Vehicle Path (Haul Route).
2. Drawing 2044-00-DR-02; rev 0 : Site Access Manoeuvre Path.



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.

In order to keep the roads and foot paths free from deposits of soil, mud and the like the Appointed Contractor will ensure that the wheels of any vehicles leaving the site are thoroughly cleaned and hosed down prior to going on the public roads.

If any mud or construction debris does get onto the street within the vicinity of the site then these areas will be kept clean via the use of water hoses and manually swept. In addition, a mechanical road sweeper will be used to clear any debris.

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.

All unloading will be carried from the mews side and controlled by banksmen and traffic marshals with the public protected at all times.

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](#).

TO BE CONFIRMED

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).

The Project Team, following further design development and investigation works, intend to agree highway works local to the site and confirmation on the pathway of utility supplies which still need investigation and confirmation on route. After this information has been received a full drawing will be issued as addendum to this CMP.

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

The Appointed Contractor will deploy and use all necessary and appropriate safety signage and barriers to ensure that the public/residents are protected and operatives work safely at all times.

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).

We do anticipate that there will be connection work to each of the utility mains (gas, electric and sewers). This will mean that each of the utility companies will need to apply to Camden for the necessary licences for these works. The Appointed Contractor will be co-ordinating this process and will seek to minimise the opening up of the highway for these connections.

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.

When vehicles are entering, or leaving the site, they will be supervised by traffic marshals along Canfield Place. Vehicles will be unloaded within the agreed fenced off locations adjacent to the site.

The local residents/public will have right of way along the footpaths that surround the site. We do not envisage the need for any pavement closures.

The site access gates will be kept closed and monitored by site security, only when deliveries are made to the site will they be opened to allow vehicles onto the site. All delivery vehicles will be supervised /controlled by a traffic marshal.

The Appointed Contractors Site Manager will also ensure that the external perimeter of the site is regularly patrolled to ensure that pavements and site perimeter is clean at all times.

Should there be any complaints arising from the works, local residents will be able to personally call the site offices. Any residents or public visiting the site to raise a complaint will be requested to sign in and the security guard will escort the visitor to the site offices.

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.

Installation of the Cladding finishes, is to fit the cladding using a mast-climbing/scaffold gantry + lifting beam system, fixed at regular points to the frame. Where this system is installed along the Railway Elevation façade, a Method Statement & Risk Assessment will be prepared by the contractor when appointed, and submitted to Network Rail for acceptance.

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.

By its nature demolition and construction works cause noise. Noise is created by mechanical plant, cutting, drilling, hammering and sawing. All noisy work will be restricted to be after, 08.00 and before 17.00. We will always seek to not carry out noisy works on a Saturday when we are permitted to work between 08.00 and 13.00.

The activities that will create "noisy" operations are:

- Demolition of the existing garage units.
- The running of engines for piling rigs, concrete lorries, screed pumps etc. (most of these will be confined to the existing Regents Place Estate basement, and so the noise emitted will be enclosed by the existing structure).
- Drilling and the use of nail guns during the fit out.
- Removal of the existing garage concrete slab.
- Erection of new slab steelwork and the joist and roof slab decking.
- Installation of the façade and applied finishes.

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.

WSP Parsons Brinckerhoff: Acoustic Planning Report; dated March 2017 (File Reference – 70030628/C)

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

Where possible noise produced by work activities will be reduced or removed by design. When this is not possible controls will be introduced to reduce exposure so as to avoid harm or injury to persons on site or others within the vicinity of the site works.

During demolition and construction works noise will be continuously monitored, this will be compared against the baseline survey carried out prior to any works taking place, with the following trigger levels.

Green – no action

Amber – continue works but carry out a works assessment and propose mitigation measures

Red – immediate in depth review of the works and enforce changes to methodology, equipment in order to bring noise to acceptable levels.

Further controls will be detailed within activity method statements and compliance monitoring as necessary throughout the work process.

Records of controls and exposures of persons/environments will be kept in accordance with statutory requirements and company procedures.

For more details, reference to be made to WSP Parsons Brinckerhoff : Acoustic Planning Report dated March 2017

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.

The Appointed Contractor shall ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to affect the reduction of noise transmitted from site using best practicable means, this will include:

- Coordinating delivery times and efficient traffic management to prevent queuing traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).
- Utilising construction techniques that minimise the production of noise.
- Utilisation of baffle systems during the demolition works.
- Strict adherence to the site working hours.
- Carry out daily noise surveys at perimeter of the site and record results.
- Implementation of action plan where noise levels exceed acceptable limits.

- Positioning plant away from properties (if practicable).
- Machines in use will be throttled down to a minimum.
- Cutting operations will be kept off site where possible.
- The use of prefabrication where reasonably possible.
- Localised shrouding of plant.

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

The appointed Contractor shall ensure that and provide evidence that staff have been trained on BS 5228:2009

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

The Appointed Contractor will adhere to the key legislation on noise and vibration as detailed in the:

- Control of pollution Act 1974 Environmental Protection Act 1990
- BS 5228:1997 – Code of Practice on Construction and Open Sites

Site operations will be controlled so that all plant and machinery noise emissions (including ventilation, heating and cooling) shall be designed, installed and operated at noise levels that do not cause noise nuisance to the nearest adjoining residential and office properties.

Demolition and construction contractors shall implement a Dust Management Plan (DPM) that we will seek input and agreement with Camden. The DPM will include but not be limited to:

- Monitoring of dust levels – in agreement with Camden
- Reacting to results from dust monitoring and establish site recording of levels of dust
- Plan site management and logistics so that receptors for demolition waste are not located where they might cause nuisance to the neighbours
- Avoid site run off from vehicles and regular boundary inspections
- Use scaffold protection screens
- Clean down hoardings using wet cleaning methods
- Keep the public highway clear of any debris using wet cleaning methods
- Water suppression will be used during demolition

Adopt mitigation and control measures to ensure that dust is controlled on the site both during demolition and construction.

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

The Appointed Contractor will deploy the use of a mechanical road sweepers to clear the road of excessive dust and dirt as a result of site operations. However, any vehicle leaving site will be cleaned first.

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

Please see sections 31 and 33 above.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Reference to be made to ***WSP Parsons Brinckerhoff: Air Quality Assessment Report (AQS); March 2017***

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](#).

TO BE CONFIRMED (Appointed Contractor)

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real-time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site is not considered as a High Risk site, but the use of real time dust monitoring will be implemented.

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).

The Appointed Contractor will instruct a qualified pest control firm to survey the existing building 28 days prior to the demolition works commencing, to establish the existence of any pests and in particular rodents. If there is evidence of rodents following this survey the qualified pest control firm will follow the procedures laid out by the HSE information sheet for the laying of baits. The baits will be approved under the Control of Pesticides Regulations 1986 (as amended).

During the demolition works the monitoring for the evidence of rodents will continue.

Evidence of the pest control that has to be carried out will be provided to the Council in the form of pavement survey reports, method statements and payment receipts for the work carried out by the pest control firm.

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

An Asbestos Survey was carried out back in September 2016 – reference **ASP UK Ltd – Demolition Asbestos Report (dated Sep.'2016)** and the key findings/recommendations are outlined under section 5.2 (pg.15) of the report. Key findings, included the following:

- (a) An asbestos cement panel has been identified to the external of Garage 16. This material will need to be removed in accordance with the Control of Asbestos Regulations 2012.
- (b) In addition, two live electrical fuse boxes were identified in Garages 16 and 9. These were not accessed internally at the time of survey, however due to the age and appearance of the boxes it is likely that they contain asbestos products (e.g. woven asbestos flash pads). We recommend that these boxes are removed and disposed of as asbestos waste at the same time the asbestos cement panel is removed.

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

The Appointed Contractor will ensure that no bad language or unnecessary shouting occurs on site. The Contractor will operate a system whereby any operative found to be acting in an anti-social way or fond smoking outside a designated smoking area will be asked to leave the site immediately.

Radios are not to be allowed on site.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

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

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk