Construction Management Plan

pro forma v2.2

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
11 May 2018	1	Stephen Dallow

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

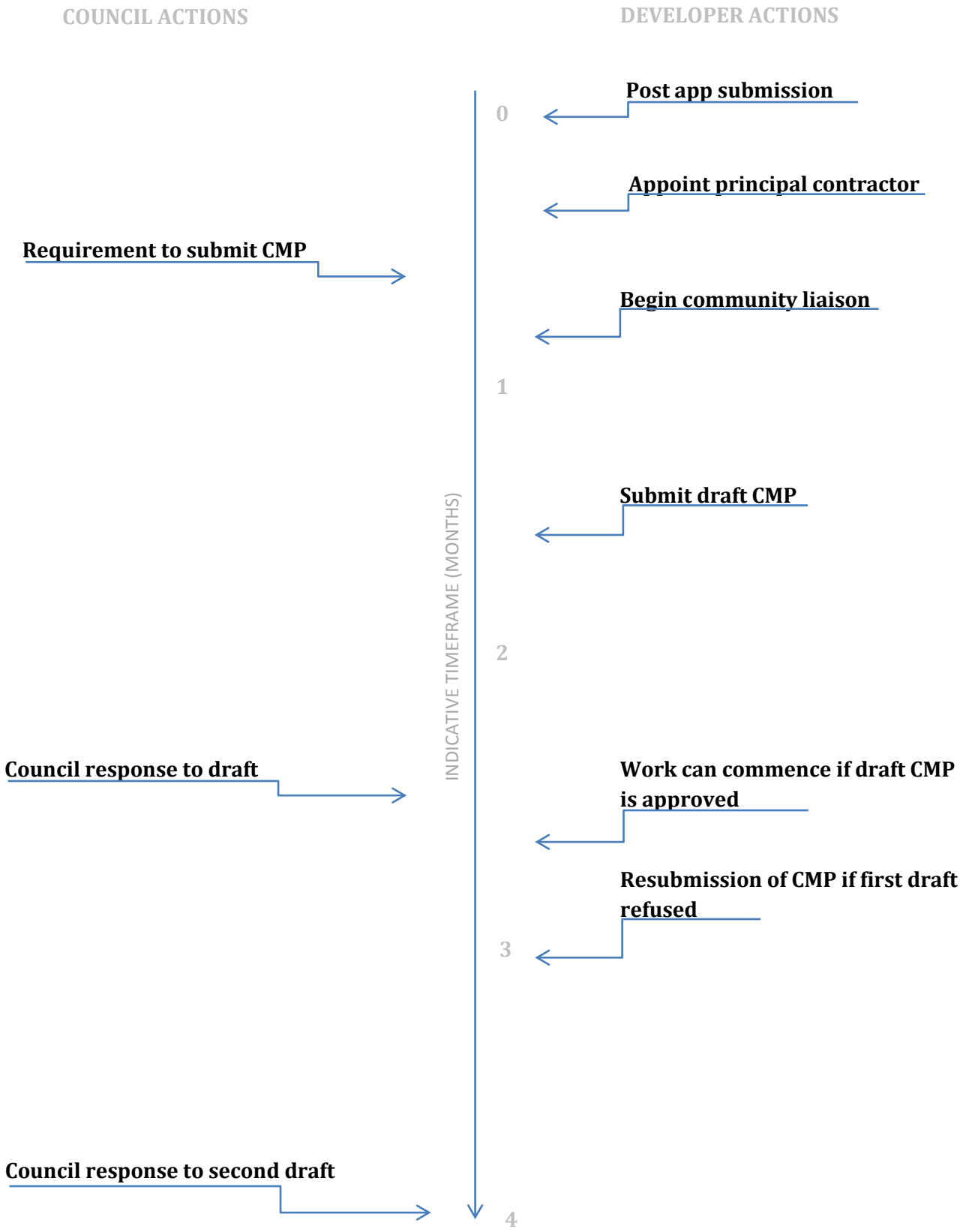
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address:	**8-9 Oaks Village, London, NW3 2JD**
Planning reference number to which the CMP applies:	**2014/4698/P**

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

Name:	**Stephen Dallow (CDMPC)**
Address:	**Manana House, Latchford Lane, Great Haseley, Oxford OX44 7LA**
Email:	**Stephen.dallow@cdmpc.co.uk**
Phone:	**07912496970**

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:	**Umesh Mudda**
Address:	**Bischell Construction ltd , 80 Cumberland House, Scrubs Lane, Hammersmith & Fulham, NW10 6RF**
Email:	**u.mudda@bischell.co.uk**
Phone:	**07983 174 918**

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:	**Umesh Mudda**
Address:	**Bischell Construction ltd , 80 Cumberland House, Scrubs Lane, Hammersmith & Fulham, NW10 6RF**
Email:	**u.mudda@bischell.co.uk**
Phone:	**07983 174 918**

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:	**Umesh Mudda**
Address:	**Bischell Construction ltd , 80 Cumberland House, Scrubs Lane, Hammersmith & Fulham, NW10 6RF**
Email:	**u.mudda@bischell.co.uk**
Phone:	**07983 174 918**

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.

Please find attached a site location plan. (Appendix A)

Existing site to be developed is a small rectangle patch of land 5mtr x 15mtrs.
At this time the front elevation is enclosed with solid hoarding. Previously demolished single storey garages.

The site is immediately surrounded by the following:

Built-up infrastructure in the surrounding, includes a mixture of residential and business units, with an established road and rail network, dominating the local area.

Positioned to the left of the site is a 3-storey building (commercial use) of brick construction and with a flat roof; this building is positioned on the corner of Mansfield Road.

Gospel Oak Station is located 20m to the north of the site.

There is a small planted area before the corner of Hemingway Close to the south east. Presumed to be owned by TFL.

To the rear, is a sloped embankment, again owned by TFL

Directly opposite the site is a public house and a row of 2 storey residential houses

Oak village area is heavily residential and on Mansfield rd (50mtrs from site) is Gospel Oaks Primary and Nursery school.

Proposed development, construction of two storey B1 development

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 works involve short form pile foundations, part steel/part brick/block & curtain walling, hollow prefab floor planks and a flat roof.

Size 5mtr x 15mtrs

Proposed development, construction of two storey B1 development

During the design process, several options were available for sub and super structure. After careful consideration, with regards clients brief, quality over speed, site restrictions, access. The design team concluded to use pile foundations, and pre-fabricated elements to ensure quality and reduce the number of deliveries necessary during the works.

Our main focus is on reliable time managed deliveries and realistic build program.

This will reduce the main issues and challenges associated with working being in close proximity to residential dwellings and nearby school.

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The 3-storey building to the left. Public house on the opposite side of the road. Pedestrian footpath to front elevation of the works.

An application has been made to reduce the size of the existing wide footpath to accommodate solid hoarding to protect the public and reduce the noise and dust.

It is expected that a clear walkway of at least 1.400mm will be accommodated along the length of the hoarding. All of which will be appropriately lit and signposted.

Adjacent footpath is also of a wide nature and will reduce the impact during busy periods ie mornings and evening times.

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 appendix B

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 key dates of the programme of works are as detailed below.
Establish partial site set up: 28 May 2018
Establish Full Site Set Up: 4 June 2108
Substructure: Start date 4 June / end date 25 June 2018
Superstructure: Start date 25 June / end date 15 Aug 2018
Internals: Start date 15 Aug / end date 28 Sep 2018
Hand-over: 07 Oct 2018

Awaiting Gantt chart, as sub-contractor and supplier durations still to be determined.

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 will be as above.

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.

Existing mains services, which currently are within the footprint or close to the boundaries of the proposed new developments are to be diverted so that they are outside of the footprint / boundaries of the new developments.

As the hoarding will be moved to accommodate the build, it is expected that all works to be carried out within existing footpath, will be within the site compound.

Awaiting results of utilities search!
Water stop cock in pavement in line with old store unit.
Storm/Foul inspection chamber within site boundary
Awaiting information relating to gas
Electricity has been shut off as per UK network disconnection certificate 91863
BT telegraph pole within site boundary, existing cable to neighboring property to be protected and or re-routed as part of the works.

Community Liaison

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

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

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

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

13. Consultation

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

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

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

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

Additional information required as per feedback sheet 15th may 2018
Please provide details of the results of the consultation with local residents. Please specify the way in which any concerns will be mitigated. Please provide a copy of the letter that was delivered to the address list.
Appendix F & G

In line with best practice guidance, the Contractor will notify local businesses and residents that will be directly affected or potentially inconvenienced by construction works. This will help to minimise the impact construction may have on the surrounding community and ensure that residents and businesses are fully informed at all times. It is done via the methods as detailed below.

Communication will be via:
An initial letter drop which will introduce the site construction management team and contain this document. Please see Appendix F. Also, neighbour at 7 Oak village have also forwarded the pdf copy of CMP to all other neighbours just to be sure. We understood that they are the point of contact to setup the meeting with all the neighbours and Nielcott construction.

Our site manager will be our first point of contact for any liaison with the local community including addressing any complaints or concerns.
Contact details of the Site Manager (including a 24 hour phone number) will be provided to adjacent businesses and residents, as well as displayed on the hoarding.

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.

Bischell will implement the following in regard to consultation in connection with the development and seek regular improvement and upkeep of the CMP.
The residents will be kept informed about unavoidable disturbance such as unavoidable noise, dust, or traffic disruption.

Continuous liaison will be maintained with the local community, before works commence, during the works and in particular in case of exceedances and/or change of techniques and/or methodology of the undertaken of the works and complaints / concerns.

The Client and the Contractor will strive to be 'Good Neighbours', and as such will employ systems to ensure that any local issues and concerns are understood. Consultation and communication with local residents and businesses will commence prior to the commencement of construction.

Adjacent residents and businesses will be provided with information concerning construction, including the proposed timescales, working hours, loading bay suspension and delivery scheduling, alongside contact details for the Site Manager and a 24/7 helpline.

Bischell construction spoke to Nielcott construction's Site manager. We had a brief discussion about how they organize meeting with all the neighbours once a month to recognize any problems they might had whilst construction was going on.

Main issues was traffic getting blocked due to concrete mixers similar to the comments we received from the 7 Oak village neighbour. They encouraged Bischell Construction to attend the meeting with the neighbour's. The details of the meeting will be send to Bischell by them.

We will make sure we join the meeting to get to know the neighbours and address the potential or similar problems we might face during our construction. Bischell construction will continue to attend/hold such meeting once Neilcott have completed their works and build positive relationship with the neighbours.

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".

An application has been made for the Considerate Constructor's Scheme, and as a minimum, we will be using the guidance, as set down in the above 'guide for contractors working in Camden'. The CCS site registration number is- 111043.

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 have assessed the local area and the main route to the site and there is currently 1 project of significance, that could impact on our works or vice versa.

Kiln Place, NW5 4AJ by Neilcott Construction Ltd is located same road of 8-9 Oak village.
This project is near completion, contact has been made, and we are in meetings with them, via public consultation.
Please see appendix C & Appendix F

Transport

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

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

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

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

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

Name:	**Umesh Mudda**
Address:	**Bischell Construction Ltd, 80 Cumberland House, Scrubs Lane, Hammersmith & Fulham, NW10 6RF**
Email:	**u.mudda@bischell.co.uk**

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).

Contracts FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible.
Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module)
CLOCS Compliance will be included as a contractual requirement.

Desktop checks
Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site checks
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. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

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

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

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

Name:	**Umesh Mudda**
Address:	**Bischell Construction Ltd, 80 Cumberland House, Scrubs Lane, Hammersmith & Fulham, NW10 6RF**
Email:	**u.mudda@bischell.co.uk**

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 how vehicles will be routed to the Transport for London Road Network (TLRN) on approach and departure from the site.

Please see appendix B
Access to the site is via Gordon House Rd/Mansfield Rd on to Oak Village Rd.
Bridge height restriction on Gordon House Rd/Mansfield Rd 3.9mtrs.
Oak Village road has a 20MPH speed restriction.
Immediately outside the site is a wide pavement onto 3 'resident permit holder' parking bays (CA-L)

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.

A copy of the drawing (appendix B) (now attached) 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, will be given to all contractors as part of the tender or material ordering process.

The following information will accompany the drawing to highlight route and on-site restrictions:

All subcontractors and suppliers will be required to give at least 48 hours' notice of deliveries and will be booked to an approximate time slot, when the delivery is expected to arrive. This will allow the Principal Contractor to ensure that there is not an excessive number of delivery/collection vehicles visiting site at any one time. All delivery drivers will be expected to contact the Site Manager approximately 10 minutes prior to arrival or if they are unable to make their delivery slot (e.g. due to traffic).
Suppliers will be advised of the access limitations and thus the requirement to use smaller delivery vehicles.

All general deliveries will be off load in the site compound (see site plan) and distributed around site immediately.
General waste will be removed off site at the end of each working day, using company vehicles, and take back to company yard.

In general
• The site will be physically separated from all public areas and adjoining property.
• Agreement will be arranged with Local Authority as required, with regards specific local restrictions for parking, (no skips required) and unloading of materials.
• All site personnel and vehicle drivers will be made aware of the potential presence of pedestrians around the site and that the entrance to the site is not impeded.
• Access/egress points will be kept clear at all times so as to afford clear, unobstructed access and egress.
• All Site Personnel and Visitors must report to site office upon arrival on the site and sign the Site Personnel or Visitor Register.
• Standard signs will be provided and located in strategic positions.

Sub contractors, will attend site using public transport and tools and materials delivered by van, as and when necessary.

An agreement is being established with private lease holders of 1-42 Hemingsway close, to use 6 car parking bays during the day.

Anticipated daily deliveries
1 or 2 vans parked in designated parking bays (also waste removal daily) Hemingsway close
Site manager via public transport
Safety and contracts manager parking bay (one day a week, 2hrs each visit)
General materials once or twice a week (small flatbed builders merchants vehicle)

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.

Additional information required as per feedback sheet 15th may 2018

Please provide detail as to how vehicles will be managed. HGVs should not be routed along Grafton Rd, meaning that vehicles will need to turn around at the junction of Oak Village and Lamble St. This will need to be carried out under marshal control. Please note that on site staff can also act as marshals provided the correct training has been undertaken.

Please clarify whether or not any materials/plant will be delivered by artic.

Please note that all deliveries must be between the hours of 9.30 and 15.00 other than unavoidable concrete pours. This should be detailed accordingly.

Vehicles will be managed using the system devised as per information set out in section 20c.
i.e. Using site delivery register, and site manager to manage and (marshal trained) site operatives to marshal and direct vehicle to and from main road.
No vehicles will be allowed to use Grafton rd. (As per appendix plan b)
The junction of Oak Village and Hemmingsway Cl. will be used for turning, again closely marshalled as necessary.

No artic vehicles will be used during the works or for deliveries.
Steel works are to be delivered to site on flat bed lorry, steel work has been designed to short lengths for ease of movement and on-site crane swing.

All deliveries must be between the hours of 9.30 and 15.00 other than unavoidable concrete pours. As per comments set out in various sections of this plan

Oak village area is heavily residential and on Mansfield rd (50mtrs from site) is Gospel Oaks Primary and Nursery school.

Additional measure as above, will be implemented to restrict deliveries/site movements during school 'dropping off' and 'collection' times. All delivery companies will be made aware of this.

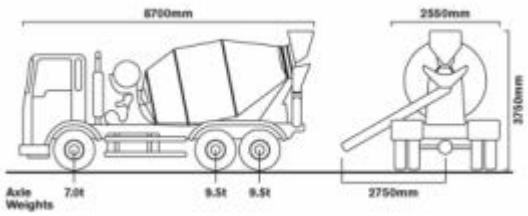
Specific deliveries

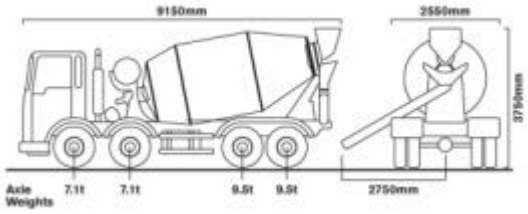
Piling rig and 4x4 1st day - 4x4	**(7 days max)**
Ready mix retaining wall 2 x 6mtrs loads	**(1 day)**
Ready mix Mortar for brickwork	**(daily 20 days)**
Steel frame and crane	**(1 day x 6hrs)**
Hollow plank flooring	**(1 day x 3hrs)**
Roofing sheets	**(1 day x 3hrs)**

Deliveries, are to be divided into 7 phases:-

Phase 1	**Site set up and demolition**	**Phase 2**	**Bulk deliveries**
Phase 3	**Piling**	**Phase 4**	**Scaffold Lift**
Phase 5	**1st floor block and beam**	**Block and beam installation**	
Phase 6	**Roof trusts**	**Phase 7**	**Kitchens and bathrooms**

Typical Vehicle size





6m3 Truck mixer
Length = 8.7m
Height = 3.75m
Width = 2.55m
Ready mix,

8m3 Truck mixer
Length = 9.15m
Height = 3.75m
Width = 2.55m
(9.15m)

Flat bed	**Travis Perkins/Selco/Gibbs & Dandy**	**(9.65m)**
6 wheel tipper		**(8.9m)**
Transit		**(5.7m)**

Vehicles will be managed using the system devised as per information set out in section 20c. i.e. Using site delivery register, and site manager to manage and (marshal trained) site operatives to marshal and direct vehicle to and from main road.

No vehicles will be allowed to use Grafton rd. (As per appendix plan b)

The junction of Oak Village and Hemmingsway Cl. will be used for turning, again closely marshalled as necessary.

No artic vehicles will be used during the works or for deliveries.

Steel works are to be delivered to site on flat bed lorry, steel work has been designed to short lengths for ease of movement and on-site crane swing.

All deliveries must be between the hours of 9.30 and 15.00 other than unavoidable concrete pours. As per comments set out in various sections of this plan

After consultation with the landlord of the Old Oak Public house, further restrictions will be set in place to ensure no deliveries take place at the same time as deliveries to the pub.

Awaiting brewery delivery time table, this will be added to this section in due course.

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

Existing development under construction on Kiln place, London, NW5 4AJ.

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.

A materials delivery register will be maintained on site with all delivery dates and times being recorded to ensure that only the appropriate number of deliveries arrive during the allotted time slots.

Upon the delivery vehicle attending site the date and time will be recorded against the allotted slot for the purpose of good record keeping. Should delivery vehicles arrive outside of the allotted slot this will be recorded and the supplier contacted to find out the reason and to ensure the delivery procedure is adhered to in the future.
If the site manager feels that a late delivery constitutes a risk to anyone, that vehicle will be turned away.
Should any suppliers be considered to be repeat offenders then an alternative supplier will be sought.

The delivery vehicle will be requested to contact the site before their arrival to ensure no unforeseen circumstances have arisen and that the delivery can be made.

All Vehicles will report to the main site compound / entrance via Oak Village where they will be directed to the only single point of access.

All Suppliers/Drivers will have direct contact with the onsite Coordinator who will manage this system of work.

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.

After assessment of the works, and anticipated deliveries, a holding point is not recommended. Mainly because, only one large load for steel erection necessary. On this day, the parking bays at the front of the works will be temporarily shut off (permit requested) and crane and truck will park there.

No other deliveries will need a holding point as they are programmed for small flatbed lorry or vans and will be off loaded straight on to site.

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

As stated prior, our design decision, has removed a lot of the issues relating to traffic management and the impact on local roads.

All traffic routes will be clearly set out. Adjacent pathways and pedestrian routes will be clearly marked and suitable crossover points highlighted. (if required as part of permit) Information will be provided on traffic and pedestrian segregation at site induction.

It is envisaged that the vast majority of deliveries will take place between 09:30-15:00 to avoid network peak hours and opening and closing hours of the neighbouring school.

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

Additional information required as per feedback sheet 15th may 2018
Please confirm whether or not vehicles will be entering site or loading from the highway. If loading from the highway, please explain how this will be managed if parking bays are not going to be suspended (apparently this is only going to occur as a one-off).

No vehicles will enter the site, no space available.
Just after the parking bays is a section of rd to be utilise for material drop off, ie Hiab, lifted into compound from rd.
This is for short durations and will be traffic marshalled at all times.
After consultation with highways department, we will try out this approach and review on a weekly bases.
This arrangement will be kept under review and will be revisited if it proves to be unworkable

Access/egress will be via Oak Village from where vehicles will be marshalled to the designated area.
All construction vehicle drivers will report to the site office located in the main site compound on the corner at the main entrance via Oak Village.
The B518 to the west of the site will be the designated access and egress routes for delivery vehicles.

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

A trained bank man will control pedestrians and deliveries.

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).

No tight manoeuvres on vehicle routes to and from the site have been identified.

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.

We have reviewed the need for wheel washing facilities and do not consider this is required, because of the reduced muck away via pile foundations. Concrete hard standing for delivery parking has been established. The banksmen will review during the delivery and carry out any remedial works if required, ie sweep the footpath etc.
Generally, all vehicles will be kept within the clean part of the site.

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 refer to the proposed site plan and traffic management diagram. Appendix A
Loading/unloading is to take place off site. The storage of materials on site will be kept to the minimum with a 'just in time' materials delivery procedure being adopted. Excavated arising will be stored on the individual sites 1 to 6 and removed from site by muck away grab lorries at regular intervals to avoid large stock piles of arising accumulating.

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.

An application has been made for a one-day closure to the 3 bays directly outside the site. This is to accommodate the crane and steel for superstructure erection.

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).

Additional information required, after consultation with Gordon Hamilton (Streetworks Coordinator-Streetworks Authorisation and Compliance Team). No works to existing highway. An application to the local authority has been submitted to reposition the hoarding on to footpath, effectively closing footpath for the duration of the works. A minimum distance of (0.50Mtrs) will be accommodated between kerbs and hoarding to ensure persons parking in the bays can comfortably access their vehicles.

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

Only safety signage, barriers and accessibility measures will be provided to roads/ footpaths as and when required as the works do not affect the public highway.
Site safety signage will be placed at the main entrance. Giving warnings and advice to all road and footpath users.
Barriers will be used as needed to prevent pedestrians from coming into contact with the roads and its users where pedestrian diversions are required around the sites.
Barriers and cones will be used to temporarily alter road ways as deemed necessary with areas being marshalled if required to manage the traffic flow.
Access will be maintained at all times for all areas for all users of Kiln Place. This will be achieved by minor alterations to the present estate road layout and which will developed as the works progress.
Where footpaths cannot be kept open appropriate signage will be displayed advising of the footpath closure and directing pedestrians to the alternative route / footpath.

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 are required to the public highway.

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.

Appropriate signage and barriers will be used to direct cyclists and pedestrians to alternative routes away from any construction process.
The safety of all resident pedestrians or cyclists are paramount and site conditions will be monitored throughout the works and adapted to suit.

Additional information required as per feedback sheet 15th may 2018
It won't be possible to maintain a continuous 1.4m wide footway given the location of the lighting column adjacent to the site. This will be sufficient to allow access to most pedestrians, and to permit access to parked vehicles, but it will in effect block the footway for anyone with a pushchair/mobility scooter/wheelchair. Footpath closed signs will therefore have to be used to provide advance warning of this obstruction, please detail locations of footpath closed signs accordingly.

After consultation with Highways and street team, we have now opted for hoarding to be erected on the footpath and to close footpath. Signs will be set up at the corner of road to direct pedestrians to use alternative path and pedestrian crossover at main junction, including pushchair/mobility scooter/wheelchair users. The same will be displayed at the other end of hoarding for tenants of Hemmingsway Cl. In addition, another board will be sited in the flower bed in Kiln place, to warn tenants of kiln place prior to them choosing to use right hand footpath.

Hoarding to be erected as per restrictions identified within the hoarding permit, and a gap (min 500mm) will be left so, cars can still use and access cars from parking bays.

All hoarding will be signed and lit appropriately.

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.

It is not considered that any temporary structures i.e. scaffolding, gantries, cranes etc. will overhang the public highway or the estate roads.
Scaffolding will be erected within the sites boundaries and which will be behind the sites boundary fencing.
Scaffold standards would be protected by Hi-Viz foam sleeves and Heras fencing/barriers.

Scaffolds and working platforms shall be in accordance with the Construction (Design & Management) Regulations 2015 and HSE guidance notes.
Please see attached site plan showing the demarcation of the sites boundaries which the scaffold will be erected within.
All site areas will be protected with either Heras fencing or solid hoardings.

Hoarding to be erected to ensure at least 1.4mtrs of existing footpath is retained for pedestrians.
Gates will be erected after last parking bay, for material access (double yellow lines, ensure no parking issues).
All traffic routes will be clearly set out. Adjacent pathways and pedestrian routes will be clearly marked and suitable crossover points highlighted.

- 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.

In addition to the information set out below, please see appendix H Addendum to CMR 239129
Camden's Minimum Requirements (CMR) number: 239129

Demolition and construction work by its nature can cause noise, noise being created by mechanical plant, cutting, drilling etc.

Noise monitoring and new tool selection will ensure no task will increase noise levels to above
(1) The lower exposure action values —
(a)a daily or weekly personal noise exposure of 80 dB (A-weighted); and
(b)a peak sound pressure of 135 dB (C-weighted).

All noisy works will be restricted to the specified times between 08:00 and 18:00hrs. However, these times will be reviewed specific to the works being carried out and following consultation with Camden and the residents of Kiln Place. No noisy operations will be undertaken outside of the standards hours without prior written approval of the Local Authority.
Modern machinery and equipment will be used to minimise noise and vibration.

Reduction of levels and excavations:
Reductions of levels and excavations will be undertaken with a 2 ton 360 excavator. Excavated soils will be heaped on each individual site with materials being removed from site on a regular basis by muck away lorries.

Piling:
Once the levels have been reduced on site crushed concrete will be imported by tipper lorries and a piling mat constructed with a 360 excavator. The piles will be constructed using the Continuous Flight Auger piling method, which is the quietest form of piling and is a fast and economical technique, with low noise and vibration compared against conventional bored piles and/or driven piles.

Concrete ground beams and structural slab:
Following the construction of the piles the pile heads will be broken down. The 'Elliott Method' will be adopted, to reduce the noise and vibration associated with breaking down pile heads as a posed to the traditional method being hand held breakers. Following this task the ground beam and structural slab excavations will be undertaken using a 2 ton excavator. The ground beams and structural slab concrete will then be cast as one importing concrete pour via ready mix lorries.
Noise attenuation screening will be used for the above works as deemed necessary to minimise the noise breakout from the sites.

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

After reviewing the information within the guidance documents associated with the plan, we find nothing to state we must carry out a noise survey. At this stage we feel this project is of a very small nature and a noise survey would not benefit the cause.
Please contact us immediately if this is a statutory requirement.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

Noise monitoring and new tool selection will ensure no task will increase noise levels to above
(1) The lower exposure action values —
(a)a daily or weekly personal noise exposure of 80 dB (A-weighted); and
(b)a peak sound pressure of 135 dB (C-weighted).

General plant 70- 90db
Saw/disk cutting 80db
General hand tools 60-80 db

The following table is used to assess the vibration levels on site. This is controlled by the site manager. The table below gives the average vibration levels over a working day and the times to reach the exposure levels.

Vibration Magnitude (m/s2)	2.5	3.5	5	7	10	14	20
Time to reach Exposure Action Value (in hrs)	8	4	2	1	½	¼	8 min
Time to reach Exposure Limit Value (in hrs)	>24	16	8	4	2	1	½

5.2.2 Examples of vibration magnitudes measured by HSE on equipment in use at work

Table 2

Road breakers	Typical	12 m/s2
	Modern tool designs, good operating conditions and trained operators	5 m/s2
	Worst tools and operating conditions	20 m/s2
Demolition hammers	Modern tools	8 m/s2
	Typical	15 m/s2
	Worst tools	25 m/s2
Hammer drills/combi hammers	Typical	9 m/s2
	Best tools and operating conditions	6 m/s2
	Worst tools and operating conditions	25 m/s2
Needle scalers	Modern tool designs	5-7 m/s2
	Older tool designs	10-25 m/s2
Scabblers (hammer type)	Typical	20-40 m/s2
Angle grinders (large)	Modern vibration-reduced designs	4 m/s2
	Other types	8 m/s2
Angle grinders (small)	Typical	2-6 m/s2
Clay spades/jigger picks	Typical	16 m/s2
Chipping hammers (metal-working, foundries)	Typical fettling	18 m/s2
	Modern tool designs	10 m/s2
Pneumatic stone-working hammers	Vibration-reduced hammers and sleeved chisels	8-12 m/s2
	Older tools, conventional chisels	30 m/s2
Chainsaws	Typical	6 m/s2
Brushcutters	Typical	4 m/s2
	Best	2 m/s2
Sanders (random orbital)	Typical	7-10 m/s2

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.

Demolition has already been carried out.
Reduction of construction activities via off site pre fabrication elements.
Design choices, reduction of construction activities.

Using 'Best Practicable Means' (BPM) measures which are to be implemented on site to mitigate noise, but not limited to, are:

Where reasonably practicable, adopt quiet working methods, using plant with lower noise emissions;
Where reasonably practicable, adopt working methods that minimise vibration generation;
Use silenced and well maintained plant conforming with the relevant EU directives relating to noise and vibration;
Plant, machinery and vehicles to be started sequentially rather than all together;
Avoid unnecessary revving of engines and switch off when not required;
Carry out regular inspections of noise mitigation measures to ensure integrity is maintained at all times;
Provide briefings for all site based personnel so that noise and vibration issues are understood and mitigation measures are adhered to; Manage plant movements to take account of surrounding noise sensitive receptors, as far as it is reasonably practicable;
Locate plant away from noise and vibration sensitive receptors, where feasible; and
Minimise drop heights of materials.

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

Existing company operatives are aware of the requirements of BS 5228:2009 and all Bischell Managers having attended the Site Managers Safety Training Scheme (SMSTS) course.
All subcontractors will be vetted for knowledge of BS 5228:2009 and training information requested and kept on site.
In addition "Toolbox Talks" will be used to inform all site personnel of noise and vibration mitigation and controls.

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

Dust will be dealt with in the following fashion:
1. Prevention
2. Suppression
3. Containment

Pre-project planning & effective management:
Sub-contractor to be provided with copy of Air Quality Assessment and included with their sub-contractor order. Method statements to include processes for the prevention of and controlling dust; and
Preventative mitigation measures as detailed in the Air Quality Assessment and as also detailed below will be adopted;

Site preparation and construction:
Fencing, barriers, scaffolding and screening will be kept clean;
Construction areas to be clean and regularly swept to prevent the build-up and spread of dust.
Water suppression will be used during demolition to mitigate the spread of dust ensuring an adequate supply of water is readily available and adequate frost protection is provided; and
Scaffold protection sheeting to be provided to all scaffolds to mitigate the spread of dust.

Materials handling, storage, stockpiles, spillage and disposal:
Use of handling methods to minimise dust generation;
Handling areas will be kept clean and free of dust;
Damping down with water when loading materials onto vehicles, and into chutes and skips;
Storage of fine dry materials in enclosures or given adequate protection from wind, by sheeting;
Ensure methods and equipment are in place for immediate clean-up of accidental spillages of dusty or potentially dusty materials;
Use wet handling methods for cleaning up spillages of cement powder;
No burning of waste wood or other materials on site;
Removal of excavated materials from site on a regular basis to prevent the build-up of stock piles on site;
The storage of materials on site which give rise to dust i.e. aggregate stockpiles, will be kept to a minimum and a 'just in time' materials delivery procedure adopted; and
Material stockpiles will be kept to a minimum size with aggregate materials being delivered to each site rather than a central area for redistribution which will give rise to dust.

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.

We do not consider that the nature of the works will generate the spread of any significant amount of dirt/dust onto Public highways.
The surrounding highway leading to the site will be monitored daily and cleaned manually. Should the need arise a road sweeper will be utilized to clean any debris from highway.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Site manager will monitor all levels during the works, and stop work immediately if action levels are reached.

Monitoring methods
Noise
Ensure noise is discussed at induction and when tool section is required.
Ensure operatives use appropriate PPE where stipulated within other policies.
Monitor site noise, using simple test ready reckoner. L108,
Discuss alternative methods and means of reduction.
Allocate rotation timetable for high risk activities.
Highlight to project and H&S officer if exposure levels are expected to be exceeded.
Ensure no operative exceeds upper levels. (85db)

Hand arm vibration
Exposure calculator, plant information and operative time schedules

Dust
Establish whether the generation of airborne dust can be prevented or reduced.
Where possible use a less risky material; the safety data sheets will highlight the content
Organise work to reduce the exposure to the dust, for example using less powerful tools, introduce water or on-tool dust extraction
As a last resort Respiratory Protective Equipment (RPE) will be issued
Ensure employees are trained and are competent to use the dust control measures and RPE
Carry out Face fit testing for all tight fitting face pieces

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 dust mitigation measures checklist as prepared by the GLA has been reviewed and checked. Please see appendix D.

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.

We confirm the GLA 'highly recommended' measures from the SPG document have been addressed by completing the GLA mitigation measures checklist.

- 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 sites at Oak village is as individual standalone site not to be considered as High Risk sites and the use of dust monitors is not expected.

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).

28 days prior to the excavation, Bischell will instruct an qualified pest control firm to survey the existing buildings to establish the existence of any pests – in particular rodents. Please see Appendix H.

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

Previously demolished garages.

No Asbestos Containing Materials (ACM's) were identified on site. (Waste land)

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.

An appropriate area within the site compound behind the office and welfare site will be the designated as a smoking area. No smoking will be permitted on site.

As part of our site rules bad language and unnecessary shouting will not be tolerated by site personnel.

All site personnel will be site inducted and regular "toolbox talks" will be given on site conduct.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period (mm/yy - mm/yy): **05/18 – 10/18**

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): **The following is not applicable as the 2-ton digger has a net power of under 37kW (13.2kW)**

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**

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**

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**

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

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

Signed: ……USM……

Date: ……14th May 2018……..

Print Name: …Umesh Mudda……..

Position: ……Architect……

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix list

A **Site Location plan**

B **Local highway network layout & Public highway in vicinity to the site**

C **Neighbouring sites**

D **Dust mitigation measures**

E **Existing site Utility survey plan**

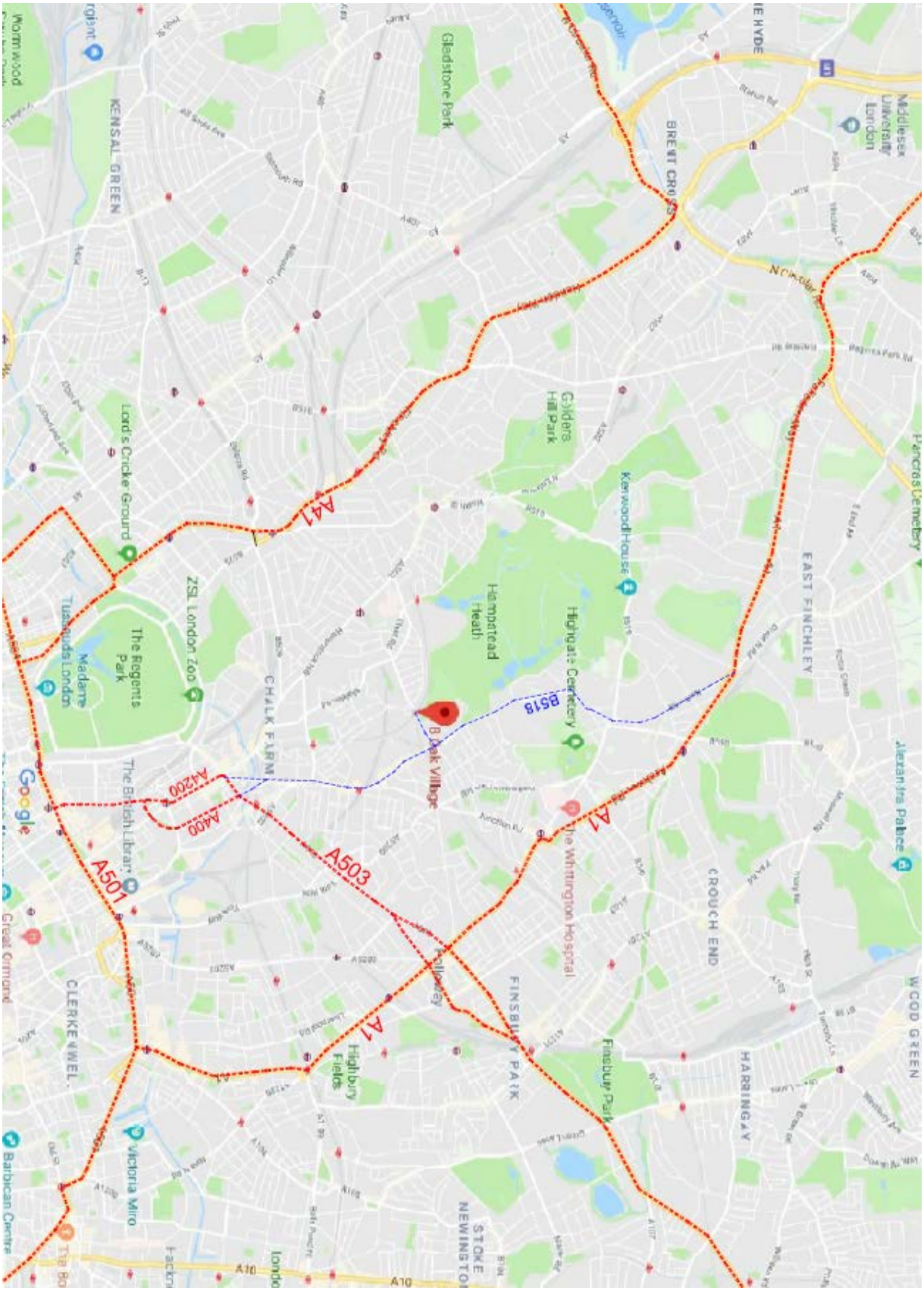
F **Evidence of communication to neighbours via letter posted personally**

G **Letter posted to neighbour and comments received**

H **Pest Survey Report**

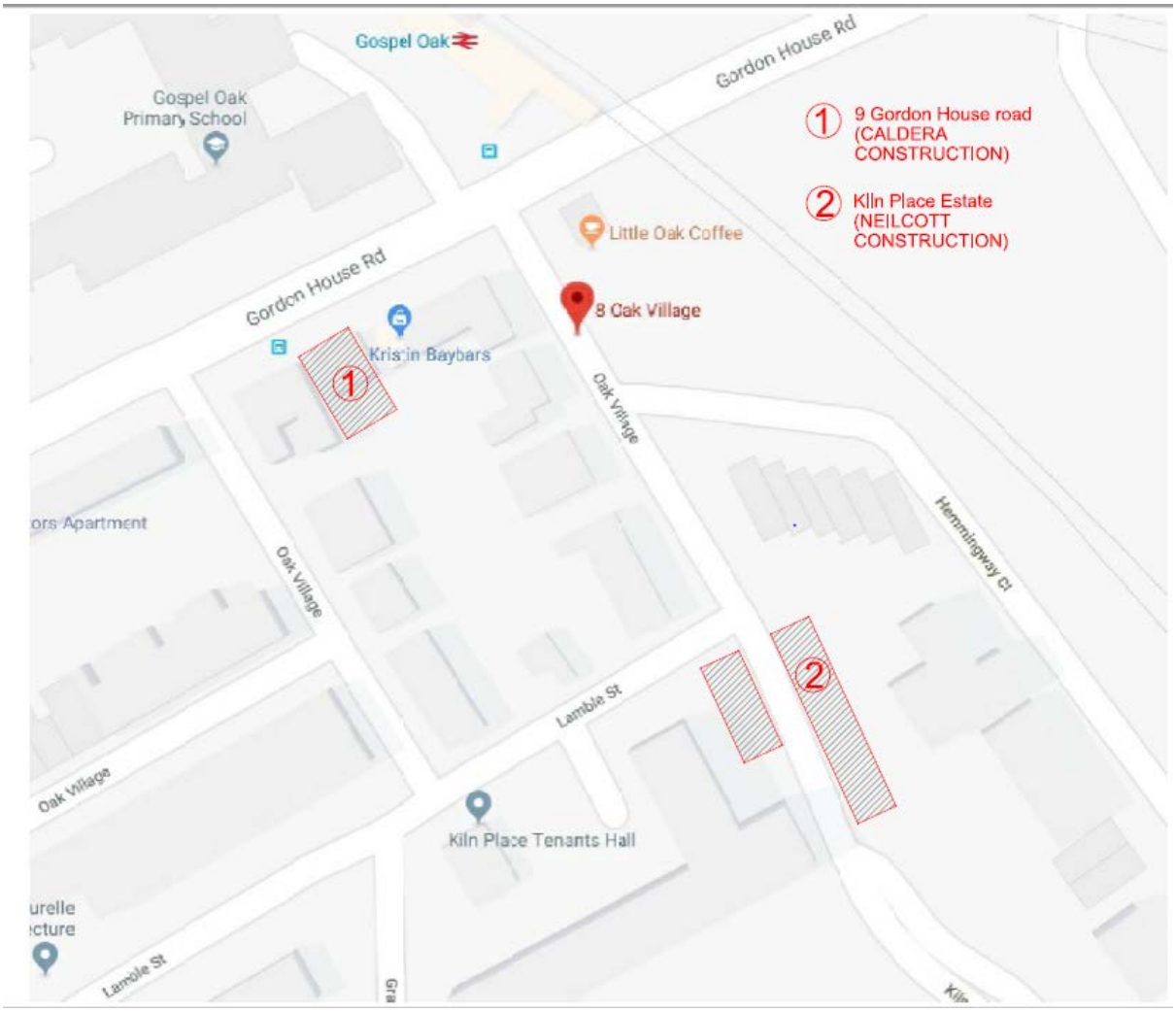
A Site Location plan

B Local highway network layout & Public highway in vicinity to the site



Deliveries will follow agreed routes. Site access will be via B518-Oak village.

C Neighbouring sites



Appendix D – Dust mitigation measures

Applicants must complete the table below (extracted from the Mayors 'control of dust and emissions during construction and demolition' SPG). Applicants should include all 'highly recommended measures' as a minimum.
XX Highly Recommended
X Desirable

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACKOUT

	CIRCLE RISK LEVEL IDENTIFIED FOR SITE			TICK TO CONFIRM MITIGATION MEASURE WILL BE IMPLEMENTED
MITIGATION MEASURE	**LOW RISK**	**MEDIUM RISK**	**HIGH RISK**	
Site management				
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX	X
Develop a Dust Management Plan.		XX	XX	X
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX	X
Display the head or regional office contact information.	XX	XX	XX	X
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX	X
Make a complaints log available to the local authority when asked.	XX	XX	XX	X
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection	XX	XX	XX	X

log available to the local authority when asked.				
Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	XX	X
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX	X
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.			XX	X
Preparing and maintaining the site				
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX	X
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX	X
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX	X
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X	X
Avoid site runoff of water or mud.	XX	XX	XX	X
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX	X
Remove materials from site as soon as possible.	X	XX	XX	X
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX	X

Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX	X
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.			X	X
Agree monitoring locations with the Local Authority.		X	XX	X
Where possible, commence baseline monitoring at least three months before phase begins.		X	XX	X
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.		X	XX	X
Operations				
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX	X
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX	X
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX	X
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	XX	X
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX	X
Waste management				
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX	X

Avoid bonfires and burning of waste materials.	XX	XX	XX	X

MEASURES SPECIFIC TO DEMOLITION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	X	X	XX	X
Ensure water suppression is used during demolition operations.	XX	XX	XX	X
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	XX	X
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	XX	X

MEASURES SPECIFIC TO EARTHWORKS

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.		X	XX	X
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.		X	XX	X
Only remove secure covers in small areas during work and not all at once.		X	XX	X

MEASURES SPECIFIC TO CONSTRUCTION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Avoid scabbling (roughening of concrete surfaces) if possible	X	X	XX	X
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	X	X X	XX	X
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.		X	XX	X
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.		X	X	X

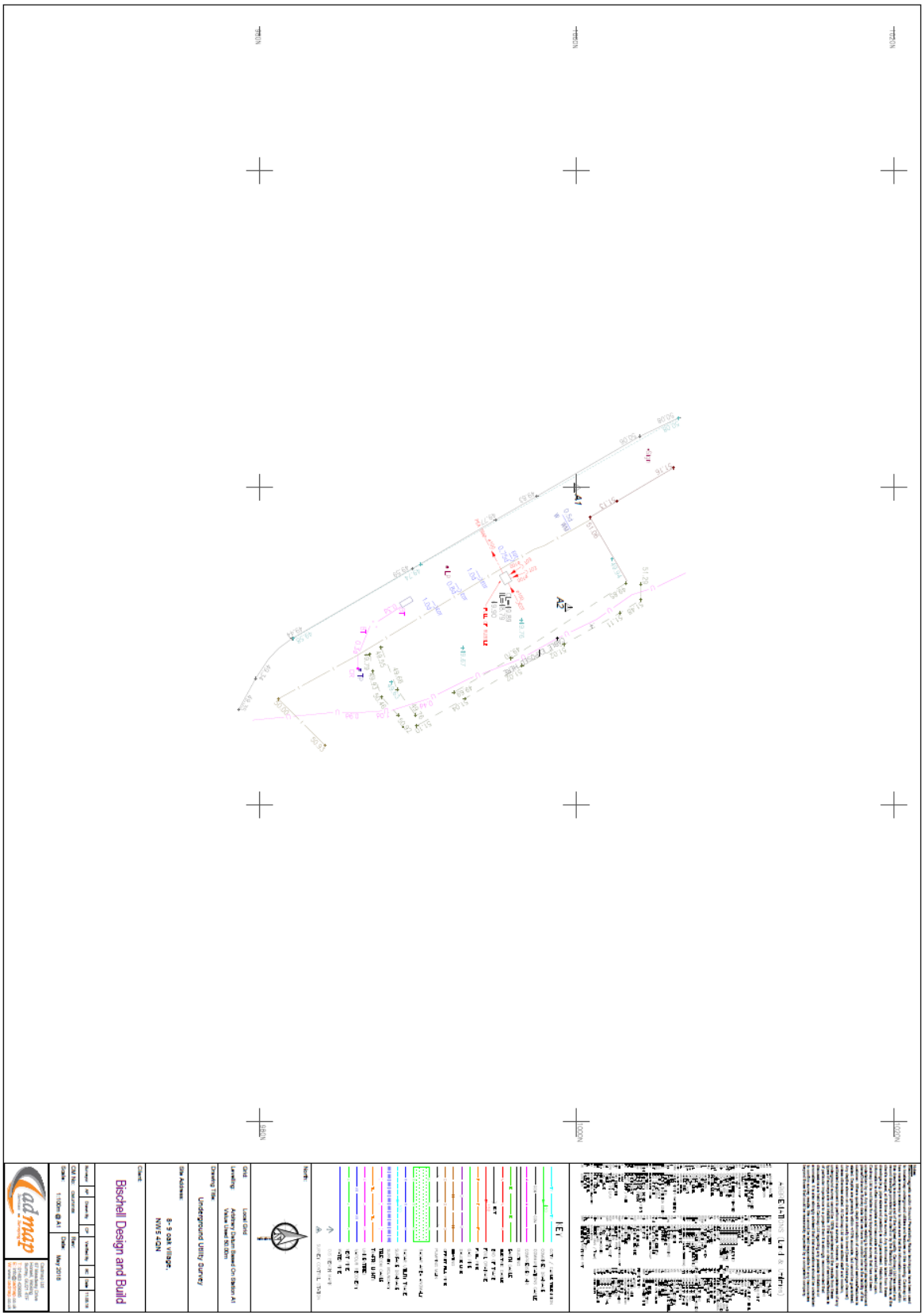
MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	X	XX	XX	X
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX	X

Record all inspections of haul routes and any subsequent action in a site log book.		XX	XX	X

Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.		XX	XX	X
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;		XX	XX	X
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	X	XX	XX	X
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		XX	XX	X
Access gates to be located at least 10m from receptors where possible.		XX	XX	X
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site		X	XX	X

Appendix E – Existing site Utility survey plan



Appendix F – Evidence of communication via letter posted personally to neighbours

Signature was taken based on neighbour's availability or approval.

BISCHELL

114 Cumberland House, 80 Scrubs Lane, London, NW10 6RF • 0208 964 1814 • www.bischell.co.uk

ADDRESS	SIGN
Gospel Oak Primary School Mansfield Rd NW3 2JB	
5 Mansfield NW3 2JD	
Flat A 1st Floor 3 Mansfield Road	
3 Mansfield NW3	
1 MANSFIELD RD NW3 2JD	
1C	
1A Mansfield Rd NW3	
7 OAK VILLAGE, NW5 4QR	
6 Oak Village NW5 1QR	
5 Oak Village NW5	
4 Oak Village NW5	
3 Oak Village NW5	
belinda-rogers@blueyonder.co.uk	
2 Oak Village	
1 OAK Village	
1 Hemingway close	
2 Hemingway close	
3 Hemingway Close	
4 Hemingway Close	
5 Hemingway	
Plot 7-18 Hemingway Close	
19 Hemingway Close	
20 Hemingway close	

Registered in England: Bischell Construction Limited, Company number: 07894884, Registered office: 114 Cumberland House, 80 Scrubs Lane, London, NW10 6RF.

BISCHELL

114 Cumberland House, 80 Scrubs Lane, London, NW10 6RF • 0208 964 1814 • www.bischell.co.uk

22 Hemingway Close	
21 Hemingway Close -	
23 Hemingway Close.	
Flat 24- 31 Hemingway Close.	
35 Hemingway Close.	
36. Hemingway Close	
37 Hemingway Close.	
38 Hemingway Close	Courtesy.
39 Hemingway Close.	
40 Hemingway CL	
41 Hemingway CL	
42 Hemingway CL.	
33 Hemingway CL.	
34 " CL	
32 " CL	

G Letter posted to neighbour and comments received

BISCHELL

114 Cumberland House, 80 Scrubs Lane, London, NW10 6RF • 0208 964 1814 • www.bischell.co.uk

Dear Neighbour, Date- 14th May 2018

I am writing to introduce **BISCHELL CONSTRUCTION LTD** and myself, Mr Umesh M, as the project manager responsible for the proposed new build two storey commercial B1 project in 8-9 Oak Village, NW3 2JD.

The intent of the letter is for you to review and comment on Construction Management Plan (CMP).

Please find the drop box link below for our Construction Management Plan for more information,

https://www.dropbox.com/sh/e3y3zr9ciys4iq7/AADjiBKSjKzbDKBqkX0czplea?dl=0

Kindly go through the document and email us your comments on email address mentioned below. The deadline for comment is 27th May 2018.

Should you have any queries or concerns, please contact me on **(07983174918 or u.mudda@bischell.co.uk)**. In my absence, please contact my colleague **(Mr Felipe Prado and 07534178165 or prado@bischell.co.uk)** who will be available to answer any queries that you may have.

BISCHELL CONSTRUCTION LTD is an active member of the Considerate Constructors Scheme and full details of the Scheme are posted near to our site entrance for your information.

The external protection of 8-9 Oak Village, NW3 2JD will be comprehensive and will take all steps possible to ensure that the protection of the public is maintained at all times. During the time that the above works are being undertaken, we will endeavour to ensure that everything is carried out to make the process as neighbour friendly as we can.

Once again, please do not hesitate to contact me at any time or a member of my team (Yana S or Annie K) if you have any concerns.

Yours faithfully.

Umesh M

UMESH MUDDA

PROJECT ARCHITECT

Registered in England: Bischell Construction Limited, Company number: 07894884, Registered office: 114 Cumberland House, 80 Scrubs Lane, London, NW10 6RF.

From: Ed Reynolds
To: Umesh M(BISCHELL)
Cc: prado@bischell.co.uk
Subject: Re: 8-9 Oak Village
Date: 29 May 2018 10:52:26

Thank you for the PDF copy of the Construction Plan. I have forwarded a copy to my neighbours in case they had the same problem. I note that page 13 says that the initial letter to neighbours should have the plan attached, which it didn't.
I found the document difficult to read because your specific information seems to have been fitted into a set of Camden guidance notes. Will you be condensing it to be site specific?
My main comment on programme and access is that liaison with both the pub and the Kiln Place site is essential. The flow of concrete lorries to Kiln Place has caused chaos in the street particularly when the pub was having deliveries.
My other comments relate to the Site Location plan (page 42) and works already carried out on site. The plan shows a storage area and site office on the Railway Lands and on land that I assume belongs to Hemingway Close. The accommodation will destroy recently planted trees and remove the Hemingway Close fence. Shrubs on the Hemingway Close site have already been removed, hopefully with the agreement of the owner. Your Plan need to address the agreements with the adjoining owners and especially the final restoration of boundary fences and planting.
Regards, Ed Reynolds

On 16 May 2018, at 17:35, Umesh M(BISCHELL) <u.mudda@bischell.co.uk> wrote:

> Dear Mr Reynolds,
>
> We have emailed the council last week and waiting for their acknowledgment.
>
> Please find attached the CMP for your perusal. Please come back to us with your queries if any.
>
> I tried to open the drop box link myself and it worked. I hope others could open the link.
>
> Regards,
>
> **Umesh Mudda** | **Bischell** Design and Build | **T** 0208 964 1814 | **M** 07983 174 918 | **A** 80 Cumberland House, Scrubs Lane, Hammersmith & Fulham, NW10 6RF
>
> **From:** C REYNOLDS [mailto:c.reynolds09@btinternet.com]
> **Sent:** 16 May 2018 16:38
> **To:** u.mudda@bischell.co.uk
> **Subject:** 8-9 Oak Village
>
> Dear Mr Mudda
> I live at 7 Oak Village and you called a few days ago to leave a leaflet about

the Construction Plan for the above site.
I just tried to look at the plan using the long link in your leaflet but got an error message from Dropbox.
I then looked on the Camden Planning website but the Construction Plan has not yet been uploaded for consultation.
Where do we go from here?
Regards, Ed Reynolds

<CMP-140518-V1.pdf>

H PEST SURVEY REPORT

WEST LONDON PEST CONTROL (North West)
Mobile: 07919444329

PEST CONTROL REPORT FOR: 8-9 Oak Village, NW5 4QR.

16th May 2017

Dear Sirs/Madame,

The aforementioned address was visited on Wednesday 16th May at 10:45am.

Upon arrival of the premises, a thorough inspection was carried out. All areas of the site were examined and only in one specific area of the site, underneath the wooden fencing, was a few rat burrows detected. Apart from this no other signs of any other pest had been found.

The site, due to the fact it has been abandoned for some time, has given rise to large number of plants to grow care free. This provides perfect runways and shelter for rats and it is highly advisable to remove them when possible. Furthermore, many different kinds of rubbish was found lying around especially along the wooden fence, this should be removed as soon as possible.

I have placed four external rat bait boxes, with poisons, along the wooden fence. Over a short period of time, this will exterminate the infestation of rats that is currently residing in the burrows on the site. I will need to return in a week or two in order to refill the bait boxes and to assess the situation.

To conclude, The rubbish should be cleared up around the whole of the site in order to ensure that the rats do not have any other food sources. This, together with the measures I have implemented, will ensure that the rats are exterminated and all possible future rodent infestations are prevented.

Regards
Mark

I In addition to the information set out below, please see appendix E Addendum to CMR 239129
Camden's Minimum Requirements (CMR) number: 239129

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

Addendum to CMR 239129

Camden's Minimum Requirements (CMR) number: 239129

Site: 8-9 Oak Village, London, NW5 4QR

Planning number: 2014/4698/P

Date: 15th May 2018

I have read the CMP dated 11th May 2018 Version 1 produced by Stephen Dallow regarding the above site, which is linked to planning application 2014/4698/P.

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

The existing site to be developed is a small rectangle patch of land 5mtr x 15mtrs and it is located within a mixture of residential and business units. There is also an established road and railway network. Most of the surrounding area is owned by TfL. Gospel Oak Station is located 20m to the north of the site.

The proposed development, construction of two storey B1 development and the works involve short form pile foundations. The proposed works are in close proximity to the local school and dwellings. A 3-storey building to the left, the public house on the opposite side of the road and the pedestrian footpath to front elevation of the works are the likely properties to be affected. The duration of the works is approximately 20 weeks.

The main identified noise sources are:

- Construction Traffic-Loading-Off Loading
- Demolition works
- Piling Works
- Ground works-Excavations
- Concrete Works-Placement
- Plant & Equipment

Although the submitted CMP proposes a number of noise mitigation measures to minimise the impact of the works, the CMP still has either missing information or the information provided is insufficient.

The following is missing from the submitted CMP:

- A noise report dealing with ABC +5dB method according BS5228:2009+A1:2014
- Identification of the type of piling operations and its impact to the neighbouring receptors.
- Identification of the worst affected property by the effect of noise/vibration (including structure borne) and 3D (see CMR 239129) if applicable
- Philosophies to be incorporated, maintained, improved and enforced in:
    (i) Noise/vibration reducing throughout the site and the life of the project.
    (ii) Prevention of dust formation in the first place, throughout the site and the life of the project.
- Actions to be taken in cases where these noise levels exceed the predicted noise and vibration levels.
- A report from a British Pest Control Association (BPCA) company demonstrating existence /non-existence of rats and mice by using baiting techniques.
- Action taken to prevent the rodents living in the site escaping the site prior commencing the works and during the works.

Noisy building construction /deconstruction works could commence with the proviso that there is full adherence and 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 (CMR239129, attached)
- Addendum CMR 239129, 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 to be produced taking into account airborne and structure borne noise.

The Main Contractor understand that the proposed works cannot commence unless 28 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. In the case that Structure borne noise likely to occur 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. The noise report shall deal with the provision of suitable respite accommodation to those who are being affected. Refer to BS 6472-1:2008, BS5228: 2009+A1:2014, CMR239129.

(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.

(c) Prior any de-construction/construction works commence but no less than (28 days of the proposed works commence), the resident and/or the residents, living at the sharing party wall shall formally be offered in writing an appropriate suitable respite alternative accommodation for the whole duration of these construction/deconstruction works. The offer and details of the offer shall be confirmed in writing to the Council".

(d) 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.

(e) No dweller should remain in their dwellings without a properly suitable respite accommodation being offered while noisy structure borne works/activities are being carried out.

2. Identification of worst affected property.

(f) 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 239129) shall be required.

(g) 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

(h) Noise and vibration monitoring shall be carried out. (239129 Camden's Minimum Requirements attached).

(i) 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.

(j) 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 will be offered.

5. Rats control/extermination

(k) Once main contractor has been appointed and at least 6 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.

(l) 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.

(m) 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:

- 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 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, 8-9 Oak Village, London, NW5 4QR.

(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 239129) 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 239129 CMR for the site.

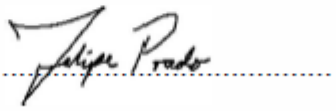
(g) Where practicable, to prevent vibration during excavations works, most modern excavating equipment and the most modern excavation techniques shall be used.

(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 reasonable practicable, 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.

(k) Full adherence and compliance and implementation with the 239129 CMR for the site and BS5228:2009+A1:2014.

SIGNED:	
PRINT NAME	MR FELIPE PRADO
POSITION:	MANAGING DIRECTOR
DATE:	30 05 2018