

Construction Management Plan

pro forma v2.1

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
24/04/17	E	ADL Planning
12/04/17	D	ADL Planning
11/04/17	C	WG Architects
01/04/17	B	ADL Planning
28/03/17	A	ADL Planning

Additional sheets

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

Date	Version	Produced by
28/03/17	Dust risk assessment Rev A	ADL Planning
28/03/17	Newsletter Template	ADL Planning
28/03/17	Consultation Details	ADL Planning

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance ([CPG](#) [6: Amenity](#) and [CPG](#) [8: Planning Obligations](#)).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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

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

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

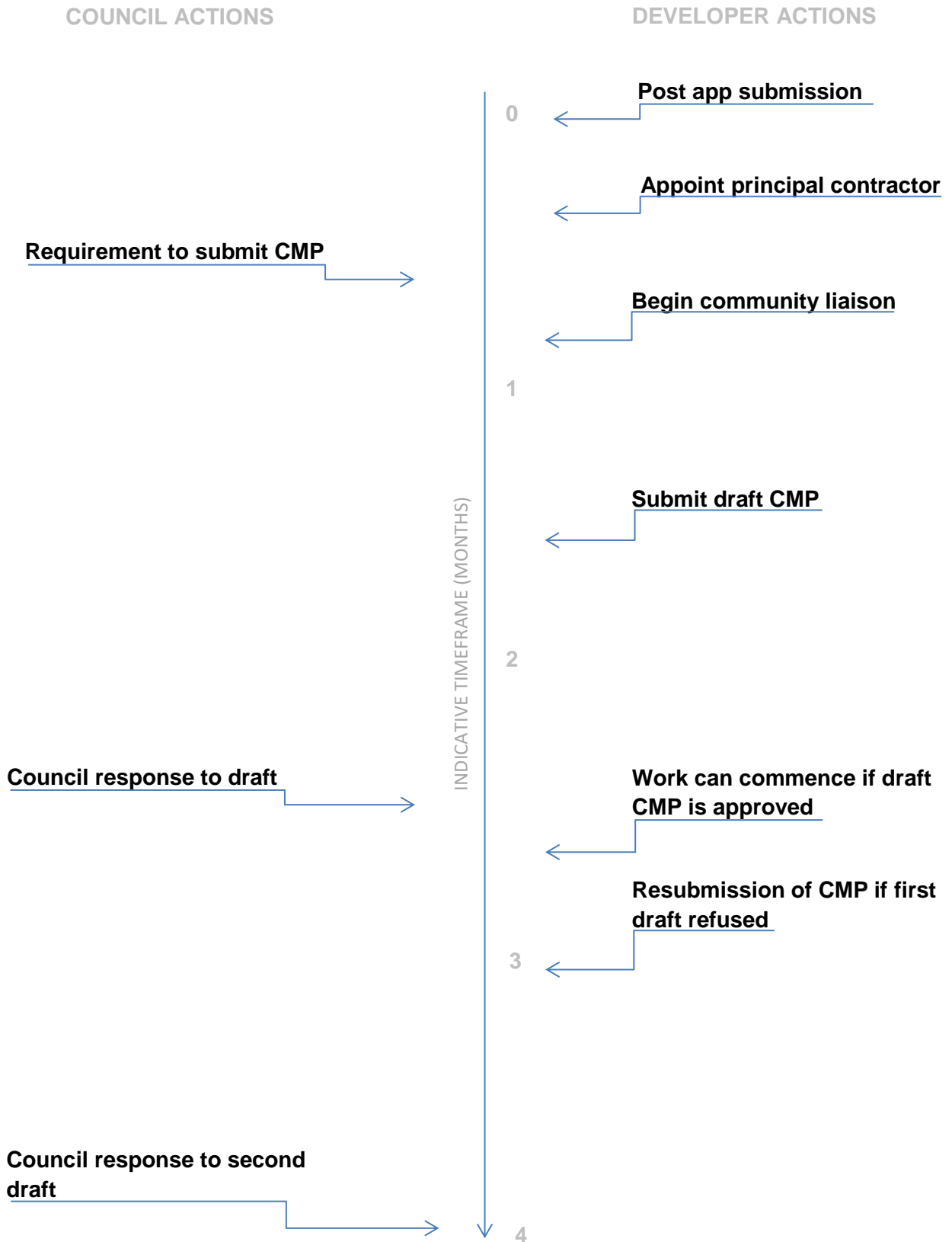
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: 15a Parliament Hill, London, NW3 2SY

Planning ref: [2016/2225/P](#) and [2014/7827/P](#)

Type of CMP - Section 106 planning obligation:

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

Name: Russell Thomson – ADL Planning

Address: 29 Highmarsh Crescent, Newton Le Willows WA12 9WE

Email: russell@adlplanning.co.uk

Phone: 07795030149

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: Manuel Costa – M H Costa Construction Ltd

Address: 21 Avondale Avenue, London, NW2 7PB

Email: manuel@mhcosta.com

Phone: 020 8450 7341/07802 216306

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: Manuel Costa – M H Costa Construction Ltd

Address: 21 Avondale Avenue, London, NW2 7PB

Email: manuel@mhcosta.com

Phone: 020 8450 7341/07802 216306

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: Manuel Costa – M H Costa Construction Ltd

Address: 21 Avondale Avenue, London, NW2 7PB

Email: manuel@mhcosta.com

Phone: 020 8450 7341

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 location plan is attached.

Parliament Hill is a residential road, close to the Hampstead Hill train station. The network of residential roads is effectively a dead end being bounded by Hampstead Heath to one side and the entrance to the network of roads is via South Hill Park.

There is a railway cutting approximately 100m away from the site. This will not be affected by the works.

Demolition of existing 2 storey house and erection of a new part 2 part 4 storey dwellinghouse with single storey basement and separate single storey rear extension behind no.15.

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 construction works consist of the demolition of an existing 2 storey property and construction of a 4 storey house with a single storey basement together alterations to the front lightwells. There is a separate single storey extension behind 15 Parliament Hill.

Demolition and piling is required for this development within relatively close proximity to adjacent properties. The piling will form contiguous micro-pile basement walls which only needs a small drilling rig and minimises ground movement.

The site is located in the former garden of 15 Parliament Hill. The site is bounded by 14 and 15 Parliament Hill on either side and the properties on South Hill Park are in excess of 50m behind the site.

Works will be phased to align with the proposed works at 14 Parliament Hill. The works will be undertaken as detailed in the table below.

Works	Property	Duration (weeks)
Demolition	14	1
Demolition	15a	2
Piling	15a	2
Capping beam Partial Excavation Rear Retaining Wall	15a	2
Excavation	14	Estimated 2
Contingency	Both	2
Total		9 (+2)

Phasing works like this reduces the build time for both properties and reduces the impact to the other neighbours.

Trees internal to the site will be managed in accordance Aricultural Development Report and associated drawings.

Parliament Hill is approximately 7.35m wide and the section of road directly outside the site is part single yellow lines and part resident parking bay . There is also a street tree adjacent to vehicular entrance to the site that will need to be protected during the construction works.

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.).

There are a number of properties in the vicinity of the site.

The development is between 14 and 15 Parliament Hill. 16, numbers 1 through 10 Hill Court and 18 Parliament Hill are on the opposite side of the road. The properties to the rear of the development in South Hill Park are in excess of 50m away from the works.

The construction works will be undertaken in a way to minimise the disruption to these neighbouring properties. Drawings ADL/15APARL/C1 and ADL/15APARL/APX-C2-C3 detail how the site will be protected by lockable hoarding and sheeting, preventing erroneous ingress into the site and minimising the potential impact on neighbours and road users. This will contain all relevant signage and lighting as required by highway regulations and any forthcoming licence.

The hoarding will only surround the application site and will not interfere with the neighbouring properties or their accesses in any way. Please see drawings ADL/15APARL/APX-B, ADL/15APARL/APX_C1 and ADL/15APARL/APX_C2-C3 for details of the location of the gantry and hoarding. A minimum of 1.2m of clear footway will be maintained to ensure free flow of pedestrian movement.

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.

Please see attached drawing ADL/15APARL/APX-B, which details the local highway network and points of interest in the immediate vicinity.

There is a street tree adjacent to the current vehicular entrance of the site. This tree will be hoarded to ensure it is protected from the construction traffic.

The proposed loading area in front of the site has been kept to a minimum to house the construction traffic. It is proposed to use 4m of resident's parking bay and 6m of single yellow line for the majority of the works. An additional 5m of resident's parking bay will be required to be suspended on days when the concrete lorry is present, this will ensure that the vehicle can reverse into the loading bay. The skip will be housed in the suspended parking bay and the use of the single yellow line minimises the impact on the residents parking bay.

A 3m clearway will remain between the loading area and the parking bays opposite in order that the free flow of traffic will be maintained at all times. The road space required will be under constant review to ensure that the free flow of traffic along Parliament Hill. If required parking bays will be suspended to allow this. Also there will constant communication with the development at 14 Parliament Hill and it has been agreed to share parking suspensions to minimise the impact to neighbours.

Site traffic may be required to undertake reversing manoeuvres in order get as close to the kerb line or site as possible or to facilitate the passing of other vehicles along Parliament Hill. If these are required in the vicinity of the site, these manoeuvres will be undertaken under the supervision of suitably qualified traffic marshal.

Although Parliament Hill is not a recognised cycle route, there is a cycle route in Hampstead Heath which leads on Nassington Road and then Parliament Hill. Therefore there are likely to be cyclist traveling along past the site. All drivers will be made aware of this so that they recognise the increased risk. Further mitigation measure are discussed in Q27.

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).

Anticipated start date: April 2017 – Anticipated Completion : March 2018

Phase	Timeframe
Preliminaries	1 weeks
Demolition	2 weeks
Piling/Basement Excavation	6 weeks
Construction	16 weeks
Fit Out	16 weeks
Total	41 weeks

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 restriction of standard site working hours are accepted and Contractors, delivery companies and all known visitors will be provided with a verbal briefing and issued with a copy of the on-site restrictions and routeing requirements prior to formal engagement.

In addition, deliveries will be restricted to 9.00 to 15.00.

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.

There is not a requirement for new utility connections outside the site boundary.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

A draft version of the CMP has been issued to the following local residents for comment:

- 13 Parliament Hill
- 14 Parliament Hill
- 15 Parliament Hill, Flat 1, Nina French
- 15 Parliament Hill, Flat 2, Dorothy McDonald
- 15 Parliament Hill, Flat 3, Mark Owen
- 15 Parliament Hill, Flat 4, Ian Vout & Sarah Smith
- 16 Parliament Hill 1-11 Hill Court
- 17 Parliament Hill, Ground Floor Flat
- 17 Parliament Hill, Top Flat
- 18 Parliament Hill, Basement Flat
- 18 Parliament Hill, 1st and 2nd Floor Flat
- 18 Parliament Hill, Flat A
- 18 Parliament Hill, Hall Floor Flat

It has also been sent to the Hampstead Town Ward Councillors, Cllr Oliver Cooper, Cllr Tom Currie and Cllr Stephen Stark and South End Green Association for their views.

Details of the consultation are attached in the consultation appendix. On-going liaison with the neighbours is continuing and will be updated when appropriate.

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 intended during the construction period, neighbours will be kept up to date with the progression of works. Just before the commencement of works and on a periodic basis throughout, it is proposed to prepare and circulate a newsletter detailing key upcoming elements of site. Items that will be included are a detailed programme, showing key dates such as commencement and completion of phases and times and durations of activities that may impact on the neighbour.

A template for the newsletter is attached as an appendix.

Contact details will be included with the newsletter so that anyone with concerns can contact the site to discuss how to mitigate any potential problems.

15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

M H Costa Construction are part of the Considerate Constructor Scheme and implement those standards on this site. The site registration number is 103083

They have also reviewed the 'Guide for Contractors Working in Camden' and will comply with the requirements set out within it.

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.

Drawing ADL/15APARL/APX-ED01 highlights construction work in the local area of the site.

The following sites in the neighbourhood of 15A Parliament Hill have extant permissions:

1. 15 South Hill Park	18. 32 Parliament Hill
2. 52 South Hill Park	19. 73 Parliament Hill
3. 28 South Hill Park	20. 62 Parliament Hill
4. 81 South Hill Park	21. 27 Parliament Hill
5. 1 South Hill Park	22. 56 Parliament Hill
6. 35 South Hill Park	23. 71 Parliament Hill
7. 18 South Hill Park	24. 8 Parliament Hill
8. 57 South Hill Park	25. 4 Nassington Road
9. 26 South Hill Park	26. 17A Nassington Road
10. 56 South Hill Park	27. 10 Nassington Road
11. 65 South Hill Park	28. 23 Nassington Road
12. 2A South Hill Park	29. 26a Nassington Road
13. 12A South Hill Park	30. 43 Nassington Road
14. 33 South Hill Park	31. 35 Nassington Road
15. 66 South Hill Park	32. 27 Tanza Road
16. 19 Parliament Hill	33. 7 Tanza Road
17. 14 Parliament Hill	34. 23 Tanza Road

Of the sites listed above, it is only anticipated that the sites at 14 Parliament Hill and 19 Parliament Hill will be impacted by the development at 15A Parliament Hill.

As detailed earlier, there has been close liaison between 14 Parliament Hill and 15a Parliament. Works are being coordinated so to remove the need for temporary works which will reduce the duration of the programme for both parties, minimising the impact on neighbours. The contractors will coordinate the deliveries on 14 and 15a to minimise the impact to the neighbours and share parking suspensions if required. Separate delivery slots will be booked to ensure that deliveries are not present at both sites at the same time. Opportunities to use the same suppliers will be sought so that deliveries and removal of waste can be shared. Particular attention will be paid to the sequencing of concrete deliveries. As the works progress further coordination is being sought.

The basement works at 19 Parliament Hill are nearing completion with the expected completion date being March 2017. There is, therefore, little or no expect crossover of construction works.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

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

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

MH Costa Contractors Ltd
21 Avondale Avenue
London
NW2 7PB

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](#)).

In order to ensure that the site is compliant to the CLOCS Standard throughout the construction period, the Principle Contractor has committed to undertake the following activities.

It will be a contractual requirement for all sub-contracts that undertake construction vehicle movements will have:

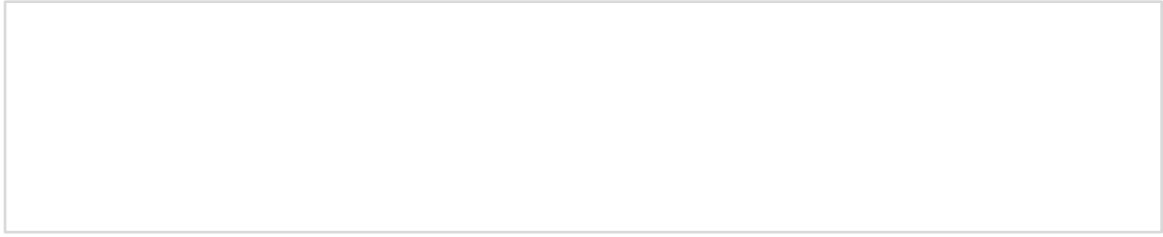
- FORS Bronze accreditation as a minimum. FORS Silver or Gold operators will be appointed where possible.
- Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing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

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

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

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:



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

Site Traffic

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

20. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.”* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](#) (TLRN).

The proposed supply route is attached in drawing ADL/15APARL/RP/01.

The routing plan provided illustrates the approach and exit of vehicles associated with the site from and to the TRLN. As the drawing illustrates, vehicles will only approach and exit to the TRLN as these are the most direct routes that avoid residential streets and will minimise the time spent on borough roads.

As the swept path drawings illustrate (ADL/15APARL/TR/01 and ADL/15APARL/TR/02), the proposed vehicles can safely navigate the route proposed. The proposed route is:

- Vehicles will approach the site by traveling eastbound along the A1 Falloden Way.
- At the junction with the Bishops Avenue, the vehicles will turn right and travel south.
- They will continue along the Bishops Avenue and then right to travel along B519 Hampstead Lane.
- They will continue along as Hampstead Lane Hill becomes Spaniards Road.
- At Heath Street the vehicles will turn left and continue along the road.
- At East Heath Road the vehicles will turn left and travel south west, as the road turns into South End Road.
- The vehicles will continue to the junction with South Hill Park where they will turn left.
- The vehicles will travel along South Hill Park and turn right into Parliament Hill.
- The vehicles will continue on Parliament Hill and undertake a three point turn at the junction with Nassington Road. See dwg ADL/15APARL/TR02. This manoeuvre will be completed under the supervision of a qualified traffic marshals. The vehicles will then approach the site from east.
- Upon exiting the site, the vehicles will continue westbound along Parliament Hill, turning left into South Hill Park.
- At the end of South Hill Park, the vehicles will turn right into South End Road.
- As South End Road turns into East Heath Road, the vehicles continue before along before turning right into Heath Road.
- The vehicles will then turn right into Spaniards Road where they will continue north east.
- The road turns into Hampstead Lane. At the junction with the Bishops Avenue, the vehicles turn left and travel north.
- At the junction with the A1 Falloden Way, the vehicles will turn left and exit the borough.

The proposed route has been selected after consultation with Camden Council . It minimises the time spent on residential streets and avoids high risk locations such as St Mary's School and South Hampstead High School on Fitzjohn Avenue.

It has been highlighted by the Camden that their suggested route may be subject to closures at points throughout the year. If this is the case, it will be considered to stop deliveries on these days or for an alternative route to be used . This alternative route is:

The construction traffic to continue along Heath Street (instead of turning in East Heath Street), turn left on to the A502 Hamstead High Street , then turning left on Pond Street and then left again into South End Road and then right into South Hill Park and joining the original route. This would avoid the closure. The exit roue of the vehicles would follow this alternative route in reverse.

As the skip is located in the resident's bay to the east of the driveway entrance, the skip lorry will have to approach the site from the east in order to drop off/pick up the skips. As the road network in this area is bounded by Hampstead Heath, it is required to have the construction vehicles undertake a 3 point turn in the mouth of Nassington Road to approach the site. This was considered preferable to requiring them to drive in a loop around relatively narrow residential streets. The 3 point turn will be undertaken at the junction with Nassington Road. There is sufficient space to do this as can be seen in tracking drawing ADL/15APARL/TR02. Due to the traffic volumes and sight lines at this location, this manoeuvre can be safely undertaken under supervision of qualified traffic marshals.

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.

Contractors, delivery companies and all known visitors will be provided with a verbal briefing and issued with a copy of the on-site restrictions and routeing requirements prior to formal engagement.

21. Control of site traffic, particularly at peak hours: *"Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work,

including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

The type and method of deliveries will be undertaken by the following:

Waste Skip Trucks - Removal of Excavation

This will be a vehicle with a length up to 6.997m in length with a width of 2.5m. Maximum weight 18.0 Tonnes.

We anticipate on average 4 deliveries a day for the first 9 weeks of the works with an anticipated dwell time of approximately 20 minutes per vehicle. During the basement alterations and fit out periods, skips will be required on an ad-hoc basis for the removal of non-soil refuse.

Flat Bed Truck - Steelwork and other construction materials

This will be a vehicle with a length up to 7.2m in length with a width of 2.3m. Maximum weight 7.5 Tonnes.

Deliveries will take place throughout the Works Programme. The vehicles will have an estimated off-loading time of approximately 40 minutes for each vehicle. We expect 35 movements over the 41 week construction programme. Vehicle engines will be turned off during dwell/discharge time to help with reduction of noise disturbance.

Cement Lorry- Delivery of concrete

This will be a concrete mixer or similar with a length up to 8.3m and with a width of 2.4m. Maximum weight 26 Tonnes when fully loaded with 6 cubic meters of concrete.

Deliveries will take place during the piling and construction phases of the programme. A separate pump will be required and will be situated behind the concrete lorry during pumping. The skip may be removed when the concrete lorry and pump are on site and additional 5m of resident's bay will be suspended to ensure there is enough space available.

We anticipate a total of 25 trucks over the works. The vehicles will arrive on separate days during these periods. The vehicles have an estimated off-loading time of approximately 1 hour. Vehicle engines will be turned off during dwell/discharge time to help with reduction of noise disturbance.

Transit Van - Delivery of small equipment/materials

This will be a vehicle with a length up to 4.8m in length with a width of 2.0m. Maximum weight 3.5 Tonnes. We anticipate on average 3-4 deliveries per week throughout the project with an anticipated dwell time of approximately 30 minutes per vehicle.

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

The response to question 16 details the sites that are near to 15A Parliament. These are shown in drawing ADL/15APARL/APX-ED01

Of the sites listed above, it is only anticipated that the sites at 14 Parliament Hill and 19 Parliament Hill will be impacted by the development at 15A Parliament Hill.

As detailed earlier, there has been close liaison between 14 Parliament Hill and 15a Parliament. Works are being coordinated so to remove the need for temporary works which will reduce the duration of the programme for both parties, minimising the impact on neighbours. The contractors will coordinate the deliveries on 14 and 15a to minimise the impact to the neighbours. Separate delivery slots will be booked to ensure that deliveries are not present at both sites at the same time. Opportunities to use the same suppliers will be sought so that deliveries and removal of waste can be shared. Particular attention will be paid to the sequencing of concrete deliveries. As the works progress further coordination is being sought.

The basement works at 19 Parliament Hill are nearing completion with the expected completion date being March 2017. There is, therefore, little or no expect crossover of construction works.

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.

The deliveries to and from site will be programmed in detail to ensure that the impact of the construction vehicles is kept to a minimum.

The site and supply chain will also adhere to the following rules to ensure that this requirement is complied with:

All deliveries shall be pre booked and allocated set arrival times. This will be coordinated with the development at 14a Parliament Hill to ensure deliveries are at separate times.

- Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.
- Suppliers shall call the site a minimum of 20 minutes before their vehicle arrives at site to confirm that the loading area is available.
- If the loading area is unavailable construction vehicles shall not proceed to the site.
- The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.
- Contractors' vehicles shall not park in any suspended parking bays or on suspended waiting and loading restrictions.
- The engines of contractors' vehicles shall not be kept idling.

Non-compliance with the above standards will be discussed with the supply chain and consideration will be given to termination of their contracts if adequate steps are not implemented to improve.

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 required to have a holding area given the volume of vehicles attending this site. Also all compliance checks will be able to be completed within the average loading/unloading times detailed in Q21A

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

The Client and Principle Contractor understand the potential disruption caused by construction traffic and wish to minimise the impact of this development on the neighbours and the surrounding area.

There are a number of additional steps, beyond the other mitigating actions already proposed in the CMP that they are willing to implement to reduce this impact.

All vehicle's will switch off their engines whilst waiting at the site unless it is required to operate them. This reduces both the noise and pollution impact.

All vehicles will kept to minimum size practical. This decision will be balanced against increasing the number of required trips by using vehicles that are too small.

Where possible, deliveries will be combined and where possible larger orders of materials will be made and stored on site to reduce the number of trips required.

22. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

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

It is not required to have regular vehicular access or egress to the site.

During the demolition and piling phases of works, small construction vehicles (small piling machine and small excavator) will have to enter the site. They will use the existing vehicular crossover. Movements across the footpath will be monitored by a qualified traffic marshal to ensure pedestrian safety and will be kept to a minimum.

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

As stated above, the vehicles will use the existing vehicular crossover. Movements across the footpath will be monitored by a qualified traffic marshal to ensure pedestrian safety and will be kept to a minimum.

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).

Drawings ADL/15APARL/TR01 and ADL/15APARL/TR02 show the swept paths of the construction vehicles to and from the site. The following provisions will allow the vehicles to manoeuvre safely through these corners:

- The assistance of qualified traffic marshals.
- Coordination of deliveries with 14 Parliament Hill (Weekly and as required. With a restriction of one vehicle attending the two sites at any time. The exception to this is when a concrete pump will need to accompany the concrete lorry)
- Coordinate and shared use of 15a and 14 Parliament Hill's suspended bays for ingress and egress as required.
- Suspension of the parking bays opposite the site as required.

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.

As there is not regular access to the site, wheel washing facilities are not required.

If any debris from the site does end up on the highway, members of the construction team will be available at all times to clean it up immediately.

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.

Please see enclosed plan ADL/15APARL/APX-B illustrating the area where the loading area will be sited. Spoil will be removed by the process of skip exchange.

As the plan details, for the majority of the development it is proposed to use a 4m length of suspended parking bay and 6m of single yellow lines for construction vehicles. This is the minimum required to house the construction vehicles. On days when the concrete lorry is present on site, it will be required to suspend an additional 5m of resident's parking bay. The skip may be removed when the concrete lorry and pump are on site to ensure there is enough space. A 3m clearway will remain between the loading area and the parking bays opposite in order that the free flow of traffic will be maintained at all times. The road space required will be under constant review to ensure that the free flow of traffic along Parliament Hill. If required parking bays will be suspended to allow this. Also there will constant communication with the development at 14 Parliament Hill and it has been agreed to share parking suspensions to minimise the impact to neighbours.

Waste will be removed by PB Donoghue. Their waste carriers licence is CB/WM3546FM and they possess a silver FORS award.

Materials and plant will be stored within the front garden throughout the construction period. The site will be surrounded by hoarding as illustrated on drawings ADL/15APARL/APX-B, ADL/15APARL/APX-C1 and ADL/15APARL /APX-C2-C3.

A gantry will installed to ensure pedestrian access is maintained at all times. The width of the footpath will be retained and is more than the required 1.2m to maintain free flow of pedestrian movement. A licence will be obtained prior to the gantry being erected.

There is no vehicular access onto the site. Deliveries will be unloaded within the loading area before being transported manually and stored within the site. A suitably qualified traffic marshal will be present at all times to ensure the free flow of pedestrian movement and to prevent injury to the public and workers.

Deliveries will be carefully scheduled to ensure that adequate room is maintained within the site for their storage. They will be unloaded and moved immediately into the site so there will be no storage of materials on the public highway.

There is a tree in the front garden of the site and in the pavement directly outside the site. Both trees will be hoarded to ensure that the construction traffic does damage them.

Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

In order to undertake these works it is required to use 6m of single yellow line and 4m of suspended resident's bay. This is the minimum required to house the construction vehicles. On days when the concrete lorry is present on site, it will be required to suspend an additional 5m of resident's parking bay. If required, 14 Parliament Hill's suspension will be utilised.

Upto two 5m parking bays on the opposite side of the Parliament will be suspended to ensure vehicles can manoeuvre into the bays. This will be reviewed on site and in discussion with Camden, this may be reduced to one bay. This will reduce the pressure on residents parking.

The skip may be removed when the concrete lorry and pump are on site to ensure there is enough space. Details of the required suspension are shown in ADL/15APARL/APX-B. This is the minimum necessary to undertake the works safely. The correct licences for this will be obtained prior to the commencement of works.

The road space required will be under constant review to ensure that the free flow of traffic along Parliament Hill. Also there will regular (weekly and as required) communication with the development at 14 Parliament Hill to coordinate deliveries (one delivery only at any one time to the sites and to share parking suspensions to minimise the impact to neighbours.

In line with Camden policy, dispensation will be sought for the the skip lorry, the concrete lorry and other construction vehicles associated with the site to allow them to load/unload from the yellow lines. This proposals still allows the free flow of traffic as it ensure at least 3m of clear roadway will be maintained at all times.

The proposals to load/unload from the single yellow line and residents bay has taken account of the entrances to neighbouring properties and will not inhibit access or egress to their properties.

The location of the street tree has been considered when proposing the management of the site and it will not be affected by the loading/unloading operations. To ensure that it is protected throughout, it is proposed to hoard the tree.

All relevant highways licences, vehicle dispensations and temporary parking suspensions will be applied for from the Local Authority prior to works starting on site. The suspensions will be kept to the minimum necessary to accommodate the scheduling of the site. Should there be occasions when only smaller vehicles will be visiting the site, a length less than that detailed will be applied for through the correct channels of Highways Licensing to ensure that inconvenience and disruption are kept to a minimum.

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).

It is not necessary to undertake any highway works to facilitate this development.

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

Please see drawing ADL/15APARL/APX-B, ADL/15APARL/C1 and ADL/15APARL/C2-C3 for details of the development.

The development will maintain access at all times through out the development. The installation of the gantry only takes a few minutes to attach as it comes preconstructed. It is not proposed to close the footway. Installation will be undertaken at a quiet time so not inhibit pedestrians. However qualified traffic marshals will be present to ensure that all pedestrians are kept safe for this short period of time.

The development will use a conveyor, this will sit inside the boundary lines of the property and will be covered by hoarding when extending over the pavement. A scaffold gantry will be erected over the pavement to house the conveyor which will be designed so that pedestrians can walk beneath the gantry. A minimum of 1.2m of clear footway will be maintained to ensure free flow of pedestrian movement.

The site will be protected by lockable hoarding, preventing erroneous ingress into the site. This will contain all relevant signage and lighting as required by highway regulations and any forthcoming licence. The hoarding will only surround the application site and will not interfere with the neighbouring properties or their accesses in any way. Please see drawings ADL/15APARL/APX-B, ADL/15APARL/APX_C1 and ADL/15APARL/APX_C2-C3 for details of the location of the gantry and hoarding. A minimum of 1.2m of clear footway will be maintained to ensure free flow of pedestrian movement.

A suitably qualified traffic marshal will be present during the hours of work and will make sure the road is clean and obstruction free. They will help ensure the safety of pedestrians and road users throughout the site working hours.

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).

It is not required to close the footway.

The gantry will arrive at site pre-made and only requires installation. The hoarding on either side of the road is constructed and the gentry connected between the two. This is a very short process, a matter of a few minutes, that can be undertaken when there are no pedestrians. Qualified traffic marshals will available during this time to hold pedestrians for the brief time or direct them safely across the road if 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.

Pedestrian safety will not be compromised for this development. Safe access will be provided at all times.

A gantry will be installed to allow the spoil to be safely transported across the footway. This will allow pedestrian access at all times underneath.

The footway will need to be closed for the installation/removal of gantry to ensure pedestrian safety. Temporary crossing facilities will be provided if required. These will be compliant with highway regulations.

A qualified traffic marshal will be present at all times during the works to further assist pedestrians and ensure safety.

Although Parliament Hill is not a recognised cycle route, there is a cycle route in Hampstead Heath which leads on to Nassington Road and then Parliament Hill. Therefore there are likely to be cyclists traveling along past the site. To ensure cyclist's safety, all vehicle drivers will be made aware of this and all reversing manoeuvres, both to get into the loading bay and the three point turn at the junction with Nassington Road will be undertaken under the supervision of qualified traffic marshals. The traffic marshal will assist the driver in ensuring cyclists remain safe. Traffic marshals will position themselves to obtain visibility along Nassington Road and Parliament Hill, so they can warn the driver and/or pedestrians/cyclists/vehicles of the turning construction vehicles. Their positions will be dynamic based upon site conditions and position of the construction vehicle. This manoeuvre will have the supervision of a minimum of 2 traffic marshals. Typical positions are shown in ADL/15APARL/TR02.

The Principle Contractor recognises the need to protect cyclists and will ensure that all drivers and sub-contractors that work on this schemes are compliant with the CLOCS guidance as detailed in Q18.

Also adequate time will be programmed for all deliveries to ensure that drivers do not feel pressured into taking risks for this development.

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.

A scaffold gantry will be erected over the pavement to house the conveyor system which will be designed so that pedestrians can walk beneath the gantry. Please see drawings ADL/15APARL/APX-B, ADL/15APARL/APX_C1 and ADL/15APARL/APX_C2-C3 for details of the gantry and hoarding. A minimum of 1.2m of clear footway will be maintained to ensure free flow of pedestrian movement.

A licence will be obtained prior to the gantry being erected.

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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.

The construction methodology will aim to keep all noise to a minimum. All machinery will be the quietest available to the contractor and will be fitted with effective exhaust silencers.

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

Noisy activities:

Contiguous micro-piling
Breakout of hard material
Excavation

These noisy works will only take place between the hours of:

8am – 6pm Monday to Friday

8am – 1pm Saturday

However where possible these works will take place towards the middle of these periods.

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

Noise monitoring:

Noise levels from construction during the working day will be monitored against indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. Apart from a micro-excavator such as the JCB 8010, it is anticipated that only handheld tools will be used. There is a wall around the site, which will be supplemented with hoarding and dust sheets to prevent emissions to neighbouring properties.

Noise levels will be monitored during construction as follows:

- Noise and Vibration monitoring will be carried out regularly, as well as in response to requests/complaints or any new activities that have the potential to generate significant noise.
- Checks will be made on method statements to ensure that the best practice described in the standards is being applied in the method and site activities. Noise attenuation screening will be used if deemed appropriate. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical. However, due to the nature of the works no noise attenuation screening is currently felt to be required. Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

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

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

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

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

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the

activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Noise and Vibration Mitigation:

The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors. Vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential)

The following methods of mitigation will take place:

- All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated.
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- The hoarding erected around site will also help to reduce noise transmission.
- Excavators will be fitted with hydraulic pulverisers and shears whenever possible in preference to hydraulic hammers.
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per BS 5228-1: 2009.
- Sound reduced compressors will be used and/or fitted within acoustic enclosures where necessary.
- The use of and noise from, percussive tools will be limited as far as reasonably possible.
- The compressors will be positioned to reduce noise transfer to neighbouring properties.
- Pneumatic tools will be fitted with silencers or mufflers
- Electrically powered tools will be used where possible.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel.
- No personal audio equipment will be allowed on site e.g. radio.
- Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary.
- Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

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

All senior staff are familiar with the BS 5228:2009 Code of Practice and will take all necessary steps to ensure that the works are conducted in accordance with the requirements.

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

Dust prevention is included in the method statements for all activities where dust is a risk. The method statements are reviewed on site to ensure they are effective.

The following specific actions are to be undertaken to mitigate the potential dust issue:

During demolition:

- Dust sheeting will be erected around the site.
- The internal fittings/fixtures will be removed prior to the structural demolition.
- Drop heights will be minimised
- Water spray will be used.

General:

- Use of dust sheeting
- Water spray to suppress dust
- Avoidance of large stockpiles of materials (including waste)
- Removal of spoil as soon as possible.
- Use of conveyor to safely move spoil from within the site boundary
- Well managed and maintained site
- Dust extractors or water spray to be used for cutters and saws
- Portable knapsack dust suppressors will be employed on floors.
- Prefabricated and pre-cut materials used where possible.
- Regular inspections by senior staff to embed and ensure good practice.

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.

It is not anticipated that significant amounts of dirt or dust will be spread on to the public highway. There is no vehicular access to site, except for the excavator and piling rig. Both items of plant will enter site and then remain on site until that element of works is complete, thus minimising the potential for transfer.

A conveyor is to be used to transfer the waste material from site to the skip. This minimises the potential for waste falling on to the highway.

If any material does end up on the highway, the construction team will remove it immediately and prevent it from being spread wider. A clean, removing all debris and litter will also be undertaken at the end of day in order to ensure the outside of the site and highway remain in good order.

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

See above

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

The risk assessment in line with GLA Policy is attached in Appendix A.

The final risk ratings of the 4 phases by risk type is below:

	Demolition	Earthworks	Construction	Trackout
Dust	Low	Low	Low	Low
Health	Negligible	Negligible	Negligible	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

The mitigating actions recommended by the policy are detailed above in sections demonstrating how dust and vibration will be managed on site.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

The site will implement the appropriate mitigating factors for the establish risk level of the site. These measures are set in the sections above and are compliant with the GLA Policy.

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

The site is not high or medium risk, so this is not applicable.

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).

As a current dwelling house there is not rodent issue at the site. After discussion with Camden Council, JG Pest Control have been engaged to undertake rodent abatement prior to the demolition of the site. They will produce a rodent prevention plan to monitor and control activity on the site on a weekly basis has been put into place 28 days prior to demolition. Regular reports on the control which will be provided to the Council if required.

Typical control measures include:

- Capping of drainage systems will be carried out where appropriate to isolate old redundant sewers /drains.
- Redundant drains and sewers will be grubbed out and the connection with the sewer effectively sealed.
- Live sewer connections will be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers.
- To prevent rat egress from live drains and sewers to new systems, the live systems will be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.
- Pest monitoring and baiting programmes will be instigated on construction and refurbishment sites, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene the Health and Safety at Work Act 1974.
- Sewers and drains will be cleared of any remaining building debris.
- While carrying out the connection of new drains to the existing system, any exposed drain shall not be left overnight without capping with a drain stopper to prevent any rodents using the drain runs.

Site hygiene

- Contractors will ensure that the construction site is kept as clear and tidy as possible. Accumulations of surplus or damaged building materials can act as harbourage for pests, and should be removed and disposed of promptly and safely.
- Construction staff will not leave food debris within buildings under construction, as this will encourage pests to become established.

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

An asbestos survey will be carried out prior to works commencing, if asbestos is found, it will be removed in accordance with legislation.

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

The site will implement effective site rules which will combat antisocial behaviour.

Operatives will not be allowed to loiter around the perimeter of the site during breaktimes. There will be designated smoking areas and waste will be removed daily.

All scaffolds will be sheeted and regularly maintained and any vantage points will be shielded to prevent overlooking into neighbouring properties. Our site rules will clearly establish the code of conduct expected from site operatives and we operate a yellow and red card system for rigorously implementing the code.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

We will not use machinery on site that falls within this power range.

- a) Construction time period (mm/yy - mm/yy): 04/17 to 03/18
- 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): N/A
- 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: N/A
- 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: N/a
- 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: N/A

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Agreement

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

of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.