

20 WELL ROAD
HAMPSTEAD
LONDON NW3 1LH

PROPOSED BASEMENT



CONSTRUCTION MANAGEMENT PLAN SEPTEMBER 2017

B&G CONSTRUCTION
48 Churchfield Road,
London W3 6DL
Bandg-construction.co.uk

B&G
CONSTRUCTION

Construction Management Plan

pro forma v2.2

Contents

Revisions	3
Introduction	4
Timeframe	6
Contact	7
Site	10
Community Liaison	14
Transport	18
Environment	34
Agreement	46

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
28/9/2017	Rev A	PC

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 Community Safety](#) (**CLOCS**) scheme) and [Camden's Minimum Requirements for Building Construction](#) (**CMRBC**).

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

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

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

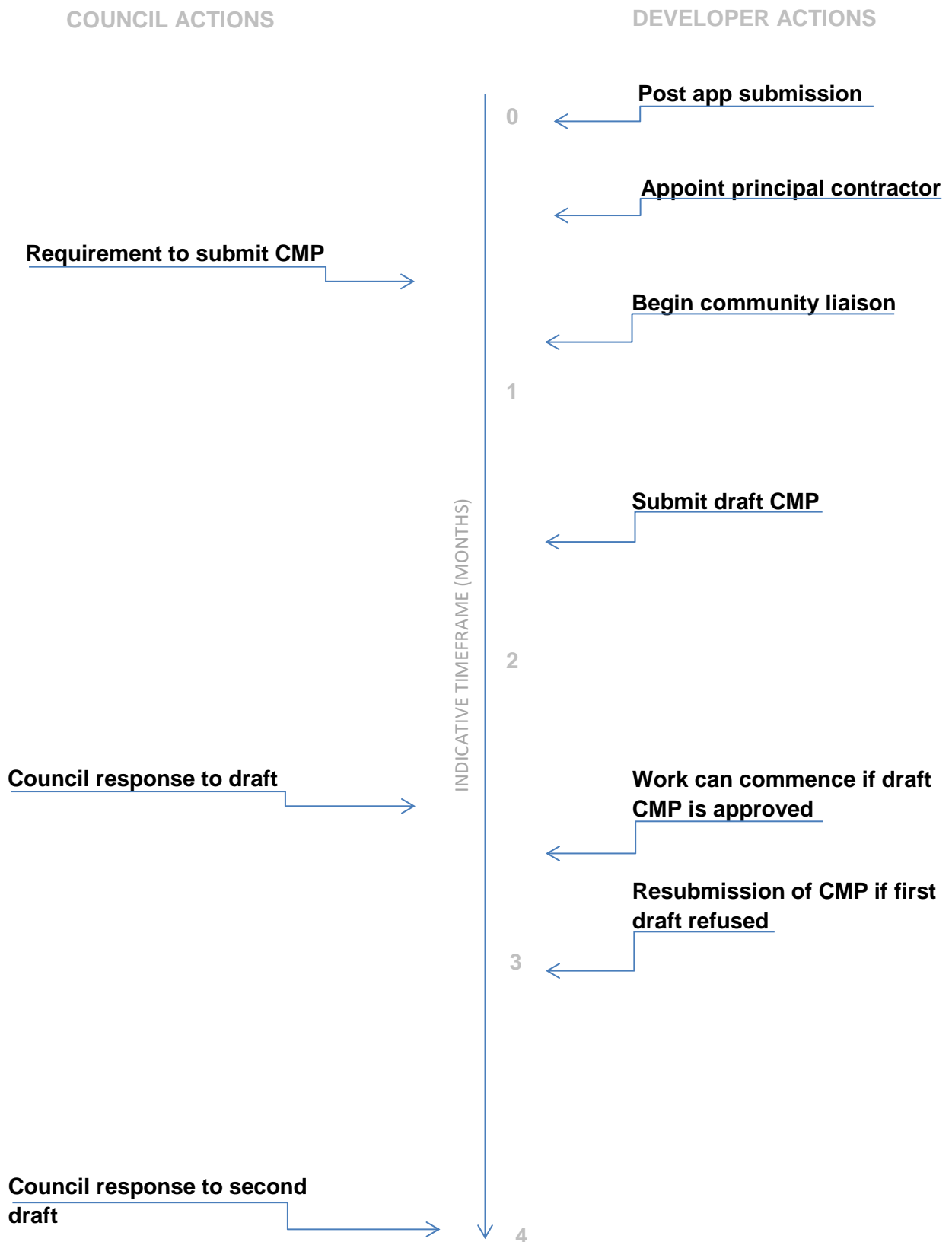
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe



Contact

INTRODUCTION AND BACKGROUND

Planning Permission has already been granted for a single storey extension at 20 Well Road NW3 1LH. The approved works are set out in approvals 2017/1426/P and 2017/1848/L (which renewed applications 2014/2114/P and 2014/2438/L). The works involve the following:

Internal and external works in association with demolition of existing side extension and replacement with new single storey side extension, including increased height of boundary wall; erection of new smaller dormer windows (on east, west and north roofslopes), replacement rooflights and repositioning of entrance; installation of window and removal of French Doors and staircase.

No Construction Management Plans were required as part of these approvals.

The current application is for a new Lower Ground floor be created beneath the footprint of the existing house, 20 Well Road. This Construction Management Plan has prepared in support of this new application in line with good practise.

The excavation will be in a clay soil and can be done by hand tools. Thus the disturbance to neighbours will be very much limited. There is an existing garage to the corner of the site that will give off-street access to the site.

B&G Construction are the preferred contractor for the proposed extension and basement to 20 Well Road, Hampstead, London NW3 1LH. This CMP is submitted in support of a Planning Application. The proposed works are relatively modest in in size.

The property lies within The Hampstead Conservation Area. Well Road and Well Walk run parallel and link the village to the Heath. Well Road is identified as having two distinct characters. To the east the road is a 'quiet residential street' with 19th century development on to the north and south, this alters further west where the road widens and the buildings reduce in scale.

It is noted that both the House and the garden wall are Listed Grade II. A key aspect of the CMP will be to ensure that the garden wall is protected throughout the construction phase. Therefore the full length of the garden wall will be protected with a hoarding to its full height for protection throughout the construction phase.

A tree survey has been carried out by Martin Dobson Associates and this demonstrates that there is no adverse impact on the trees.

B&G Construction are a well-established local contractor with substantial experience in delivering this type of project and also in working in similar central London locations. Recent projects include housing development work in Hollycroft Avenue, Eccleston Square, Hampstead Lane, Bishops Avenue, Abercorn Place, Langford Place, Pond Square and Quickswood. Details of these developments and others can be found on their company website bandg-construction.co.uk.

This Construction Management Plan sets out details of the environmental protection, highway safety and community liaison measures that will be implemented in order to mitigate the impacts from the project. It will be seen that the Construction Management Plan puts into

place measures that will ensure there are no adverse effects on the Conservation Area features. We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours. The Construction Management Plan also includes a waste management strategy for handling and disposing of construction waste. We will update the Council every three months (or more frequently if requested) on our progress and any issues/complaints throughout the construction period.

We acknowledge that this CMP will be a live document throughout the construction. We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by B&G and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

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

Address: 20 Well Road, Hampstead, NW3 1LH
Planning reference number to which the CMP applies: TBC

Also see 2017/1426/P and 2017/1848/L

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

Note – Contractor still to be confirmed
Name: James Lynch
Address: **B&G Construction Engineering Ltd**, 48 Churchfield Road, W3 6DL
Email: james@bandg.uk.com
Phone: 02087404745

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.

Note – Constructor still to be confirmed
Name: James Lynch (TBC)
Address: **B&G Construction Engineering Ltd**, 48 Churchfield Road, W3 6DL
Email : james@bandg.uk.com
Phone: 02087404745

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.

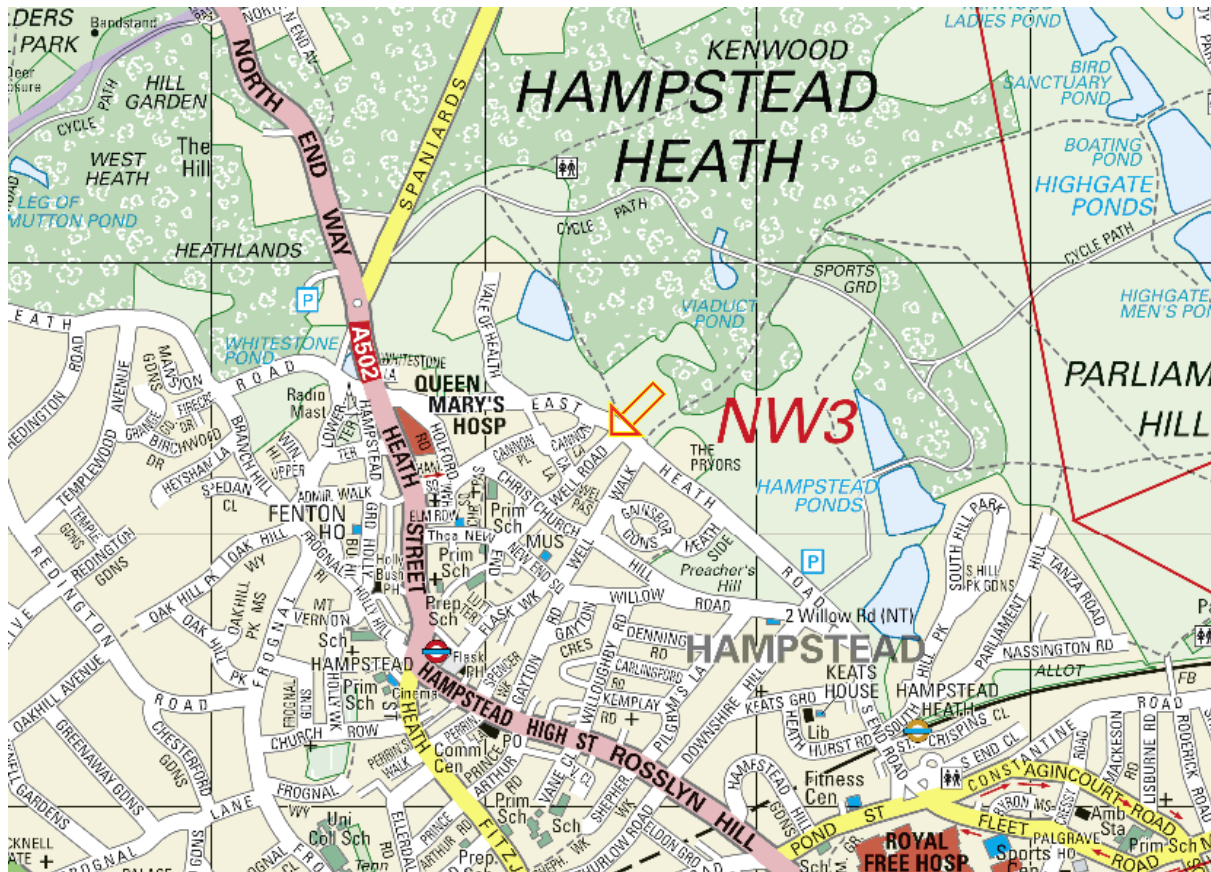
Note – Contractor still to be confirmed
Name: James Lynch (TBC)
Address: **B&G Construction Engineering Ltd**, 48 Churchfield Road, W3 6DL
Email: james@bandg.uk.com
Phone: 02087404745

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.

Note – Contractor still to be confirmed
Name: James Lynch
Address: **B&G Construction Engineering Ltd**, 48 Churchfield Road, W3 6DL
Email: james@bandg.uk.com
Phone: 02087404745

Site

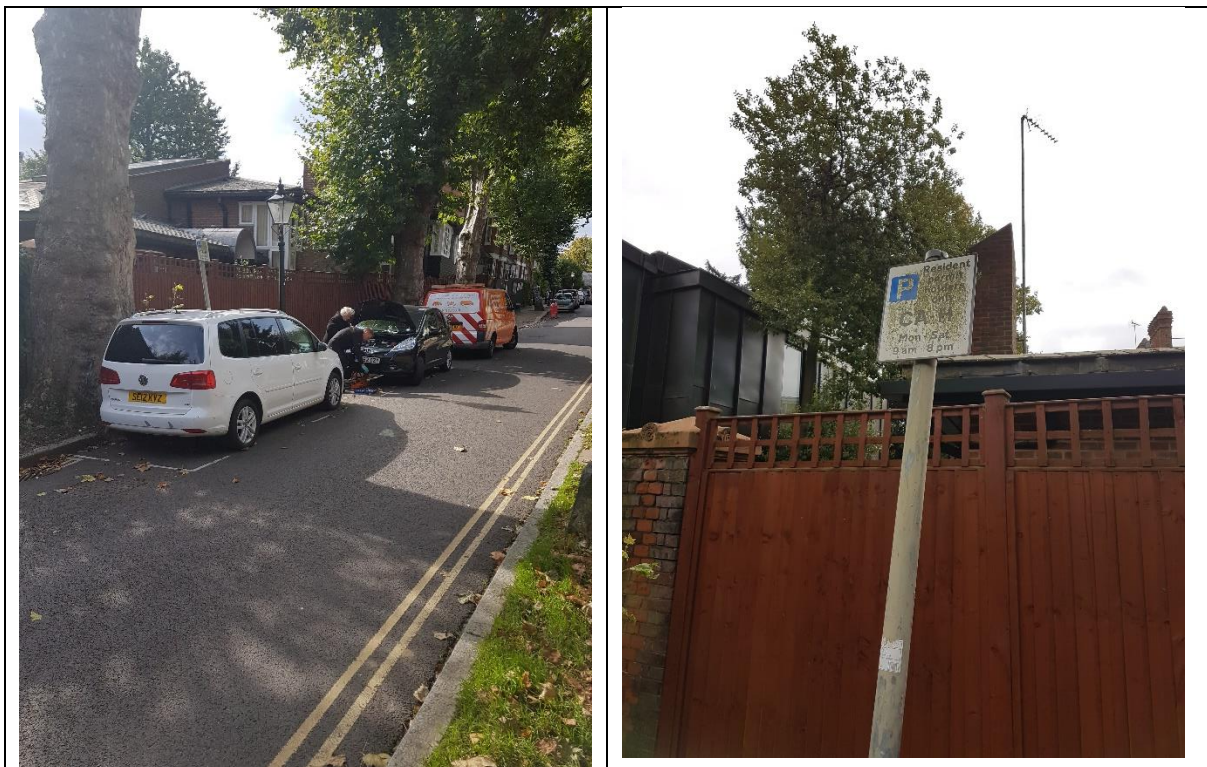
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.



Well Road is a fairly narrow (approximately 5.1 metres wide) two-way road. Well Road lies within a Controlled Parking Zone (CPZ) which operates Mondays–Saturdays 9:00am– 8:00pm. There are double yellow lines on the north-west side of Well Road. There are parking bays on the south-east side of Well Road (opposite side of Well Road to the site). The first parking bay is set back 16 metres from East Heath Road and is 35 metres long. This parking bay allows parking for up to 4 hours. The photographs below show this parking bay. There is then 8 metres of double yellow line before the next parking bay.



The second parking bay is shown below and is 10 metres long and sufficient for two cars. The RAC van is parked outside this bay. This bay is for residents permit holders.



There is then a gap of 27 metres with double yellow lines before the next parking bay which is shown in the photograph below. It is noted that there is currently the construction of a

new house taking place between numbers 13 and 15a Well Road. Having checked the Planning Portal, this new house is at 14 Well Road. As part of the approval process for this project a Construction Management Plan was approved. We have reviewed this plan and have adopted the same access strategy in our Construction Management Plan.



Well Road is subject to a 20mph speed limit.

There are no street trees on the north-west side of Well Road in the vicinity of the site. There are some large street trees on the opposite side of the road though these have high canopies (see above photographs).

B&G Construction have been engaged (to be confirmed) to make alterations to construct a basement and single storey extension to 20 Well Road. As such it can be seen that the proposed works are relatively modest in in size

Access to the site will be from Heath Street (A502) via New End (one-way) and Well Road. Egress will be via Well Road and East Heath Road. The junction of East Heath Road and A502 is traffic signal controlled. This is shown in more detail in section 20.

An alternative route which the Highway Authority may prefer would be to access and egress via East Heath Road and turning at Christchurch Hill.

The agreed contents of the Construction Management Plan will be complied with unless otherwise agreed with 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 and complied with thereafter.

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 proposal involves building the extension and construction of a basement. This will be carried out using small hand tools. As mentioned above, the proposed works are modest in size and of a fairly routine nature. There are no particular challenges in respect to this project. With the exception of a small micro excavator (such as a JCB 8010), only handheld power tools are likely to be used.

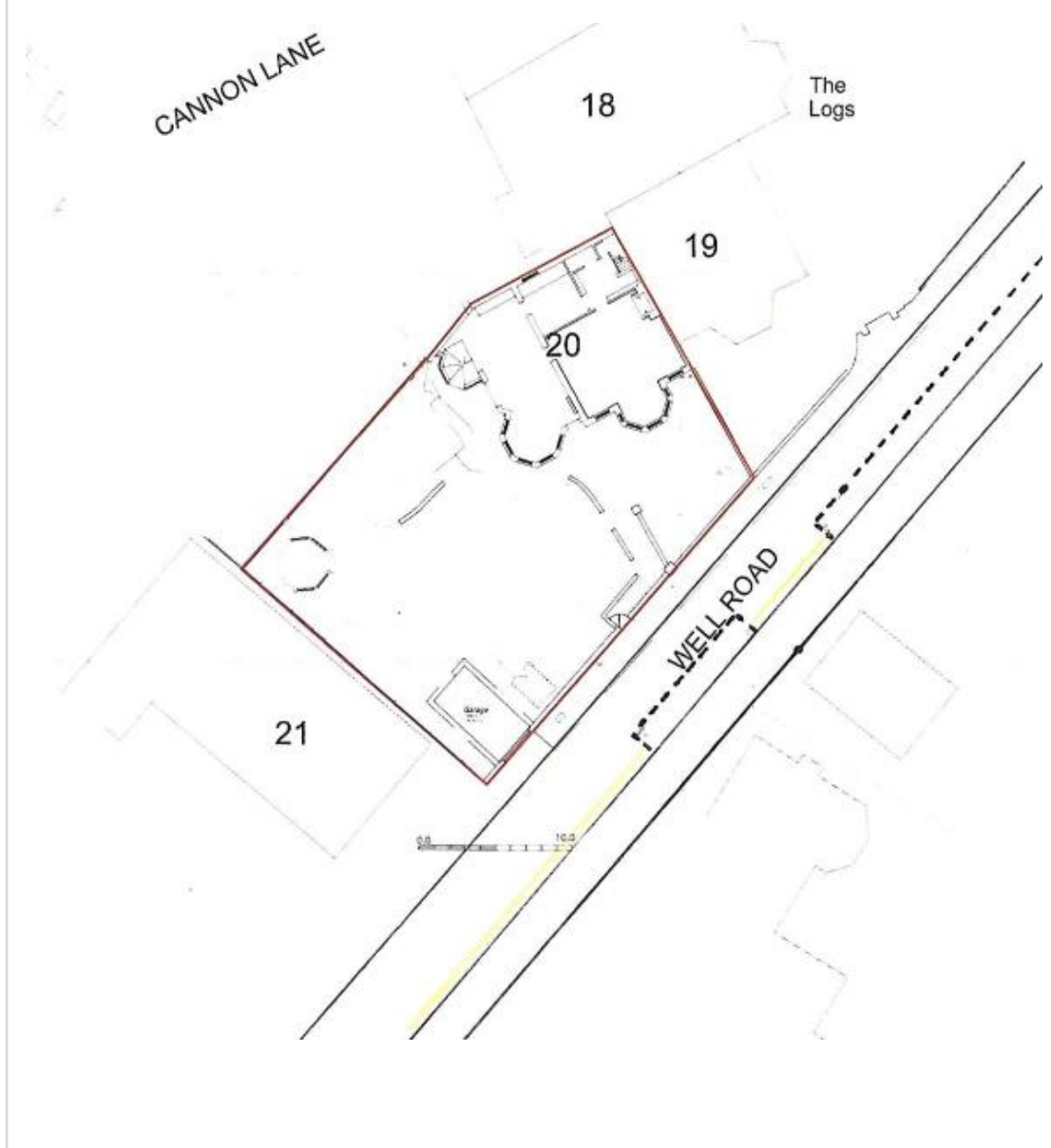
The access via New Road and Well Road will require the use of these fairly narrow roads (though the 5.1 metre width is more than sufficient for a lorry to pass a car – the minimum is 4.8m as set out in Manual for Streets). Loading will also need to take place on Well Road and will therefore need to be well supervised with banksman. The well controlled waiting restrictions within the area will greatly help in addressing these issues, particularly at all the junctions on the access and egress routes. See Section 20 for further details.

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.).

The adjacent residential properties are the nearest potential receptors.

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.

The main access to the site for materials will be via on-street loading/unloading. There are on-street parking bays on the south-east side of the road. There are no cycle lanes.



10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

The overall programme of works is 9 months. This can be split into three main phases:

Work Phase	Proposed Start (TBC)	Proposed End	Duration
Site set up, internal strip and preparation	April 18	May 18	1 month
Excavation and structural work	June 18	August 18	3 month
1 st /2 nd fix and fit out	Sept 18	Jan 19	5 months

The 24 hour contact will be James Lynch (TBC)

Tel: 02087404745

Email: james@bandq.uk.com

Detail of the 24 hour emergency contact details will be displayed at the site.

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 standard working hours for the site will be as follows:

- 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.

No new service connections are anticipated.

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 granting 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 and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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.

Details of consultation

Consultation with neighbours will take place and will be reinforced with consultation in respect to the required Party Wall agreements. The contact details will be obtained during this process to ensure a good dialog can be maintained during the construction work.

Heath and Hampstead Society will be consulted.

No significant issues are anticipated from these consultations.

Furthermore, as a “neighbourly” gesture, the contractor has agreed not to undertake “noisy” works on a Saturday.

The Contractor will keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

The Principal Contractor will be (TBC):

B&G CONSTRUCTION

Bandg-construction.co.uk

Site Manager : James Lynch

48 Churchfield Road, W3 6DL

02087404745 Email: james@bandg.uk.com

We will be operating an ‘open door’ policy and will welcome our neighbours if they have any concerns etc. The Site Manager will hopefully be able to quickly answer any queries or concerns. The client is also keen to have a good and close relationship with the neighbours and is again happy to talk to them where this may be of value. However, it is important that an independent and impartial person is responsible for dealing with community liaison and therefore this role will be carried out by an independent consultant, Philip Cunningham (01707850923).

We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by B&G and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours.

The CMP is an important document and therefore we have consulted our neighbours (to be confirmed) and have brought this document to their attention. The CMP will be amended where necessary in light of any feedback. A copy of the letter has been attached below

March 2018

Dear Neighbour

COMMENCEMENT OF WORKS AT 20 WELL ROAD

The purpose of this letter is to inform you of the upcoming works at 20 Well Road. The works involve rebuilding the current single storey extension and the construction of a basement underneath.

The standard working hours for the site will be 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 Principal Contractor will be:

B&G CONSTRUCTION
Bandg-construction.co.uk
Site Manager : James Lynch
48 Churchfield Road, W3 6DL
02087404745 Email: james@bandg.uk.com

A Construction Management Plan has been prepared to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

Please do not hesitate to contact me if you have any queries or concerns or would like a copy of the Construction Management Plan.

Kind Regards

Copy of draft letter to be sent to residents of Well Road/East Heath Drive

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.

No specific Construction Working Group will be set up. However, in order to address any concerns of surrounding neighbours, close contact will continue to be made. B&G Construction acknowledge that a key element of good community/neighbourhood relations is the contact between the site team/sub-contractors/suppliers and the local residents. As such the site manager will ensure that this ethos is reinforced at all site briefings and inductions. The site will also operate an 'open door' policy to allow any local resident to visit the site office to raise any concerns with site manager. Information boards with the contact details of key staff and head office will be on display on the hoardings.

At all sites a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

The Contact Board will include the following:

- a) The title 'Contact Board'
- b) Name of the main contractor, address and person to whom correspondence should be addressed.
- c) Name of the site manager.
- d) Month and year of completion of works.

Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

As mentioned above, the Contractor will keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

Any complaints will be recorded.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

B&G will register this project with Considerate Contractors 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.

Currently there are two construction sites in the vicinity of the development. The first at no 14 Well Road is expected to be completed or substantially completed before work starts on this project. A further project (construction of 17 apartments) is currently underway on New End which forms part of the access to the site. This will be reviewed prior to work starting on site. Due to the residential nature of the area it is not anticipated that the cumulative impacts from further sites in the area will create significant problems.

Contact will be made with any other sites and any other consented schemes in the immediate vicinity to ensure co-ordination where required so that any disruption is minimised.

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 Contractual Considerations

17. Name of Principal contractor:

The Principal Contractor will be (TBC):
B&G CONSTRUCTION
Bandg-construction.co.uk
Site Manager : James Lynch
48 Churchfield Road,W3 6DL
02087404745

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](#)).

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (eg. SUD, elearning, Van Smart, on-cycle training etc). CLOCS Compliance will be included as a contractual requirement.

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide.

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. Results from these checks will be logged and retained, and enforced upon accordingly. Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

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:

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.

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.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.



		
View from Heath Street towards New End	View from Heath Street towards New End	View along New End including Duke of Hamilton

		
View along New End including construction site	Access to construction site (17 apartments) on New End	View from New End to Well Road including The Old White Bear

		
View from Well Road towards Christchurch Hill	View from Well Road across Christchurch Hill Note there is around 3.3m between parking bays.	View along Well Road from Christchurch Hill

		
View along Well Road from Cannon Lane	View along Well Road towards site with construction site on the opposite side of the road	View along Well Road from site to East Heath Road

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

Details of the access routes will be provided to all suppliers when placing orders and when arranging for visitors to the site.

As strict delivery procedure will be followed for all parking and loading arrangements. A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. Deliveries will be allocated time slots to ensure good control and coordination and to minimise the chance of any disruption to other road users.

All deliveries will be made from the kerbside in front of the site.

The designated site operative will be responsible for the movement of materials from delivery vehicles to the site. Where necessary site operatives will control deliveries along the footway to ensure pedestrian safety is maintained at all times.

All materials will be stored within the site boundary. No materials will be stored on the public highway.

No parking will be permitted within the site as no spaces will be available. All sub-contractors will be informed that all roads in the area are restricted by parking controls and they will be encouraged to use public transport. Hampstead underground station is a short walk from the site.

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.

The proposed working hours during which vehicles will arrive and depart will be 08.00am to 18.00pm Monday to Friday and between 08.00 and 13.00 hours on Saturdays. Only in exceptional circumstances will vehicles arrive or depart outside these hours. Construction vehicle movements will be between 9.30am and 3pm on weekdays during term time.

It is likely a number of varying types of vehicles will be required to undertake deliveries to and from site. These will include:

Grab Lorries (approx.. size 8.1m long and 2.6m wide)

Skip Lorries (approx. size 7.5m long and 2.4m wide) if used

Ready Mix Concrete Lorries (approx. size 8.25m long and 2.45m wide)

Flatbed delivery lorries, for items such as steelwork/timber/windows/doors etc (approx. size 8.5m long and 2.4m wide)

It is not anticipated that this scheme will require any more than 2-3 deliveries a day on average. It is envisaged that this level of delivery will be fairly constant throughout all three construction phases.

The grab lorries should be able to load within 15 minutes. Nearly all deliveries and the skip exchanges (if used) are expected to last less than 15 minutes.

No vehicles will enter the site and there will be no tight manoeuvres required for the site access or servicing. As such no Autotrack swept path analysis has been undertaken.

Autotrack checks were carried out on the proposed access route in the CMP for 14 Well Road. This CMP also demonstrated that ready mix concrete lorries can perform a three point turn at the junction of Well Road and Christchurch Hill.

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

As previously mentioned there are currently two construction sites in the vicinity of the development. The first at no 14 Well Road is expected to be completed or substantially completed before work starts on this project. A further project (construction of 17 apartments) is currently underway on New End which forms part of the access to the site. This will be reviewed prior to work starting on site. Due to the residential nature of the area it is not anticipated that the cumulative impacts from further sites in the area will create significant problems.

Contact will be made with any other sites and any other consented schemes in the immediate vicinity to ensure co-ordination where required so that any disruption is minimised.

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.

As strict delivery procedure will be followed for all parking and loading arrangements. A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. Deliveries will be allocated time slots to ensure good control and coordination and to minimise the chance of any disruption to other road users.

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 limited number of deliveries and the booking system, no off-site holding area will be 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](#)).

The works are of relatively small scale and as such use will not be made of a construction material consolidation centre. However, in order to reduce the impact of associated traffic, where possible local suppliers will be used to reduce overall traffic distance by construction related vehicles.

Site Waste Management Plans (SWMP) have been developed to ensure that site waste is managed more effectively through the course of demolition and construction and through to the operation of developments. By virtue of managing the amount of waste produced, it will help reduce the potential harm to both the environment and to human health. Although since December 2013 SWMP's are no longer compulsory for developments in England, the production of a SWMP is still a useful tool to assist in reducing the amount of waste and increasing the amount of recycling associated with the proposed development.

Any SWMP should develop throughout the various stages of the project, and responsibility for the updating of the plan can transfer between individuals and organisations during these different stages. A thorough approach to site waste management planning will produce a structured plan that can perform three different roles:

1. To set out the importance of effective waste management and how this is enshrined in legislation, policy and guidance at all levels from European down to local, and summarising those that are most important and relevant to the scheme;
2. Identify the baseline conditions and set out waste management issues at each of the three main stages – design, construction and operation, and establish a framework for further development of the Site Waste Management Plan which will continue to be a live document throughout the process of construction;
3. To analyse these waste management issues in terms of any significant environmental effects and how the scheme has been able to either avoid, minimise or mitigate against such environmental effects.

See Appendix A for further details.

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 marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be

equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed access and egress routes to and from the site

Access to the site will be from Heath Street (A502) via New End (one-way) and Well Road. Egress will be via Well Road and East Heath Road. The junction of East Heath Road and A502 is traffic signal controlled. This is shown in more detail in section 20 above.

An alternative route which the Highway Authority may prefer would be to access and egress via East Heath Road.

Access to The Finchley Road (A41) can be gained to the south via Fitzjohn's Avenue (B511). Access to the North Circular Road can be obtained to the north via the A502.

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

A strict delivery procedure will be followed for all parking and loading arrangements. A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. Deliveries will be allocated time slots to ensure good control and coordination and to minimise the chance of any disruption to other road users.

All deliveries will be made from the kerbside in front of the site.

The designated site operative will be responsible for the movement of materials from delivery vehicles to the site. Where necessary site operatives will control deliveries along the footway to ensure pedestrian safety is maintained at all times.

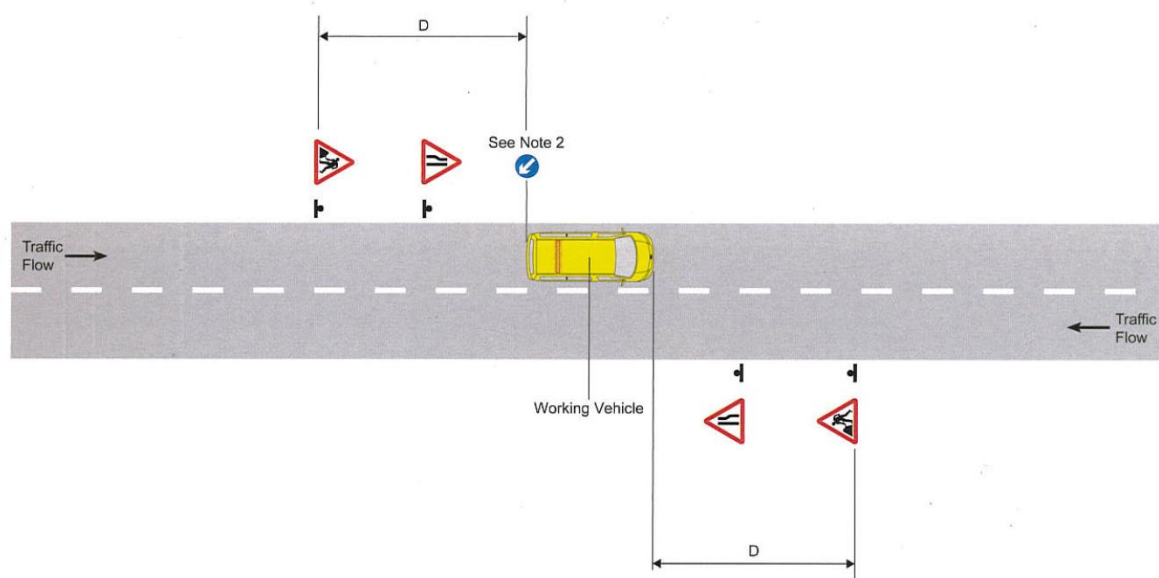
All materials will be stored within the site boundary. No materials will be stored on the public highway.

No parking will be permitted within the site as no spaces are available. All subcontractors will be informed that all roads in the area are restricted by parking controls and they will be encouraged to use public transport.

Safety at Street Works and Roads Work – A Code of Practise October 2013

Nearly all deliveries, spoil removal and the skip exchanges are expected to last less than 15 minutes. The signing for these will be as shown below (Extracted of page 87). The distance D for 30 mph speed limits or less is 20 to 45 metres.

Short duration stops less than 15 minutes on a single carriageway road

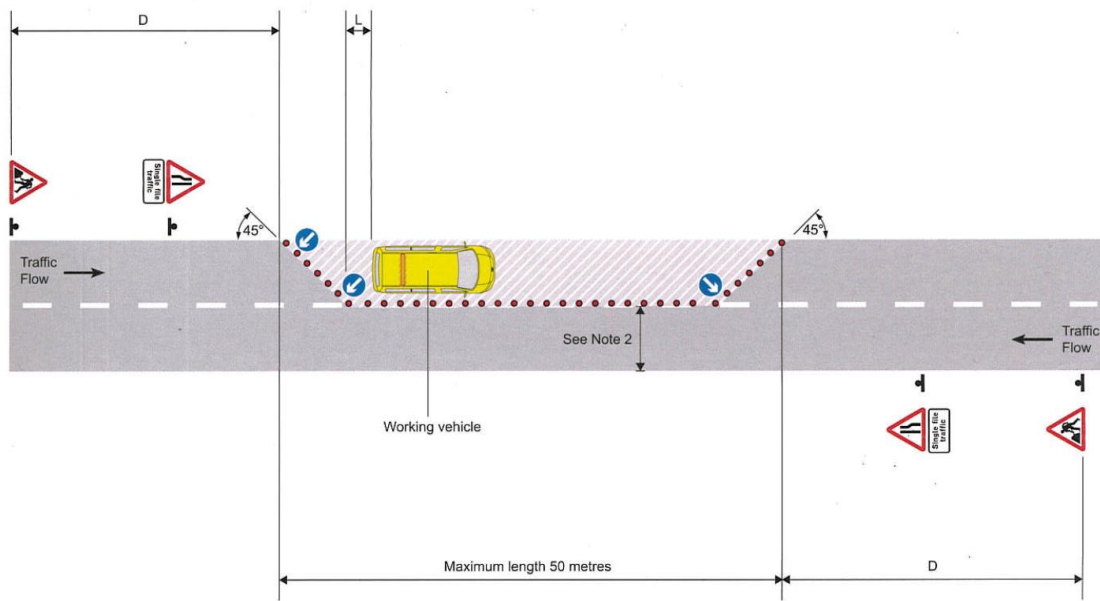


Notes

- 1 For dimension D, see table inside back cover.
- 2 The keep right arrow shown on the rear of the vehicle is only appropriate for a speed limit of 30 mph or less. For higher speed limits, a diagram 7403 sign or a light arrow is required.

A very limited number of deliveries may be between 15 and 60 minutes. The signing for these will be as shown below (Extracted of page 89). The distance D for 30 mph speed limits or less is 20 to 45 metres and distance L is 0.5 metres. The desirable restricted lane widths for shuttle working is 3.25 and 3.5m. The absolute minimum is 3m for normal traffic including buses and HGV's. However, in areas where there is generally only cars and light vehicles only and the absolute minimum can be reduced to 2.5m. Traffic control by 'give and take' is appropriate given the flows and speeds. Site observations indicate that the traffic flow on Well Road is low and involves very low numbers of larger vehicles.

Short duration stops more than 15 minutes on a single carriageway road



Notes

- 1 For dimensions D and L see table inside back cover.
- 2 See page 52 for guidance on unobstructed width past the works.

For deliveries or works involving stops expected to last more than 60 minutes will have signing and guarding as for a fixed site.

Banksmen will be present at all times during loading/unloading activities.

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

The access route has already been checked as part of the CMP for 14 Well Road. While fairly tight, the access for construction vehicles to and from the site is acceptable. As such no further swept path drawings have been prepared.

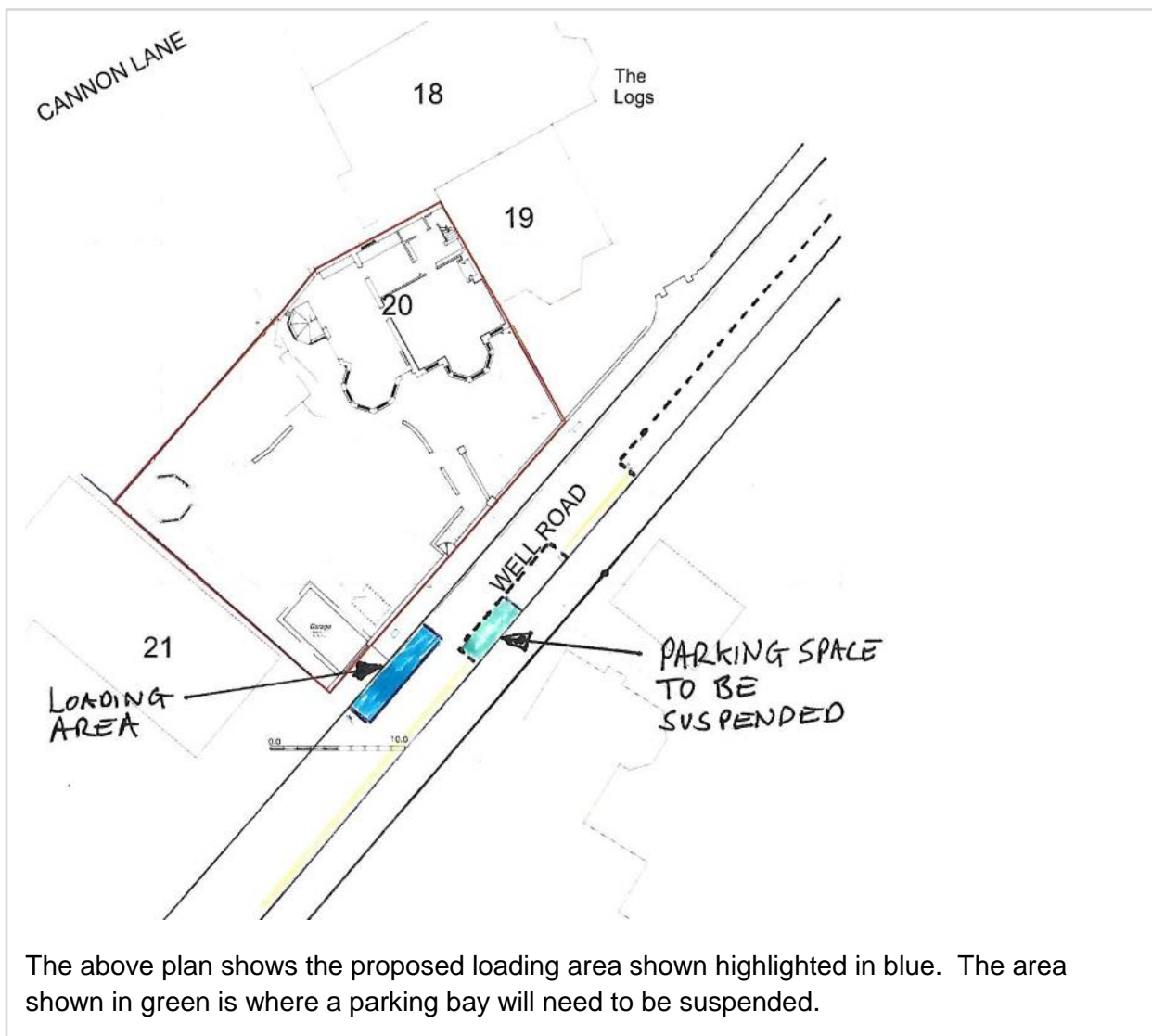
d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

No wheel washing facilities will be required

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)

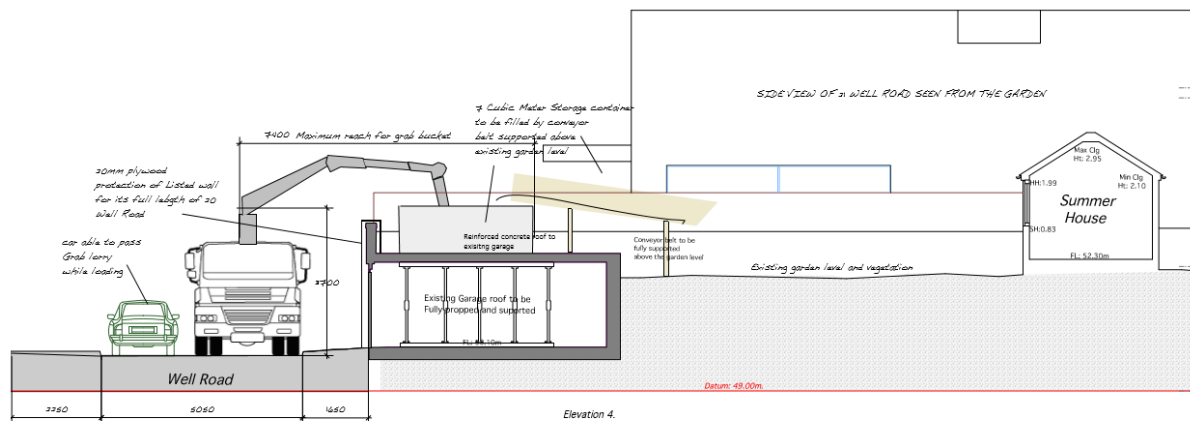
If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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.



The above plan shows the proposed loading area shown highlighted in blue. The area shown in green is where a parking bay will need to be suspended.

As previously mentioned, both the House and the garden wall are Listed Grade II. A key aspect of the CMP will be to ensure that the garden wall is protected throughout the construction phase. Therefore the full length of the garden wall will be protected with a hoarding to its full height for protection throughout the construction phase. The sketch below shows the proposed method of spoil removal. Deliveries will also be made from Well Road.



SECTION THOROUGH EXISTING GARAGE SHOWING GARDEN LEVEL

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.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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](#).

It is anticipated that a parking space will be required to be suspended as shown in the plan above. This space will be required for loading and unloading. The double yellow line in front of the parking space will allow for extra manoeuvring space.

The Council's Highways Team will be contacted regarding the above and made aware of the timescales and in terms of the required Temporary Traffic Management Order and License requirements.

Proposed overhang (if any) of the public highway (scaffolding, cranes etc.)

There will be no scaffolding and therefore no overhang to any public footpath. There will also be no gantry/cranes overhanging the public highway.

There will be no occupation of the public highway.

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).

No highway works are required to enable construction to take place.

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

Not Applicable

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).

Not Applicable

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.

Materials will need to be moved across the footway between the loading area and the site entrance. While this footway is only lightly used, in order to ensure this is done with maximum safety for pedestrians, all delivered will be managed and controlled by site staff (banksmen) who will ensure all movement of goods/supplies is carried out safely.

Cyclists will not materially be affected by the works.

Details of how traffic associated with the Development will be managed in order to reduce congestion

As previously mentioned, deliveries to site will be closely controlled and managed. The timing of deliveries should ensure that any disruption/congestion is kept to an absolute minimum. Where possible, deliveries will be programme to take place in the off-peak period. In particular, it is envisaged that the limited concrete and steel deliveries will be carried out outside the peak period and outside of school arrival and departure times.

Whenever possible, all site deliveries will consist of full loads rather than part loads in order to reduce the overall number of trips.

All workers and subcontractors will be encouraged to travel to site by public transport. As no parking will be provided for workers, it is not anticipated that these will generate vehicular movements.

Other measures designed to reduce the impact of associated traffic

The proposed development is relatively small with a very low traffic generation and as such no further measures to reduce the impact of associated traffic have been proposed.

Details of hoarding required or any other occupation of the public highway

As previously noted, both the House and the garden wall are Listed Grade II. A key aspect of the CMP will be to ensure that the garden wall is protected throughout the construction phase. Therefore the full length of the garden wall will be protected with a hoarding to its full height for protection throughout the construction phase.

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.

No temporary structures will overhang the public highway (e.g. scaffolding, gantries, cranes etc.).

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.

Apart from a micro-excavator such as the JCB 8010, it is anticipated that only handheld tools will be used.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

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 monitoring:

Even though the scope of construction work is limited, it is fully acknowledged that Noise, Dust and Vibration can cause real nuisance to neighbours and lead to complaints. B&G construction are experienced in working in sensitive locations and have done so for many years without problems arising. A key factor in this success is that we work with a number of partners to ensure we continue to use best practice. For this project our Noise, Dust and Vibration consultant would be:

KP Acoustics Ltd.
Britannia House
11 Glenthorne Road
London
W6 0LH
Phone: +44-(0)208-2228778

KP Acoustics Limited are experienced acoustic consultants that provide clear advice in **acoustics, noise and vibration**

We are committed to having **No Complaints** during the build. If any complaints were to be received, these would be reviewed by B&G and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

We will be registering the project with the Considerate Contractors Scheme. As part of this we will be consulting and notifying our neighbours throughout the project (particularly in respect to major deliveries) and we will be operating an open door policy so that any issues that may arise can be dealt with as quickly as possible. In order to minimise the likelihood of any issues arising we have put in place robust measures to control noise, pollution and dust which may adversely impact on the health or amenity of our local neighbours.

If any concerns are raised we will call in KP Acoustics to assess the situation and to advise the most appropriate way in which any problems can be addressed.

It is noted that the recent work at 14 Rosecroft Avenue and 16 Hollycroft Avenue did not require a noise survey.

At 20 Well Road, we have the same team and site management set up as 3 Ferncroft Avenue; 36 Ferncroft Avenue, 38 Ferncroft Avenue; 14 Rosecroft Avenue and 16 Hollycroft Avenue all projects completed with **No Complaints** from neighbours on any of these projects. The team are all used to working with neighbours and accommodating any special requirements.

Due to the residential nature of the area, existing noise levels are expected to be low.

Noise levels from construction during the working day will be monitored against indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. As mentioned above, apart from a micro-excavator such as the JCB 8010, it is anticipated that only handheld tools will be used. Most works will also be carried out internally or below ground which will greatly reduce environmental risk and impact.

Noise levels will be monitored during construction as follows:

- Noise and Vibration monitoring will be carried out regularly, as well as in response to requests/complaints or any new activities that have the potential to generate significant noise.
- Checks will be made on method statements to ensure that the best practice described in the standards is being applied in the method and site activities.

Noise attenuation screening will be used if deemed appropriate. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical. However, due to the nature of the works no noise attenuation screening is currently felt to be required.

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

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

It is not anticipated that noise levels will exceed indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. Monitoring will be undertaken to ensure compliance with this recommendation.

Where the measured noise levels are more than 3 dB (A) above the maximum indicative 75dB action level or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so.

Vibration is not predicted to be an issue in light of the nature of the proposed works.

However, it is accepted that concerns may arise and therefore if this is the case we would again call in KP Acoustics to assess the situation and to advise the most appropriate way in which any problems can be addressed.

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

Noise and Vibration Mitigation:

B&G have built up a substantial amount of experience in terms of minimising noise and vibration by taking advice from specialist companies, including KP Acoustics, and by implementing mitigation measures. The key mitigation measure currently employed are set out below.

All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors. Vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1 mms^{-1} PPV for potential disturbance in residential), though Vibration is not predicted to be an issue in light of the nature of the proposed works.

- Any noise emitting equipment on site that is required to run continuously will be housed in a suitable acoustic enclosure.
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- The use of and noise from, percussive tools will be limited as far as reasonably possible.
- The hoarding erected around site will also help to reduce noise transmission.
- Excavators will be fitted with hydraulic pulverisers and shears whenever possible in preference to hydraulic hammers.
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per BS 5228-1: 2009.
- Sound reduced compressors will be used and/or fitted within acoustic enclosures where necessary.
- The positioning of compressors will also be taken into consideration to reduce noise transfer to neighbouring properties.
- Pneumatic tools will be fitted with silencers or mufflers
- Electrically powered tools will be used as opposed to petrol/diesel powered, wherever possible.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel.
- No personal audio equipment will be allowed on site e.g. radio.
- Acoustic blankets will be employed where necessary on the party wall.

Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary. Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

As mentioned above, the proposed works are modest in size and most works will also be carried out internally which will greatly reduce environmental risk and impact. There will be hoarding around the site, with a gate and then the main door of the house. Thus two noise and dust barriers from the work within the house. These doors shall be kept closed whenever any noisy and potentially dusty activity is being undertaken.

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

The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors.

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

Best Practice Means (BPM) will be used to ensure that dust does not cause nuisance. Where dust is considered to be a risk during a specific site activity, mitigation measures will be included in the task specific method statement for the work. The controls listed in the method statement will be assessed on site to ensure they are adequately carried out and effective. The controls will be briefed to the engineers and operatives to ensure they are aware of mitigation measures and controls to be employed. During demolition the following controls will be implemented:

- Monaflex sheeting will be placed to screen the demolition where possible.
- A soft strip of materials will be carried out prior to structural demolition.
- Materials will be removed from site as soon as possible for appropriate recycling and disposal.
- Drop heights will be minimised as far as possible.
- A water spray will be used to control dust.

Mitigation measures to ensure dust is kept to a minimum will include:

- Large stockpiles of materials will be avoided and are not anticipated due to the nature of the project and the restrictive available area during the initial excavation.
- Use dust screening where possible.
- Damping down the areas with water to suppress the dust whilst ensuring the application does not create excessive mud.
- Construction plant will be well maintained and operated to minimise emissions.
- Good housekeeping including the regular sweeping of floors will be maintained and debris disposed of in enclosed skips.
- Outer surfaces of skip will be washed before leaving site. Vehicles shall not enter or leave site via road in any but exceptional circumstances.
- Equipment and techniques such as dust extractors will be used to minimise dust when using cutters and saws.
- Portable knapsack dust suppressors will be employed on floors.
- The Environmental Advisor will brief operatives on good practice and will carry out regular inspections to ensure that BPM is employed across the project.
- Wind conditions will be taken account of when arranging activities that are likely to emit aerosols, fumes, odours and smoke.

Materials will be pre-fabricated and pre-cut off site where possible to minimise dust from cutting and grinding activities. If cutting and grinding cannot be mitigated off site then water suppressant systems and or local exhaust ventilation will be employed.

In terms of our Strategy we have taken due regard of the Mayor's Best Practise Guidance on Control of Dust and Emissions.

Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary.

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.

Dirt and dust on the public highway will be greatly restricted as no vehicles will access the site. Waste material will be transported directly from the site into muck away lorries. All muck away lorries will be covered to reduce the risk of debris falling onto the highway.

If conditions require, dust will be suppressed by spraying with water. However, as there is only limited demolition and no site traffic, it is felt that this is unlikely to be required.

In the unlikely event of materials being deposited on the public highway, immediate action will be taken by site staff to safely remove the material. If a large spill did occur, an approved road sweeper will be hired to remove the material and clean the public highway.

As no vehicles will enter the site, no wheel washing facilities will be provided.

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

Even though the scope of construction work is limited, it is fully acknowledge that Noise, Dust and Vibration can cause real nuisance to neighbours and lead to complaints. B&G construction are experienced in working in sensitive locations and have do so for many years without problems arising. A key factor in this success is that we work with a number of partners to ensure we continue to use best practise. For this project our Noise, Dust and Vibration consultant would be:

KP Acoustics Ltd.
Britannia House
11 Glenthorne Road
London
W6 0LH
Phone: +44-(0)208-2228778

KP Acoustics Limited are experienced acoustic consultants that provide clear advice in **acoustics, noise and vibration**

We are committed to having **No Complaints** during the built. If any complaints were to be received, these would be reviewed by B&G and also by an independent person. Any required remedial measures will be put in place to ensure further complaints are not received. The CMP will then be amended accordingly.

See above for further details

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.

An initial Risk Assessment has been undertaken in line with GLA's Control of Dust and Emissions During Construction and Demolition 23 July 2014. During the three phases of site set up, earthworks/structural works and fit out the dust emission magnitude was deemed to be small

The Air Quality (Dust) Risk Assessment should be set out using the following four phases of development:

- Demolition
- Earthworks
- Construction
- Trackout

A site is allocated to a risk category based on two factors:

The scale and nature of the works, which determines the potential dust emission magnitude as small, medium or large.

The sensitivity of the area to dust impacts is defined as low, medium or high sensitivity.

The dust emission magnitude is small for all four stages

As the receptors are residential properties, these are classified as High sensitivity receptor

As such the Risk of Dust Impacts is Low for the Earthworks, Construction and Trackout phases.

As mentioned above, the work will not require major demolition.

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](#).

The relevant mitigation measures from the SPG will be delivered onsite.

The Contractor will:

Take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment; and keep an accurate log of complaints from the public, and the measures taken to address any complaints, where they were required.

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 deemed to be High Risk.

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).

Even though the scope of construction work is limited, it is fully acknowledge that Pests can cause real nuisance. B&G construction are experienced, working in conjunction with our specialist partners, in dealing with pests. A key factor in this success is that we work with a number of partners to ensure we continue to use best practise. For this project our Pest Control partner would be:

Gary Coates
West London Pest Control

Contact e-mail: gary@westlondonpestcontrol.co.uk

Telephone: 07979128476

B&G have built up a substantial amount of experience in terms of pest management including containing a pest infestation. This experience has been obtained by taking advice from specialist companies, including West London Pest Control Ltd, and by implementing mitigation measures.

The first mitigation measure will be to carry out baiting.

Prior to work commencing on site a report will be prepared by West London Pest Control Limited and this will be submitted to the London Borough of Camden.

Additional key mitigation measures currently employed are set out below.

Pest Management

Renovation

1. Renovation of buildings containing a pest infestation can result in a dispersion of these pests into the surrounding area and may also result in the same pests infesting the new buildings.

2. Six weeks prior to the commencement of renovation, individual blocks, properties and the surrounding area will be surveyed by professional pest control staff in order to identify the presence and extent of any infestations. Where infestations are identified, appropriate treatments must be implemented to eliminate infestation before demolition.
3. Unprotected exposure to the debris arising from bird infestation in disused buildings can result in disease such as ornithosis. Such debris should always be dealt with by fully trained persons wearing appropriate personal protective equipment.

Sewers and rodents

1. Rats live in sewers and move through drainage systems. They come to the surface and enter buildings through breaks and faults in the drainage system.
2. Capping of drainage systems will be carried out where appropriate to isolate old redundant sewers /drains, including those servicing properties that have been vacated and are awaiting clearance and demolition.
3. Redundant drains and sewers will be grubbed out and the connection with the sewer effectively sealed.
4. Live sewer connections will be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers.
5. To prevent rat egress from live drains and sewers to new systems, the live systems will be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.
6. Pest monitoring and baiting programmes will be instigated on construction and refurbishment sites, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene the Health and Safety at Work, Etc. Act 1974.
7. An all-encompassing sewer rat monitoring programme will be implemented in the sewer systems within the project area for the duration of the project.
8. Sewers and drains will be cleared of any remaining building debris.
9. While carrying out the connection of new drains to the existing system, any exposed drain shall not be left overnight without capping with a drain stopper to prevent any rodents using the drain runs.

Site hygiene

1. Contractors will ensure that construction sites are kept as clear and tidy as possible. Accumulations of surplus or damaged building materials can act as harbourage for pests, and should be removed and disposed of promptly and safely.
2. Construction staff will not leave food debris within buildings under construction, as this will encourage pests to become established.
3. Staff site facilities including canteens, accommodation and sanitary provision will be constructed and maintained in a clean and hygienic manner and in accordance with relevant regulations and codes of practice. Waste must be stored safely in suitably located, pest-resistant, closable containers and removed frequently.

Compliance Monitoring

Information relating to site inspections, copies of receipts and details of any work carried out will be retained and provided to the Local Authority upon request.

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

An asbestos survey will be carried out prior to the commencement of works, though no asbestos is anticipated.

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.

B&G have a strict policy in respect to the conduct of employees (both direct and sub-contractors). All complaints will be taken seriously and investigated. Action will be taken where appropriate. Repeat offences or serious breaches will result in the removal of staff from 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): April 2018-January 2019
- b) Is the development within the CAZ? (Y/N):NO
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): YES
- 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: YES
- 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: YES

● 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.

APPENDIX A : Site Waste Management Plan

Responsibility

Name of client	
Name of principal contractor	
Name of person who drafted plan	
Notes, amendments	

Construction Project

Location (address, postcode if appropriate)	
Estimated project cost	
Notes, amendments	

Materials Resource Efficiency

Describe here any methods adopted during the conception, design and specification phase to reduce the amount of waste arising.

Method	Resource saving (quantify if possible)

Waste Management

Declaration

The client and principal contractor will take all reasonable steps to ensure that –

- a) all waste from the site is dealt with in accordance with the waste duty of care in section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) regulations 1991; and
- b) materials will be handled efficiently and waste managed appropriately

Signatures

Waste Type	Quantity (m ³ or tonnes)							
	Re-use on-site	Re-use off-site	Recycling on-site	Recycling off-site	Other form of recovery on-site	Other form of recovery off-site	Sent to landfill	Other disposal
Estimates								
Inert								
Non-hazardous								
Hazardous								
Totals (m ³ or tonnes)								
Actual								
Inert								
Non-hazardous								
Hazardous								
Totals (m ³ or tonnes)								
Difference between estimates and actual								

Waste Records

Date removed	Waste Type	Identity of the person removing the waste	Site the waste is being taken to and whether licensed or exempt	Waste carrier and registration number*	Confirmation of delivery

* evidence of waste carrier registration and waste transfer or hazardous waste consignment notes for each removal of waste should be provided either as part of the plan, or filed and cross-referenced

Post-Construction

[Within three months of the construction work being completed]

Confirmation

This plan has been monitored on a regular basis to ensure that work is progressing according to the plan and has been updated to record details of the actual waste management actions and waste transfers that have taken place.

Signature

Issue	Details
Explanation of any deviation from the planned arrangements	
Waste forecasts – exceeded	
Waste forecasts – not met	
Cost savings achieved	