

# Demolition & Construction Management Plan

pro forma v2.2

**115 Frognal, London  
NW3 6XR**

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# Revisions & additional material

Please list all iterations here:

Date	Version	Change summary	Produced by
22.08.2017	Draft 00	Original	Saradas Limited
09.09.2017	Draft 01	Updated following community feedback	Saradas Limited
13.09.2017	Draft 02	Updated following community feedback	Saradas Limited
08.11.2017	Draft 03	Updated following planning feedback	Saradas Limited

## Additional sheets

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

Date	Name	Version	Produced by
06.08.17	115 Frognal Programme 06.08.17	Draft 00	Saradas Limited
22.08.17	Letter to owners surrounding 115 Frognal	Original	Newtonwood
	Considerate Constructors Scheme Register	PENDING	Newtonwood
09.05.17	Noise Assessment Report	01	Mach Testing
03.11.17	Noise Dust Vibration Management Plan	Original	AF Acoustics Ltd
06.08.17	Dust Mitigation	Original	Saradas Limited
03.02.17	Asbestos Demolition Survey Report	Original	Development Survey Services Limited

# Introduction

The purpose of the **Demolition & Construction Management Plan (DCMP)** is to help developers to minimise demolition and 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 DCMP 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 DCMP 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 DCMP 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 \(CMRBC\)](#).

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The approved contents of this DCMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this DCMP 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 DCMP 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 DCMP.**

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

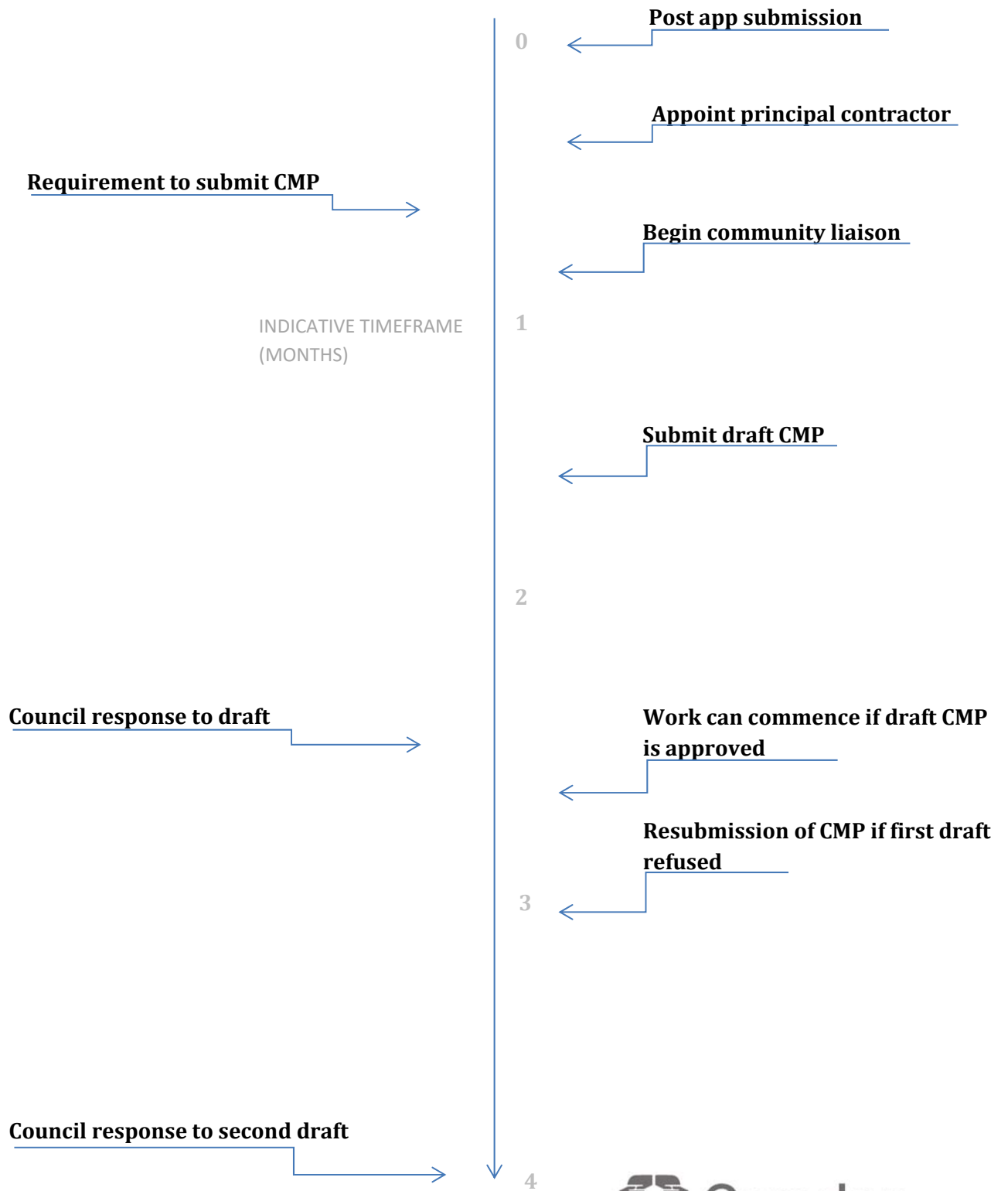
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

# Timeframe

## COUNCIL ACTIONS

## DEVELOPER ACTIONS



# Contact

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

Address: [115 Frognal, Hampstead, London NW3 6XR](#)

Planning reference number to which the DCMP applies: [2016/2917-P](#)

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

Name: [Newtonwood Ltd / Matthew Bruce](#)

Address: [Lloyds House, 6 Lloyds Avenue, London EC3N 3AX](#)

Email: [matt@newtonwood.com](mailto:matt@newtonwood.com)

Phone: [0203 735 6558](tel:02037356558)

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: [Newtonwood Ltd / Matthew Bruce](#)

Address: [Lloyds House, 6 Lloyds Avenue, London EC3N 3AX](#)

Email: [matt@newtonwood.com](mailto:matt@newtonwood.com)

Phone: [0203 735 6558](tel:02037356558)

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: [As question 3](#)

Address:

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the DCMP.

Name: [Newtonwood Ltd / Matthew Bruce](#)

Address: [Lloyds House, 6 Lloyds Avenue, London EC3N 3AX](#)

Email: [matt@newtonwood.com](mailto:matt@newtonwood.com)

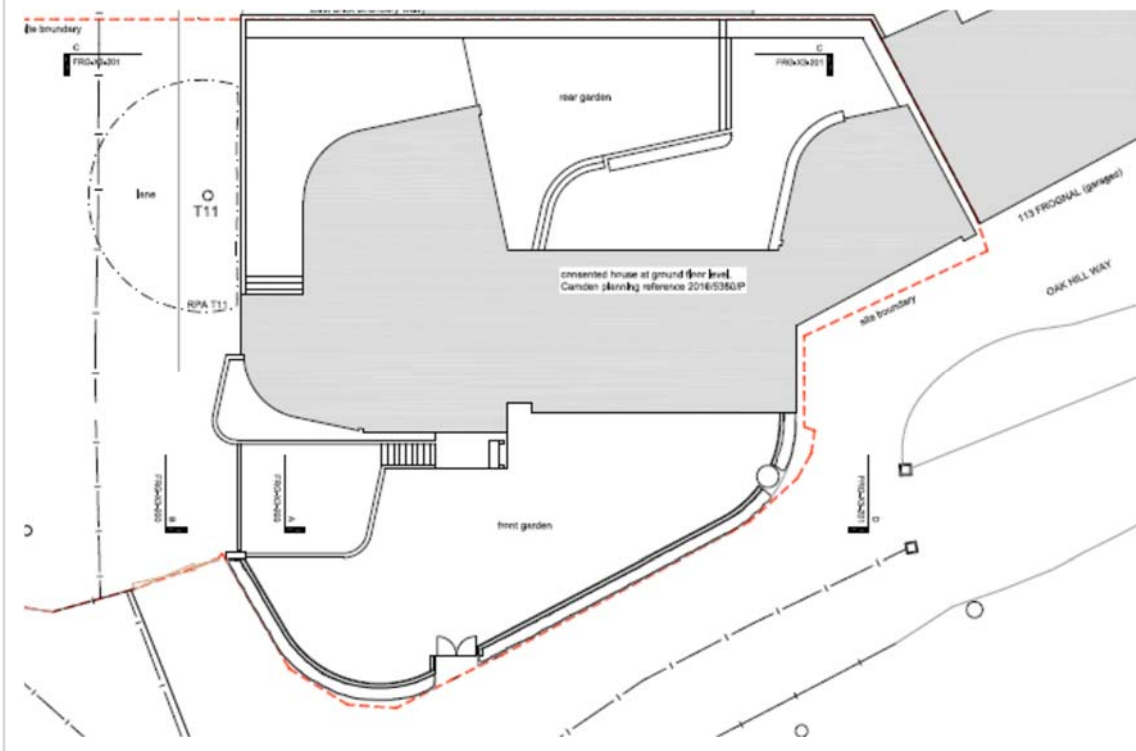
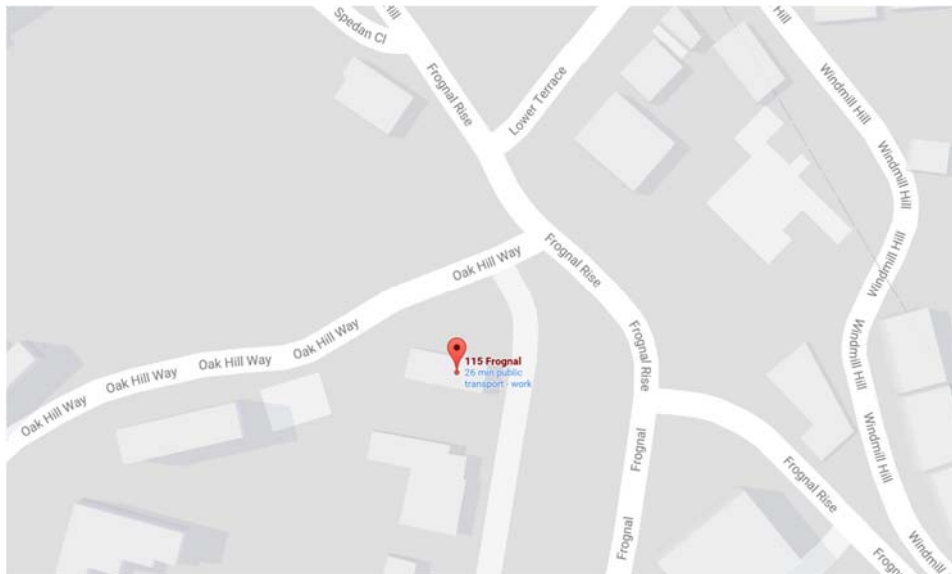
Phone: [0203 735 6558](tel:02037356558)



# Site

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

115 Frognal is an existing domestic building within a largely residential area. The owners wish to demolish and replace the existing building with a new 4 Bedroom House including basement, ground, first floor and associated external landscaping works.



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 development is small in nature compared to the larger developments occurring throughout London.

The project work will involve the demolition of the existing residential building and the construction of a new 4 Bedroom House including basement, ground, first floor and associated external landscaping works

The total gross internal area of the scheme is:  
Residential 7,101m<sup>2</sup>.

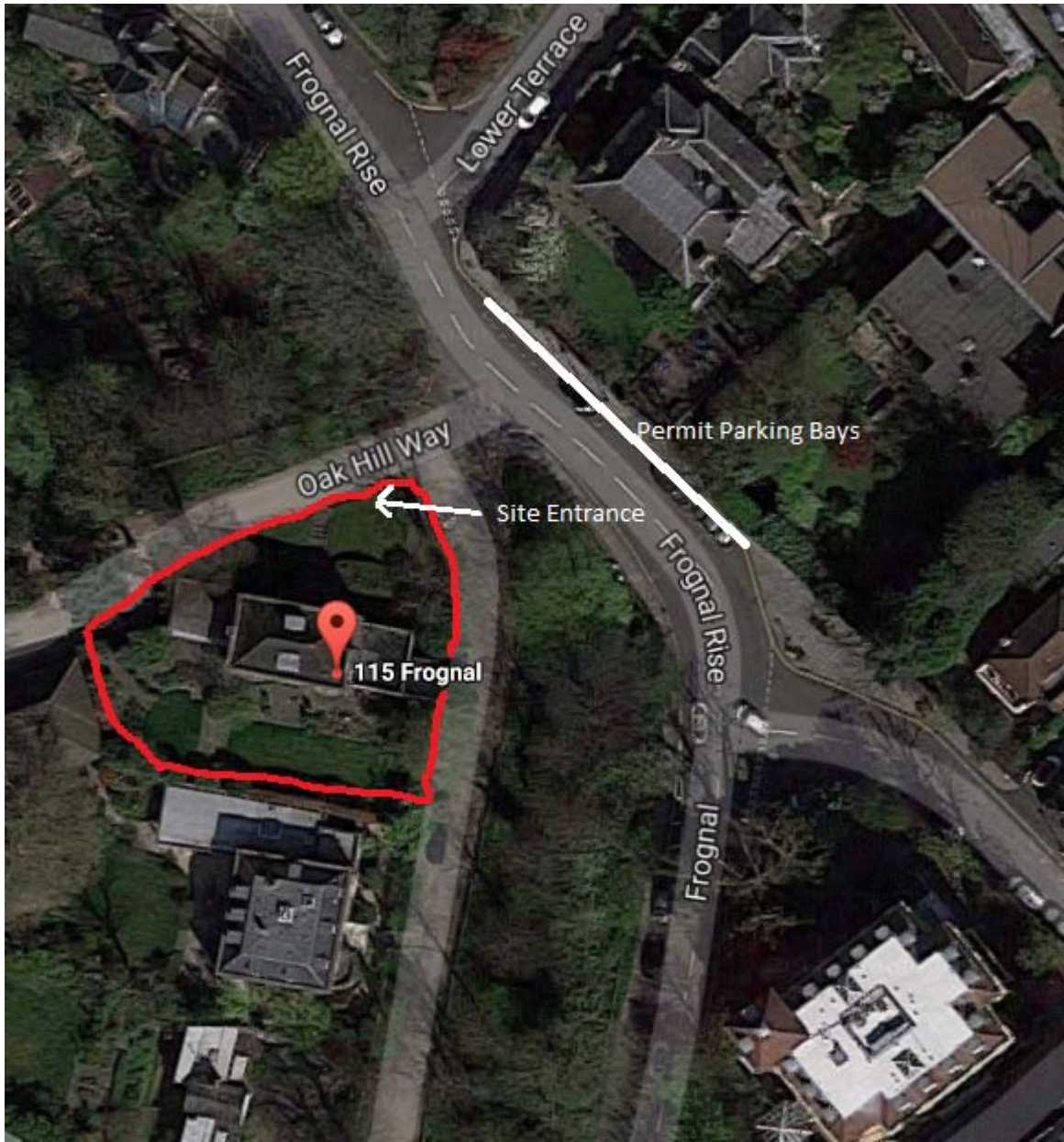
The main challenges will be the prevention of noise, dust and mud from leaving the site. This will be within the capabilities of any competent contractor.

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.).

113 Frognal, the adjacent property on Oak Hill Way and the users of Oak Hill Way, Frognal and Frognal Rise are potential receptors of construction activities. However, the space between the adjacent properties and simply management of construction activities will mean disruption would be minimal.

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 next page and amended documents.



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 project is likely to take approximately 74 weeks in total over 2 phases.

Demolition of the existing house; 02.10.17 – 01.12.17 (TBC)

Mobilisation	2 weeks
Strip out	2 weeks
Demolition work	5 weeks
Total Construction Period	9 weeks

Construction of new dwelling at the site; 04.12.17 – 04.03.19 (TBC)

Mobilisation	4 weeks
Construction work	60 weeks
Handover / Commissioning	1 weeks
Total Construction Period	65 weeks

See Gantt chart in appended documents.

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:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays (if required but not as standard)
- 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.

It is currently intended to utilise existing services

# Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the DCMP 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 DCMP. 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 DCMP, or a link to an online document. They should be given adequate time with which to respond to the draft DCMP, 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 DCMP 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.

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## 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 DCMP**.

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 DCMP should then be amended where appropriate and, where not appropriate, a reason given. The revised DCMP 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 DCMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

The attached letter was issued to 105, 107, 109, 111, 113 Frognal NW3 6XR, plus 1, 3, 4, 5, 7 Oak Hill Way NW3 7LR. Responses were requested by the 8<sup>th</sup> September and amendments added to this DCMP.

The same addresses were contacted during the planning application.

Responses were received from 4 & 7 Oak Hill Way. 113 Frognal.

There main concerns were to prevent Oak Hill Way and Frognal being blocked by traffic, and works on Saturday's. The DCMP already has Saturday works only if required but not as standard (point 11). For traffic, it was already our intention not to hinder traffic on Oak Hill Way and Frognal (point 23).

### 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.

It is important to the project that the local community is kept involved and well informed of the planned works. This will be accomplished through regular communication and interaction with the locals.

The Principal Contractor shall 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.

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 act.

The Contact Boards shall include the following materials:

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

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.

A staffed telephone enquiry line will be maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

Should noise/vibration/dust complaints arise from the works, these complaints will 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.

Should complaints be received concerning works/activities, then all works/activities being the cause of complaint will cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

## 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 works will be registered with the Considerate Constructors Scheme.

The project is currently being registered with the Considerate Constructors Scheme.

A copy of the registration once received will be found in Appended Documents.

## 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.

We are currently aware of several projects underway on Frognal. Directly next door at 1 Oak Hill Way NW3 7LR, Flare Construction are building a new build house. Charlton Brown are the Architects.

To mitigate the cumulative impact of the two projects during any overlap in the works, we intend to keep our site activities within the property boundary.

Our contractor will liaise with Flare Construction to coordinate deliveries in order to prevent a build up of construction vehicles in the immediate area.



# 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:

Galloway Build  
102 Long Lane  
Staines Upon Thames  
TW19 7AE

### 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 Principal Contractor will be instructed to include CLOCS within the contracts to all their sub-contractors and also only appoint FORS accredited contractors.

The site manager will have to role of ensuring all vehicles coming to site abided by the CLOCS requirements and will be assisted by the traffic marshals.

Compliance will be recorded on a weekly check sheet and during formal site inspections by Hamilton Court Developers and our external consultants.

#### Our site shall:

1. Have clearly marked access and egress points and traffic marshals to control vehicle movements in and out of Oak Hill Way.
2. Due to the small size of the site, loading and unloading will take place immediately adjacent to the site. Materials will be brought straight into site and waste will either be removed through a wait and load or a skip situated within the site.
3. The site will be suitable for a vehicle fitted with underrun bars.
4. Comply with this C&DMP.

#### Our operators shall:

1. Only use vehicle routes agreed with the London Borough of Camden to service the site.
1. Be accredited to bronze (or higher) level Fleet Operator Recognition Scheme (FORS) or equivalent.
2. Have additional safety equipment fitted to vehicles.
3. Only use drivers who have received additional training e.g. Safe Urban Driving, e-learning and vehicle safety equipment training.
4. Perform driver licence checks.
5. Record, investigate and analyse any collisions.

Ensure that they have written to their supply chain informing them of the need to comply with the above requirements.

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 Principal Contractor and their sub-contractors / suppliers will be required to abide by the CLOCS standard.

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 next page for the drawing.

Incoming construction traffic will be routed through from the Finchley Road on to Frognal Lane and then north along Frognal to the site.

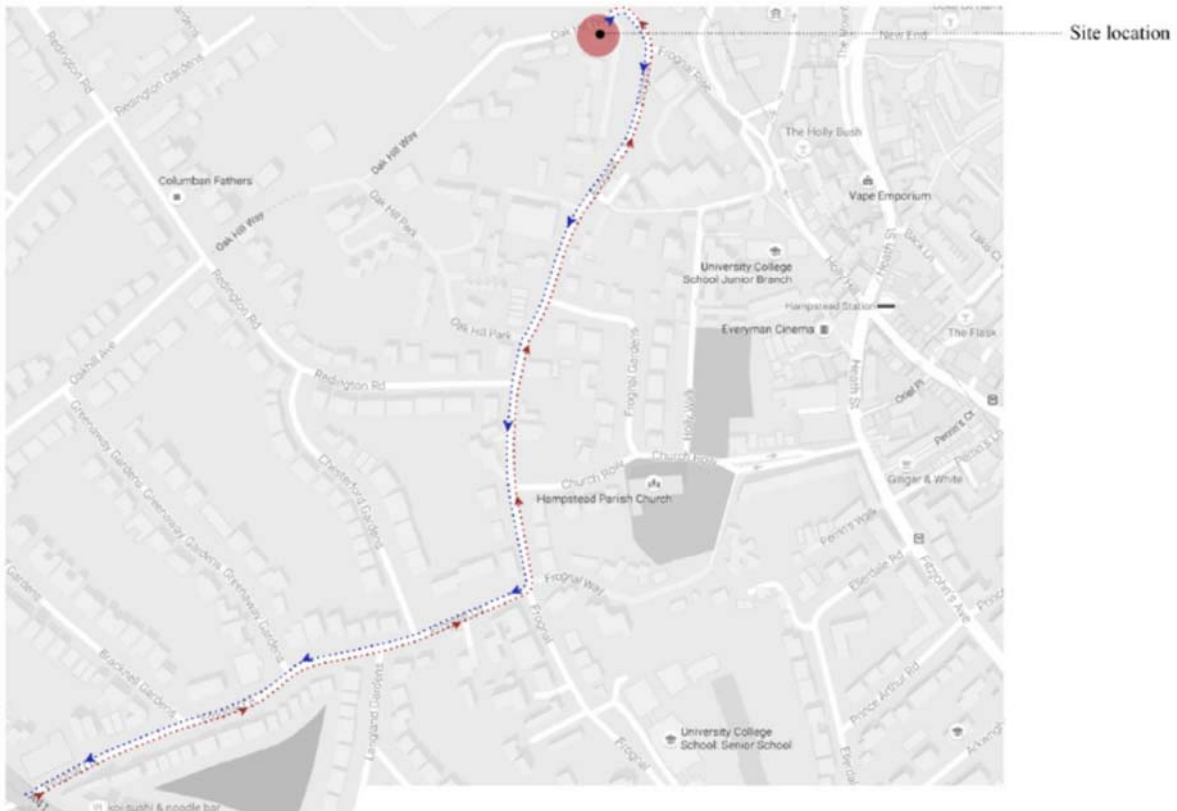
Traffic leaving the site will travel along the access route in reverse. Traffic will be permitted to turn on Oak Hill Way in order to travel away from the site.

All traffic at the site will be supervised by a trained and qualified Banksman and operatives will be posted on the highway to alert traffic to the congestion which may arise due to site traffic movement.

Also during the mornings and evenings, traffic marshals will be available to aid the safe crossing of school children near the site.

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

The Principal Contractor will include the agreed route within their Construction Phase Plan and ensure it is copied to all sub-contractors and suppliers coming to 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.

Most vehicles coming to site will be transit or pickup vans carrying small materials.

There will also likely be approximately two skip deliveries and removals per day during demolition and then twice weekly during build and fit out.

A scaffold lorry will be required at the start and end of the project.

Only the scaffold lorry is likely to require a long manoeuvring time and as such would be planned for out of hours and following informing the local residents.

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

We are currently aware of several projects underway on Frognaal. Directly next door at 1 Oak Hill Way, is building a new building.

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.

Only one vehicle will be allowed to site at any one time.

The site manager will be in charge of co-ordinating deliveries to occur at separate times.

All deliveries to site will be pre-booked with the site manager a minimum of 24hrs before arrival.

A diary of scheduled deliveries will be held by the site manager and any emergency deliveries will need to attend where there is a space in that day's schedule.

If a vehicle arrives while another vehicle is present due to a delay, they will either be requested to take a detour if the other vehicle is about to leave or rescheduled.

If an unscheduled vehicle tries to attend site, the vehicle will be sent away and the responsible contractor reminded of the site rules.

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.

It is not envisioned that a 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](#)).

Due to the small size of the site, materials will be ordered to site only when needed for that day's activities.

**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





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

Only one vehicle for the works will be permitted into Oak Hill Way at any one time.

Traffic marshals stationed at the junction of Oak Hill Way and Frognal Rise will control vehicles entering and leaving Oak Hill Way.

Chapter 8 barriers will also be used to keep pedestrians back when vehicles enter and leave site.

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 entrance Oak Hill Way and the site is sufficiently large enough for site vehicles to smoothly enter and leave.

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.

Wheel washing facilities will not be required for these works as vehicles will only use a dedicated loading area within site that will be kept clear of mud.

**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.

Vehicles will be loaded / unloaded on site.

Traffic marshals will be present for the safe access and egress of vehicles.

Vehicles and materials will not be permitted to park on or block Oak Hill Way or Frognaal.

## 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](#).

No parking bay suspensions will be 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).

No highway works will be required.

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

No highway works or highway signage will be required.

## 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).

No diversions will be required.

## 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.

No permanent diversions will be required.

Traffic Marshalls shall be used to control pedestrian and vehicle access into site.

If a construction vehicle is present in Oak Hill Way; chapter 8 barriers will be used to segregate pedestrians from the vehicle.

Also when pedestrians are entering and leaving Oak Hill Way, the traffic marshals will prevent vehicles from entering / leaving site.

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.

The site hoarding and scaffold will be within the property boundary. This will also be kept secured from unauthorised use.

 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.

Please refer to the Noise Dust Vibration Management Plan within the appended documents.

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.

A noise assessment was undertaken in April 2017 and is included within the appended documents.

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

Please refer to the Noise Dust Vibration Management Plan within the appended documents.

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.

Please refer to the Noise Dust Vibration Management Plan within the appended documents.

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

Please refer to the Noise Dust Vibration Management Plan within the appended documents.

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

Please refer to the Noise Dust Vibration Management Plan within the appended documents.

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.

Please refer to the Noise Dust Vibration Management Plan within the appended documents.

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

Please refer to the Noise Dust Vibration Management Plan within the appended documents.

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.

Please refer to the Noise Dust Vibration Management Plan within the appended documents.

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](#).

All 'Highly Recommended' measures for the site will be followed and are noted within the Dust Mitigation document within Appended Documents.

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 has been Risk Assessed as Low.

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).

A pest control company has been contracted to control rodents and other vermin on the site.

To date none have been found, however, the service will continue throughout the project.

Also, the site will be kept clean of food waste to prevent vermin being attracted to the site.

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

A full demolition survey was undertaken in January 2017 and identified Asbestos removed.

A copy of the survey, air test and transfer notes are included within the Appended Documents.

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.

There will be a designated smoking area away from neighbouring properties for the site and as part of the induction and site rules, foul language and horseplay, will not be tolerated.

Radios and other music devices will also not be permitted for use on site.

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



**From 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 (10/17 - 03/19):
- 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: **The site will be registered as 115 Froggnal. The Principal Contractor will be required to register all plant on the NRMM Register.**
- 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: **This will be done.**
- 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: **This will be done**

 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 DCMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Demolition & 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 Demolition & 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](mailto:planningobligations@camden.gov.uk)

End of form.

**LBC LEGAL DUTIES and EXPECTATIONS REGARDING BUILDING CONSTRUCTION/DE-CONSTRUCTION SITES**

**Site: 115 Frognal, London, NW3 6XR**

**Planning number: 2017/2917/P**

**Date: 10 November 2017**

**Revision: Revision A**

I confirm that no visit has been made to this site in connection with this CMP.

The property is a detached house which is being demolished to provide a new 4 bedroom detached house over basement, ground and first floors including associated new landscaping works.

Noisy building construction /deconstruction works could commence provided that there is compliance with the following specific and general understandings stated below:

**SPECIFIC UNDERSTANDINGS**

In meeting these SPECIFIC UNDERSTANDINGS and/or reviewing the CMP, the Contractors shall have regard and shall be consistent with the following documents, policies, and procedures:

- Camden's Minimum Requirements (CMR229204, attached)
- Addendum CMR 229204, attached
- British Standards BS5228:2009+A1:2014
- "Pest minimisation Best practice for the Construction Industry" (attached) for eradication of rat/mice before works commence
- The Control of Dust and Emissions During Construction and Demolition (SUPPLEMENTARY PLANNING GUIDANCE) 2014
- Noise/vibration reduction and visible dust prevention philosophies
- Noise Report & Vibration Report Reference: ~~16302-NVDMP-01~~ Prepared on 31-August-2017- AF Acoustics Report November 2017

The Main Contractor understand that the proposed works cannot commence unless 2 days before the following SPECIFIC UNDERSTANDINGS are already in place, are ready to be implemented and their details are readily made available on request by an authorised Officer of the Council:

1. **Situation of Structure borne noise at party walls or tall buildings.**
  - (a) A noise report dealing with the effect of structure borne noise from the building de-construction and construction activities shall be required before any proposed works commence. Refer to BS 6472-1:2008, BS5228: 2009+A1:2014, CMR229204.
  - (b) The prediction of noise levels (including structure borne noise) at the potential noise receptors (including any person residing/working inside the building or sharing party wall) shall be made before the proposed works commence.

A copy of this document shall be made available to the appointed Building Contractors and their sub-contractors

(c) If the adjoining building is structurally connected and is occupied while the proposed works are in progress and should structure borne noise through party wall and/or other connected part of the building occurs, then a respite scheme shall be required to provide to those who are directly affected by the works that is causing the structure borne noise.

**2. Identification of worst affected property.**

(d) Prior any construction/deconstruction works commence identification of the worst affected property by the effect of noise/vibration (including structure borne) and 3D (see CMR 229204) shall be required.

(e) Prior any construction/deconstruction works commence full details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site to the main identified receptors.

**3. Noise monitoring**

(f) Noise and vibration monitoring shall be carried out. (229204 Camden's Minimum Requirements attached).

(g) State the actions to be taken in cases where these exceed the predicted noise and vibration levels.

**4. Respite accommodation for non-party wall/adjoining properties.**

(h) Where noise exceeds noise limits for a period of 10 or more days of working in any fifteen consecutive days or for a total number of days exceeding 40 in any 6 month period provisions for temporary respite accommodation may be offered.

**5. Rats control/extermination**

(i) Once main contractor has been appointed and at least 2 weeks before the works commence a rodent assessment report shall be issued and the site shall be baited to ascertain the degree of rat/mice infestation.

(j) A British Pest Control Association (BPCA) company shall produce the rodent assessment report. The report shall demonstrate existence/non-existence of rats and how the rodents living on the site are being prevented escaping the site prior commencing the works and during the works.

(k) Before any construction/deconstruction works commence Contractors, builders, etc. have to keep sufficient evidence and make such evidence readily available on request by an authorised Officer of the Council the following if and where relevant:

- Any existing drainage serving the site is secure. This means locating the interceptors of the existing buildings and making sure that the drains are currently running free

## 115 Frognal, London, NW3 6XR Ref: SP 229204

A copy of this document shall be made available to the appointed Building Contractors and their sub-contractors and that any interceptor (Rodding Eye) caps are in place. For straight through systems a rat block device should have been installed before any work starts.

- If the existing drains are not to be used for the new development then these have been cemented and sealed.
- Any additional drainage leading back from the interceptor left open, the corresponding interceptor interceptor/s are sealed.
- The rodents living in the site are being systematically destroyed and/or prevented escaping the site prior commencing the works and during the works.

### GENERAL UNDERSTANDINGS.

- (a) London Borough of Camden under the Control of Pollution Act 1974, Environmental Protection Act 1990 and Prevention of Damage by Pest Act 1949, has the legal duty to protect from the effects of noise (including vibration), statutory nuisances and pest prevention from rodents to those who are living in the proximity of the proposed works.
- (b) The Council expect to receive no valid complaints during the entire duration of the proposed works to be undertaken at, **115 Frognal, London, NW3 6XR.**
- (c) The CMP shall be a living document to be reviewed/modified as soon as problems arise or when it is required.
- (d) Noise and vibration monitoring shall be carried out. (See CMR 229204) Camden's Minimum Requirements attached)
- (e) A continuous philosophy to be incorporated, maintained, improved and enforced in:
  - (a) Noise/vibration reducing throughout the site and the life of the project.
  - (b) Prevention of dust formation in the first place, throughout the site and the life of the project
- (f) Full adherence and compliance and implementation with the 229204 CMR for the site.
- (g) Where practicable, to prevent vibration during excavations works, most modern excavating equipment and the most modern excavation techniques shall be used.
- (h) No demolition works shall be commenced without an adequate water supply to cover the whole working areas.
- (i) At all times the site shall be kept free, so far as is reasonably practical, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal)).
- (j) Continuous liaison with the local community, before works commence, during the works and in particular in case of exceedances and/or change of techniques or methodology and or complaints/concerns.

A copy of this document shall be made available to the appointed Building Contractors and their sub-contractors

(k) Full adherence and compliance and implementation with the 229204 CMR for the site and BS5228:2009+A1:2014.

Signed: .....	.....
Date: .....	.....
Print Name: .....	.....
Position: .....	.....

Signed: ..... M Bruce .....

Date: ..... 20<sup>th</sup> November 2017 .....

Print Name: ..... MATTHEW BRUCE .....

Position: ..... Director .....