

# Construction Management Plan

pro forma v2.2

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
20.11.2017	-	Threefold Architects

## Additional sheets

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

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20.11.2017	-	Threefold Architects

# 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**

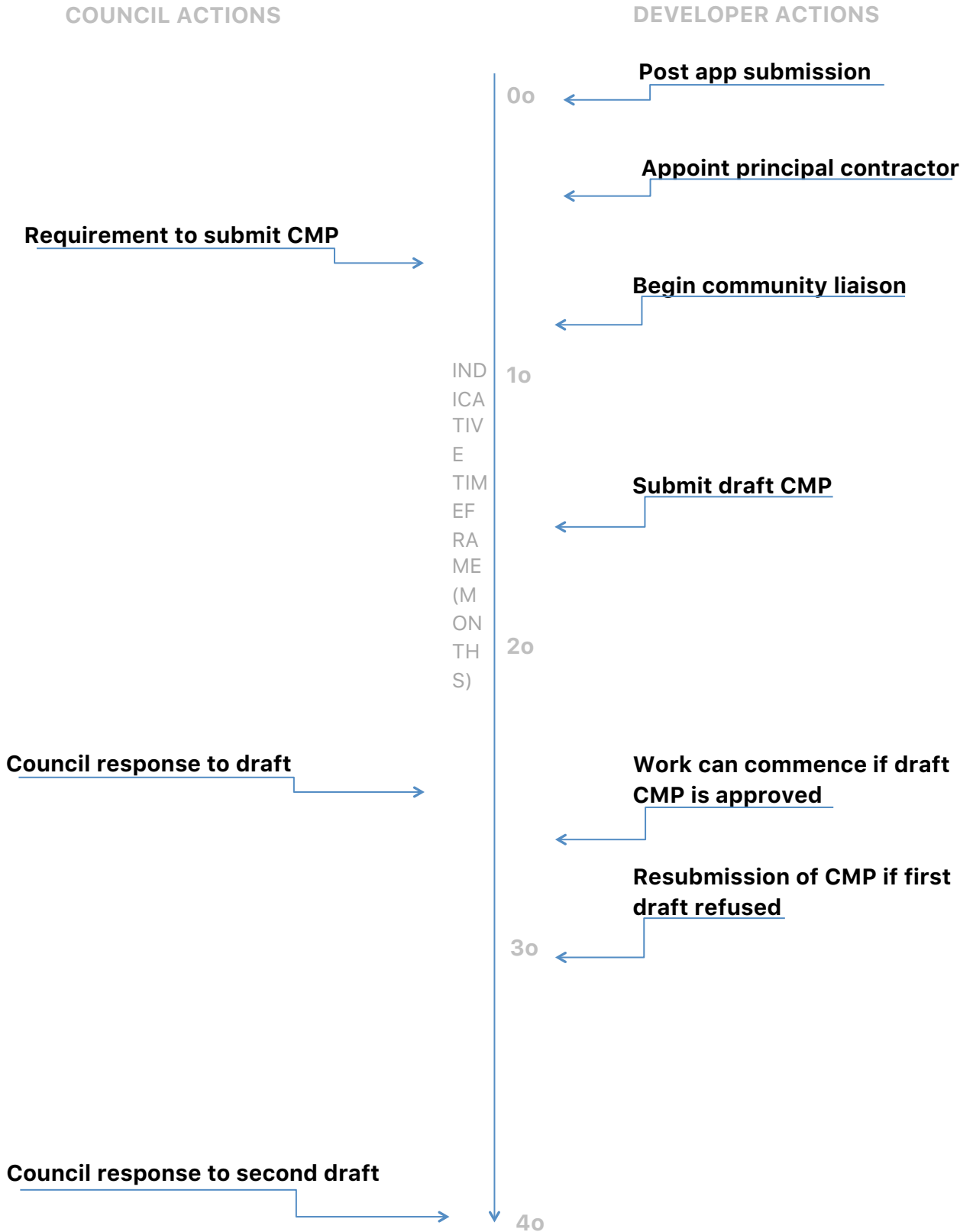
**electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

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

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

Address:

Planning reference number to which the CMP applies:

2017/4322/P

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

Name: Janinder Bhatti

Address: 57 Bayham Place, NW1 0ET

Email: J.bhatti@threefoldarchitects.com

Phone: 020 8969 2323

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: to be confirmed, contracted has not been appointed

Address:

Email:

Phone:

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

Name: Both the main contractor and Threefold Architects will act as a point of contact for community liason.

The site manager will act as the point of contact for the the main contractor, to be confirmed once they have been appointed

The point of contact at Threefold is Janinder Bhatti, 57 Bayham Place, NW1 0ET, j,[bhatt@threefoldarchitects.com](mailto:bhatt@threefoldarchitects.com)

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: to be confirmed, contracted has not been appointed

Address:

Email:

Phone:



# Site

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

The site is located on Camden Mews NW1, a street running parallel to Camden Road (A503) running between Camden Town and Holloway Road

The site is located within a residential area and is surrounded by existing housing to the north, east and south and west. There is also a petrol station with a large forecourt/carpark nearby to the west of the site.

The surrounding properties are largely family homes and are densely located/positioned.

Camden Mews is a narrow one-way street with residents parking and is unsuitable for large lorries except when necessary by prior arrangements. The delivery, collection and storage arrangements of materials require careful management to limit vehicle movements in the area to the very minimum.

The site will only accept deliveries and collections between Monday & Friday from the Hour of 9:30am until 3:30pm.

Whilst these limited movements will have to take place to enable the works to be supplied and progress, particular close attention is required in relation to the both vehicular and pedestrian traffic, to eliminate danger and avoid obstruction to local traffic flows.

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 proposed construction works includes the demolition of the existing two storey dwelling and the subsequent construction of a new two storey dwelling.

Key challenges to construction are:

- Proximity to immediately adjacent properties limits access to the site. The site is only accessible from Camden Mews.
- construction within a residential area: consideration to impact on other neighbours may limit working hours and methods of construction
- Narrow streets, to be considered in management of site access, egress and deliveries

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.).

Residential properties number 57, 61, 41 and 42 are closest to the property and will be most affected by works on site.

Vibration, Noise and dust will be the main factors to manage. The method of demolition and construction hours will be carefully managed by the main contractor to minimise impact on neighbouring properties.

Best practicable means of preventing, reducing and minimising dust and noise will be adopted. It is expected that the Proposed Development will adhere to the relevant Codes of Practice during construction. On-site good building practice procedures will be followed in order to mitigate noise, vibration and air pollution (e.g. through dust and fume generation)

Traffic & Deliveries will also be managed to minimise disruption to neighbouring properties

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.

See drawing attached

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

To be confirmed with architects/contractor prior to commencement of construction

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

Site will be operative from 8am - 6pm on Monday and Tuesday and Saturday from 8am - 1pm.

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 house is already connected to public utilities e.g. sewers, thames water, national grid. The existing connections will be reused in the proposed development

# 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.

The Immediate neighbours to the site have been consulted through the duration of the design phases to ensure they are aware of the proposed works. It is proposed that this conversation is continued following the receipt of planning application and prior to the commencement of construction work on site.

All neighbouring residents who will be affected by the construction works will be informed with sufficient notice of the proposed works, construction hours and construction programme to ensure residents are aware of when works are taking place which may impact them. They will also be provided with a point of contact on site to whom they can raise urgent and important issues and queries regarding the construction work.

## 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.

Local residents will be notified in writing, by a letter drop prior to the commencement of works.

They will also be provided with a point of contact on site to raise any queries or urgent issues regarding the construction works.

## 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](#)".

The client will appoint a contractor on the considerate contractors scheme to undertake the work.

## 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.

To be confirmed prior to commencement of construction subject to project programme.

# 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](mailto: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 main contractor has not been appointed, 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](#)).

The contractor will be required to comply with CLOCS standards. The logistics of the development will be discussed with the contractor to identify an accurate forecast of vehicle movements and suitable routes

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:

The appointed contractors will be required to abide by CLOCS standards

Please contact [CLOCS@camden.gov.uk](mailto: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 how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

See drawing attached

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.

It is expected that all deliveries will be booked in with the logistics team not less than 24 hours prior to arrival on-site. Deliveries will be managed by the site manager. Drivers will be issued with Loading/Collecting Instructions highlighting the dangers of the drop off/collection points and expectations of the site manager whilst making the delivery or collection.

**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.

To be confirmed prior to construction subject to input from the main contractor. Due to the sensitive nature of the Mews, that both of size/frequency of vehicles will be kept to a minimum. It is expected the maximum vehicle size required would be a 3 axle, 26 tonne capacity lorry however on the whole deliveries will be made with smaller vehicles.

It is foreseen there will be limited requirements for use of construction vehicles within the site.

During the planning of the works it is estimated the following vehicles and larger equipment will be required:

Mini Excavator - Excavation and Groundworks

Loader - Excavation and Groundworks

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

To be confirmed prior to commencement of construction subject to programme

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.

It is expected that all deliveries will be booked in with the site manager no less than 24 hours prior to arrival on-site. Drivers will be required to report to the site manager and then will be issued with Loading/Collecting Instructions highlighting the dangers of the drop off/collection point and expectations of the site manager whilst making the delivery or collection.

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 scale of the project and site it is not expected that multiple deliveries will be required at the same time, deliveries will be staggered and managed by the site manager who will ensure access along the mews for other vehicles is always maintained

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](#)).

Given the size of the site and proposed works it is expected that the number of deliveries to site will be easy to manage. It is not expected that a construction material consolidation centre will be used. To be confirmed prior to construction subject to input from the main contractor

**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

See plan which sets out potential access and egress routes to and from site, delivery times will be limited to 09.30-3.30pm

Where possible materials should be stored on site.

A small skip can be located on site for the duration of demolition to be collected using a small skip lorry. The narrowest road width along the identified route is 3.5m sufficient to accommodate a small skip lorry.

All Deliveries and Collections only to be made between the hours of 9:30 and 3:30 pm

Refer to the attached plan illustrating proposed vehicle routes

It is anticipated that site logistics will form a significant part of the pre-appointment meetings for contractors and sub contractors and that regular coordination meetings will be held throughout the construction phase of the project.

If a specialist vehicle or load will require access to Camden Mews. Only once permission has been arranged and residents notified will the vehicle be allowed to carry out its task but only if it can safely reach the site and pass through Camden Mews. It is crucial vehicles also have a clear exit at the Camden Park Road end before entering the mews so it avoids blocking the mews to local traffic.

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

The site manager will be required to manage access and egress for construction vehicles on site. Due to the sensitive nature of the site, deliveries will need to take place between 09:30-3:30pm

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

To be confirmed prior to construction subject to input from the main contractor

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.

To be confirmed prior to construction subject to input from the main contractor. It is not expected that delivery vehicles will need to enter the site, therefore wheel washing facilities would not be required for these. On site vehicles will be cleaned on site before leaving.

The Highway and Footpaths will be swept and washed as required, particularly after waste collections to maintain road cleanliness.

**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.

A skip to be located on site for the duration of demolition

All materials and equipment to be stored on site.

Delivery times will be managed and limited to 2minute loading/drop of periods to ensure that roads are not blocked during deliveries and a clear route is maintained along the mews for passing vehicles. To manage this the contractor will ensure vehicles circle the block/pull over to the side of the road to allow vehicles to pass (subject to width of vehicles)





## 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](#).

Not applicable, no parking bay suspensions required

### 25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and

remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

n/a

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

n/a

## 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).

Due to the scale of the development, It is anticipated that there will be limited disruption to the public highway. Delivery times will be minimised, if any significant disruption is predicted neighbours affected will be notified. This will be reviewed in greater detail with the appointed contractor.

## 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.

A scaffold will be required, within the site boundary, along Camden Mews, the contractor will ensure pedestrian safety through management and diversion of pedestrian routes along the street if required.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

No hoarding or scaffolding will extend on to the carriageway.

SYMBOL IS FOR INTERNAL USE



# Environment

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

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

Potential noisy operations:

Demolition of existing building & breaking out of old foundations

Plant and equipment

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

Noise survey will be undertaken following or subject to the receipt of planning approvals/permissions for the proposed works.

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

To be confirmed prior to construction following appointment of main contractor

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.

Measures planned to be adopted include:

Use of hoarding around the entire perimeter of the site to assist in the screening of noise and dust generation from low-level sources

Hydraulic construction techniques to be used in preference to percussive techniques where practical

Off-site pre-fabrication to be used where practical

All plant and equipment to be used for the works will be properly maintained, silenced where appropriate, operated to prevent excessive noise and switched off when not in use. Plant will be certified to meet relevant current legislation and British standard codes on noise.

Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas.

As far as possible, construction works will be carried out using methods that minimize noise. For actions such as breaking out of old foundations, there is little reasonable choice other than to use percussion tools in one form or another. Quieter types of machinery will be specified for these works where possible.

Deviation from approved method statements to be permitted only with prior approval from the main Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken.

Noise complaints reported by neighbours will be immediately investigated by the contractor.

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

To be confirmed prior to construction following appointment of main contractor

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

Use of hoarding around the entire perimeter of the site to assist in the screening of dust generation from low-level sources

Off-site pre-fabrication to be used where practical

Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas.

Deviation from approved method statements to be permitted only with prior approval from the Main Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken.

Carry out regular brushing and water spraying of heavily used site hard surfaces and access points.

Sealing Site Skips to prevent Dust spreading when adding waste.  
Where possible, a method of Spraying Water on Structure and Material during demolition.

Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter.

Burning of wastes or unwanted materials will not be permitted on-site.

Dust complaints reported by neighbours will be immediately investigated by the contractor.

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 Highway and Footpaths will be swept and cleaned regularly, always after waste collections.

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

To be confirmed prior to construction following appointment of main contractor

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.

To be undertaken and confirmed prior to construction following appointment of main contractor. As the neighbouring properties are largely residential they would be considered to be high risk however based on the Control of Dust and Emissions SPG, given the scale of the development the dust emission magnitude for demolition, earthworks, construction and trackout is small/low.

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 prior to construction following appointment of main contractor. Contractors will be required to incorporate highly recommended measures from the SPG document into their construction methods and procedures.

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.

To be confirmed prior to construction following appointment of main contractor

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 Site manager will need to recognise and monitor signs of rodents and rats including:

- Chewed cables/pipework
- Rodent & Rat Droppings
- Scratching and scurrying noises
- Nests and piled nest materials

Main contractor will be required to monitor and record signs of rodents and rats on site. If required appropriate methods of pest control will be used to deal with the issue.

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 subject to receipt of planning approvals and prior to commencement of construction/appointment of the main contractor.

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.

A considerate contractor will be appointed. The contractor will adopt a considerate approach to working within the proximity of the General Public and Neighbours and will ensure operatives employed respect the Site Rules to ensure professional conduct during these works. The Rules will cover:

- No smoking permitted on the site except designated smoking area
- No Shirts off in or outside the building
- No swearing, radios or anti-social behaviour
- No obstruction, trespass or interference to residents of adjoining properties
- Not working outside the hours stated above .
- Noisy or disruptive jobs to be discussed in advance with site manager and relevant parties
- Notification and scheduling disruptive tasks with other parties concerned
- Keeping the working area and street area clean and tidy.

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 1<sup>st</sup> 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 1<sup>st</sup> 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 ):

Estimated 54 weeks (subject to detailed design/appointment of contractor)

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):

To be confirmed prior to construction following appointment of main contractor

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:

To be confirmed prior to construction following appointment of main contractor

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:

To be confirmed prior to construction following appointment of main contractor

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:** *J Bhatti*

**Date:** 20.11.17

**Print Name:** Janinder Bhatti

**Position:** Architect

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.

**KEY:**



Proposed vehicle route  
in to site



Potential proposed vehicle  
routes out of site



Site (59 Camden Mews)

