



Construction Management Plan

pro forma v2.2

HAWLEY MEWS, LONDON, NW1

2013/3749/P

For Thames & Newcastle Ltd

Version 2.0

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
23.04.18	02	Chris Vaughan – The Stilwell Partnership - 01276 700400 chrisv@stilwell-ltd.co.uk

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 \(CMRBC\)](#).

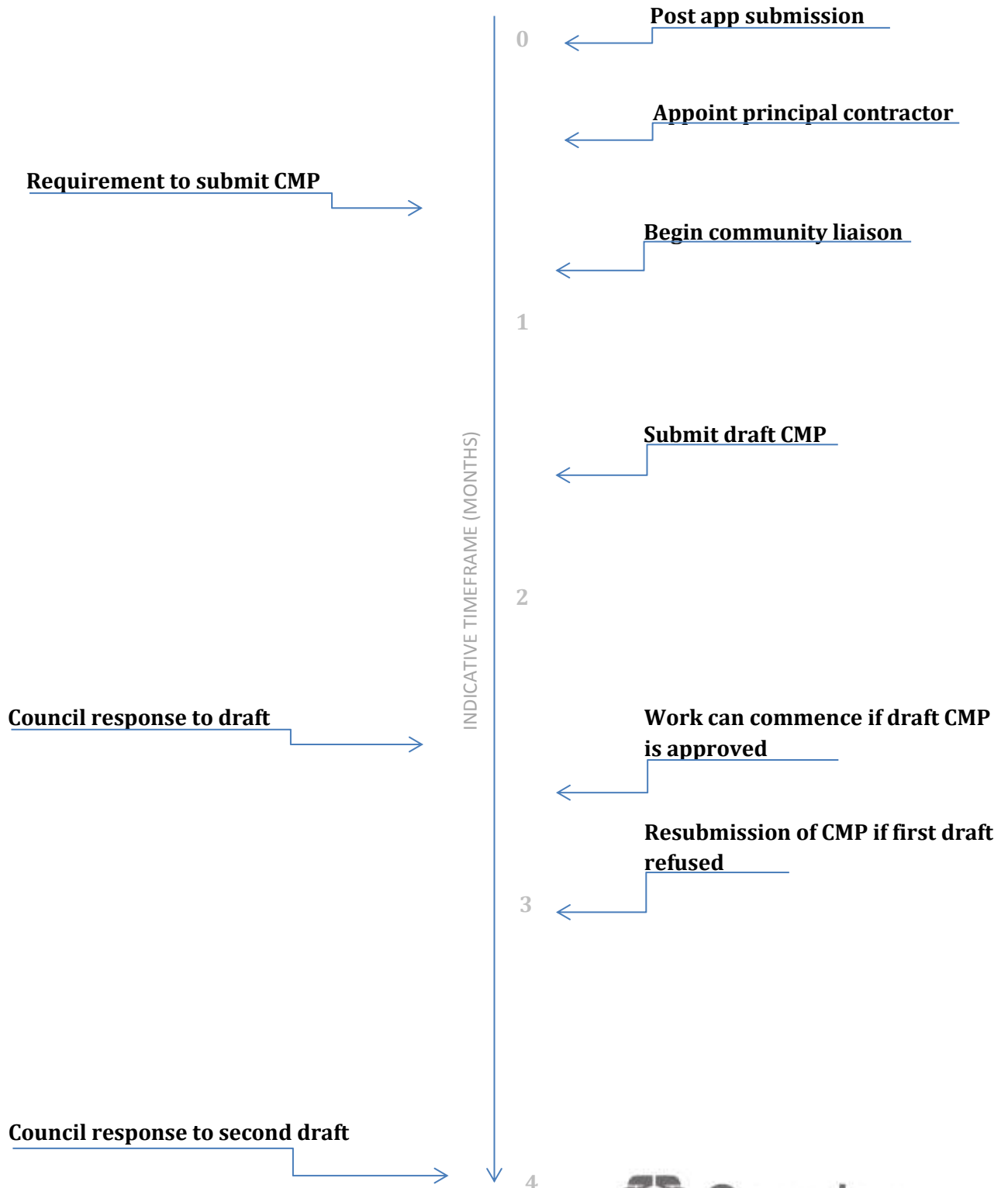
The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council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

Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: **Land adjacent to Hawley Mews, Camden NW1 8BF**

Planning reference no: **2013/3794/P**

Type of CMP - **Section 106 Agreement**

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

Name: **Dan Ford (Thames & Newcastle Ltd)**

Address: **Unit 8 Riverside Industrial Estate, Barking, Essex IG11 0ND**

Email: **d.ford@thames-newcastle.co.uk**

Phone: **0208 962 3320**

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 residents and businesses.

Name: **Dan Ford (Thames & Newcastle Ltd)**

Address: **Unit 8 Riverside Industrial Estate, Barking, Essex IG11 0ND**

Email: **d.ford@thames-newcastle.co.uk**

Phone: **0208 962 3320 07826937843**

Site Contact – Simon Tuffey - 07557946933

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: **Michael McDonagh (Goldcrest Property Manager)**

Address: **Goldcrest Land (UK) Ltd., Hurlingham Business Park, Sullivan Road,
London SW6 3DU**

Email:

Phone: **+44(0)79 7324 4205**

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: **Dan Ford (Thames & Newcastle Ltd)**

Address: **Unit 8 Riverside Industrial Estate, Barking, Essex IG11 0ND**

Email: **d.ford@thames-newcastle.co.uk**

Phone: **0208 962 3320, 07826937843**

Site Contact – Simon Tuffey - 07557946933

Site

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

The application site is located just off Chalk Farm Road, within London Borough of Camden. It is located around 500m to the north east of Camden Town London Underground Station and 550m from Chalk Farm London Underground Station. The site is a small rectangular shape approximately 13metres wide, 22metres deep, and positioned conveniently at the end of Hawley Mews which is a no through road. Hawley Mews accesses Hawley Street, before connecting with the main A class Chalk Farm Road. The Site Location Plan is shown below in **Figure 6.1.**

Figure 6.1: Site Location Plan



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).

Description of the Works

The scheme comprises a new build development of 3 No. two-bedroom and two-bathroom terraces houses. The Gross Internal Area (GIA) of all 3 No. houses is circa 248sqm. The site is accessible via Hawley Mews, a street leading from Hawley Street. The site is surrounded by gardens under ownership of the neighbouring properties.

The project consists of semi recessed ground floor requiring circa 1.2m of excavation below ground, reinforced concrete slabs and retaining walls, solid blockwork external walls and timber flat / pitched roof structures. The envelope is completed with insulated external rendering throughout.

The challenges associated with this project will be the management of HGV and delivery vehicles. The vehicles will reverse into Hawley Mews, under the control of a banksman, unload and then drive out forwards under the control of banksman until clear of the site entrance.

Once inside the site all materials shall be taken to the work areas manually.

The project is also located within close proximity to existing residential properties. In order to mitigate the impact on these residents the scaffold shall be full sheeted to prevent dust as far as is possible. Following construction of the envelope all windows shall be fitted and remain closed to mitigate noise nuisance caused by the fit out phases.

During the demolition and groundworks phases sprinklers shall be used to damp down all materials in order to mitigate dust generation as far as possible, all equipment used on site shall be silenced.

The project program is appended here for reference.

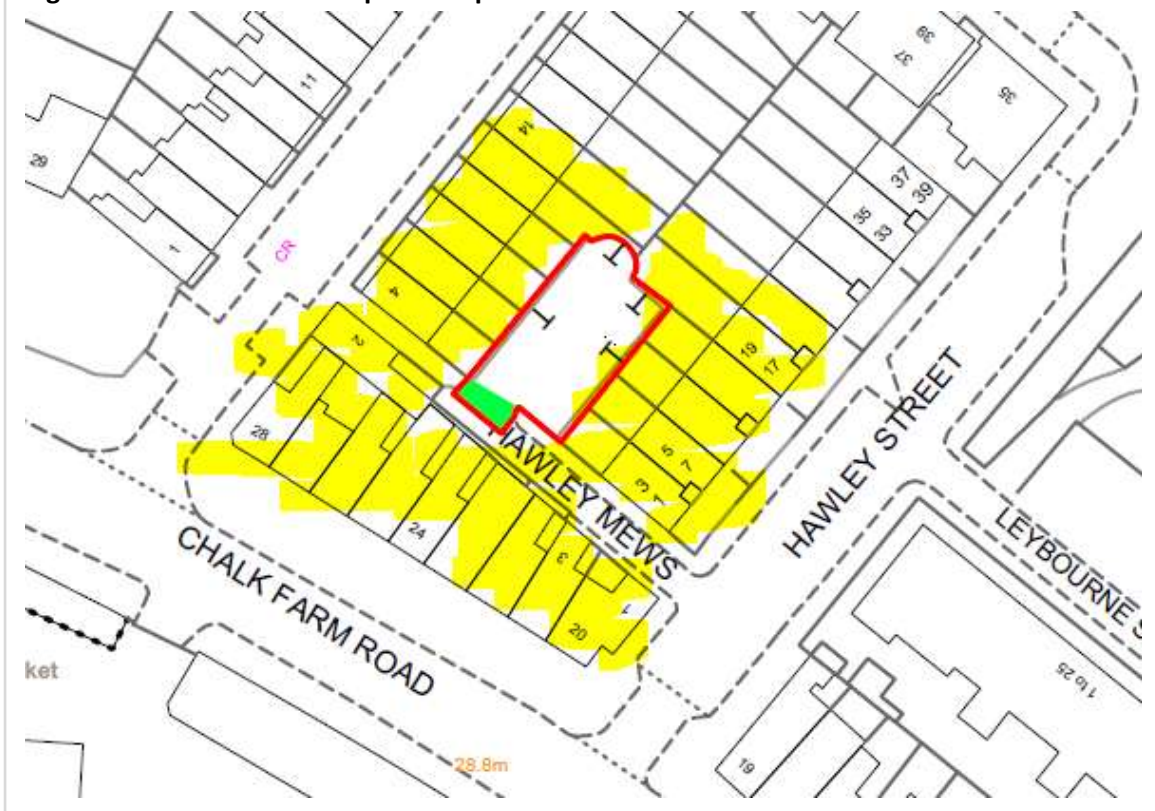
8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

Nearest potential receptors include:

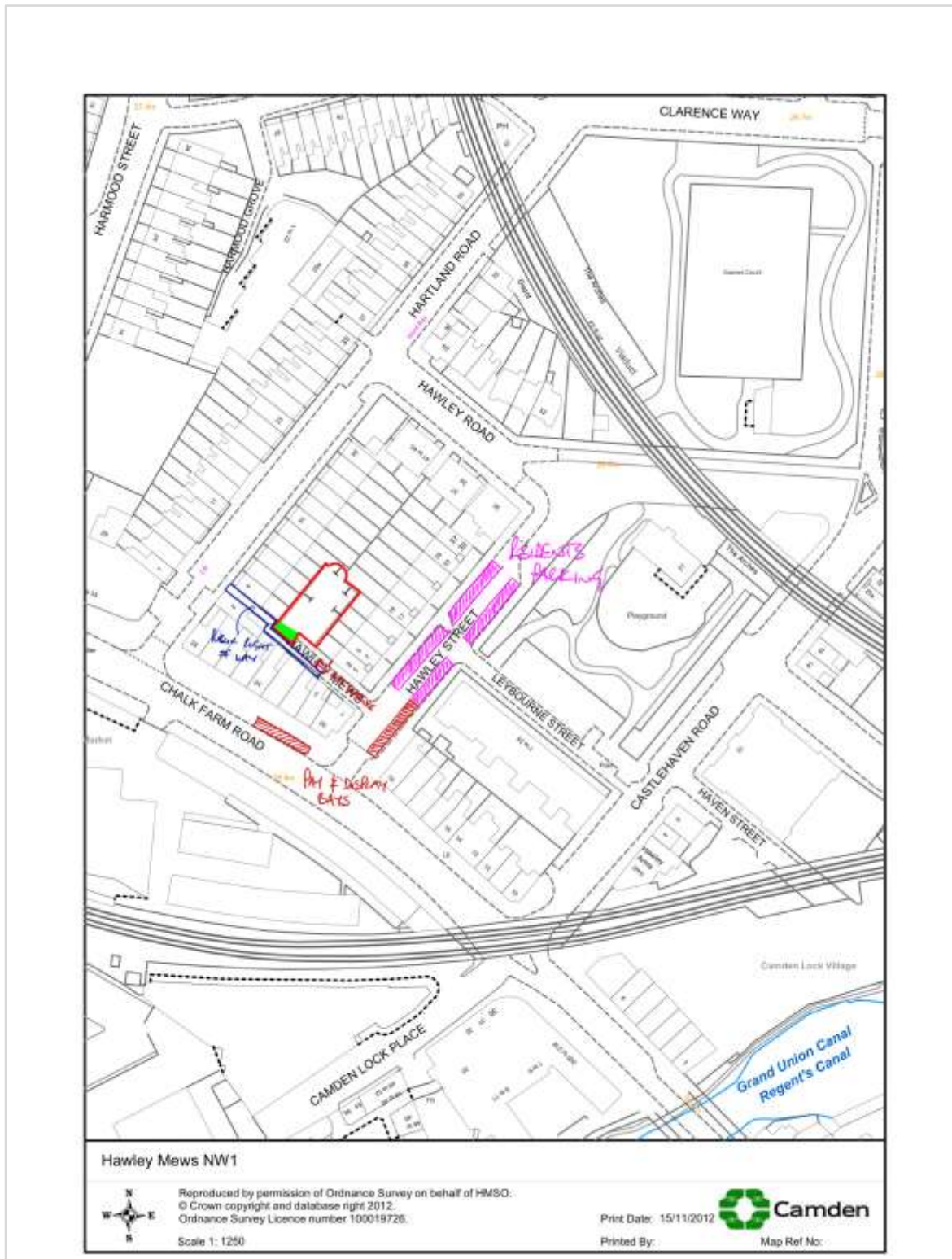
- 2 & 14 – 24 Hartland Rd;
- 21 – 39 Hawley St;
- 35 – 47 Hawley Rd;
- 20 – 28 Chalk Farm Rd;
- 1 – 3 Hawley Mews.
- Pedestrians and members of the public using the right of way along Hawley Mews.

Immediate receptors highlighted in yellow below in Figure 8.1

Figure 8.1: Immediate Receptors Map



9. Please provide a scaled plan detailing the local highway network layout near the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.



Public Transport - The application site is situated in an area with a PTAL rating of 6a which is considered to be 'Excellent'. The area is served by well-connected bus and rail networks.

London Underground (Northern Line) - The site is located within 500m (7-minute walk) of Chalk Farm Underground Station to the north and around the same distance from Camden Town Tube Station to the south.

Bus - The site is near to the bus stop CQ Hartland Road and are served by bus nos. 24, 27, 31, 168, N5, N28 and N31.

Rail - Camden Road Railway Station is within 750m (10 min walk) from the site. This station is served by London Overground with services to Clapham Junction via Willesden Junction and Stratford via Highbury & Islington.

Cycles

There are no cycle lanes in the immediate vicinity of the site.

The on-street parking bays in the vicinity of the site is shown in **Figure 9.1** below.

Figure 9.1: On-street parking bays in the vicinity of the site



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).

Start on site: **2nd May 2017**

Project completion: **30th June 2018**

Please also see the attached programme, as a separate document.

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

Working hours will be same 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.

New electrical and water mains shall be required for the development, the water shall be extended through Hawley Mews from Hartland Road and the electrical main shall be extended to the site boundary from Hawley Street.

New mains connections shall be carried out by the relevant statutory undertakers (Thames Water and UK Power Networks) and only when the correct licencing has been obtained from Camden.

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.

All residents in close proximity to the development shall be hand delivered an introduction letter detailing the works required, further meetings shall be arranged with the residents should these be required and dependent upon responses received follow the initial letter.

Due to the size of the development and minimal impact to the surrounding area it is not deemed that regular meetings will be required unless comment is received from the residents on issuing the initial contact letter.

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.

Neighbours will be engaged in the following ways:

- Letter to neighbours - considerate constructors;
- Newsletters will be sent to local residents updating them on the works;
- Prompt neighbours to come to our site manager to discuss issues, offering an alternative of our customer services manager to avoid conflict and stimulate open relationships;
- Advising neighbours of key events, large deliveries or craneage;

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 Constructors Manual](#)".

Considerate Constructors Scheme registration number is 108768.

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 near the site. The council can advise on this if necessary.

Whilst there is a significant project in close proximity to the site (Camden Lock) due to the nature and extent of the project it is not expected that our works shall cause any further inconvenience to local residents.

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 about 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:

Dan Ford (Thames & Newcastle Ltd)

Unit 8 Riverside Industrial Estate

Barking

Essex IG11 0ND

d.ford@thames-newcastle.co.uk

0208 962 3320, 07826937843

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

We will ensure that all sub-contractors and suppliers that are part of our supply chain who have to make deliveries to site will be members of Transport for London's Fleet Operator Recognition Scheme (FORS) or similar at the Bronze level as a minimum. We will use our contractor selection process and procurement process to only select contractors who are members of FORS (or similar), by doing this we will be using drivers who are aware of the demands of driving large vehicles in central London in particular the awareness of cyclists. By using suppliers and subcontractors who are FORS (or similar) members then all delivery vehicles will have:

- side guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted;
- a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre;
- a Class VI Mirror;
- bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

Desktop checks

Where doubt exists, 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.

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 an appropriate 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.

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:

DAN PLEASE SIGN BOX

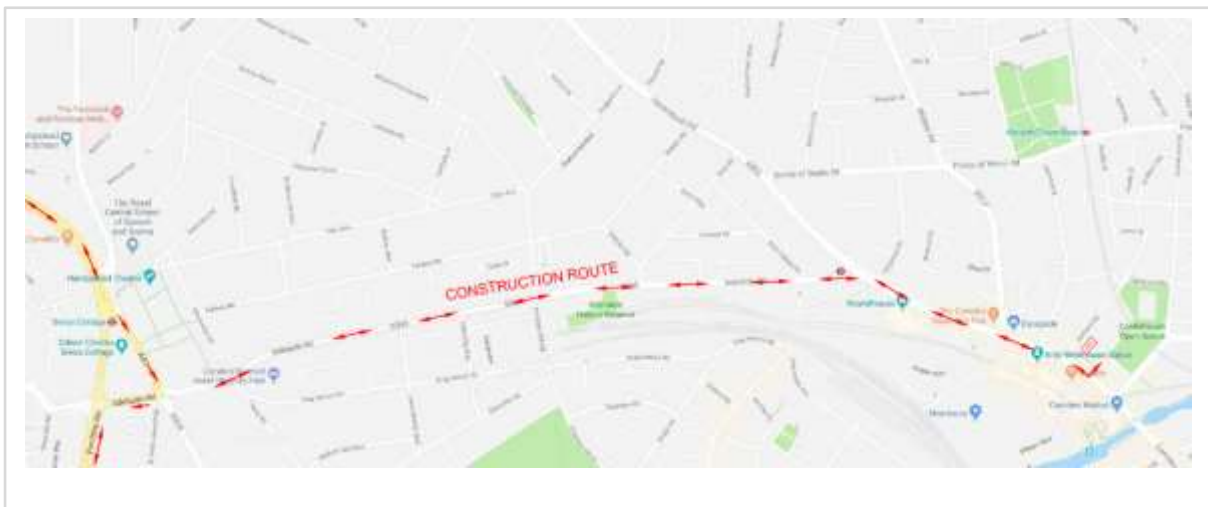
Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

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:

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.



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.

All drivers will be instructed to turn right out of Hawley Street and to use the route to / from Finchley Road, via Adelaide Road.

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.

All deliveries will be made via the front of the property to the hoarded area. Thames & Newcastle Ltd will recognise the importance and sensitivity of the location in a busy district of London. Delivery drivers and companies should be advised that parking restrictions and highway regulations will be strictly enforced by the Police and Highway Authorities.

Vehicles will not be permitted to wait in adjoining streets for delivery, for these reasons it is imperative that a strict delivery regime is adhered to. No storage of materials or waste will be permitted within the unloading/loading area. All deliveries must be supervised and where necessary undertaken with the assistance of a competent Banksman.

Control of site traffic, particularly at peak hours

All deliveries will be managed by an on/off system. Due to the sensitive nature of the site due to size and location, materials will be delivered in conjunction with the programme of works to ensure that site traffic remains at a minimum and there isn't a build-up of materials.

Typical size of vehicles

The typical size of a vehicle will be a transit van; however, some materials may be delivered using 7 tonne trucks. Muck Away lorries (10.2m long) will be used to during excavation. A maximum of 3 lorries a day would be needed during excavation. It is anticipated that there would be an average of 1 HGV delivery to the site per day for the remainder of the construction.

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

None that will impede on small numbers of development related vehicles.

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.

All deliveries will be pre-booked, and all delivery times will be known for the site. This will be controlled and managed by our on-site Logistics Manager. This will be achieved via the use of our sub-contractor coordination meetings where we will have short term look-a-head programmes that will include the booking of deliveries. All suppliers to ring ahead of delivering at the site

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.

There are many places along Adelaide Road and Chalk Farm Road for vehicles to stop and phone ahead.

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

The project is a "small project" we do not anticipate the need for any construction material consolidation centres. We will be working with our supply chains to ensure that materials are delivered "just in time" for use on the site.

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

All access / egress for construction vehicles will be via the gate on Hawley Mews. All deliveries are to be supervised by a traffic Marshall and reported to the Site Manager. All deliveries will be pre-booked so that the traffic Marshall knows when the delivery is scheduled and will take measures to ensure that the public are not affected by the delivery. The traffic Marshall must be obeyed and no phones or hands-free kits are to be used whilst driving.

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

All deliveries will be co-ordinated and programmed to alleviate pressure on the road network. Deliveries will have to be pre-booked with site. This will be achieved via the use of our weekly sub-contractor meetings where deliveries will be planned and booked at least 24 hours in advance.

All suppliers and sub-contractors who are supplying materials to the site will be issued with a transport plan which will include a prescribed route into the site to deliver materials from the Transport for London Road Network; refer to plans earlier in this CMP.

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).

Swept path analysis has been carried out and the plans are shown in Figures 1 and 2 below.

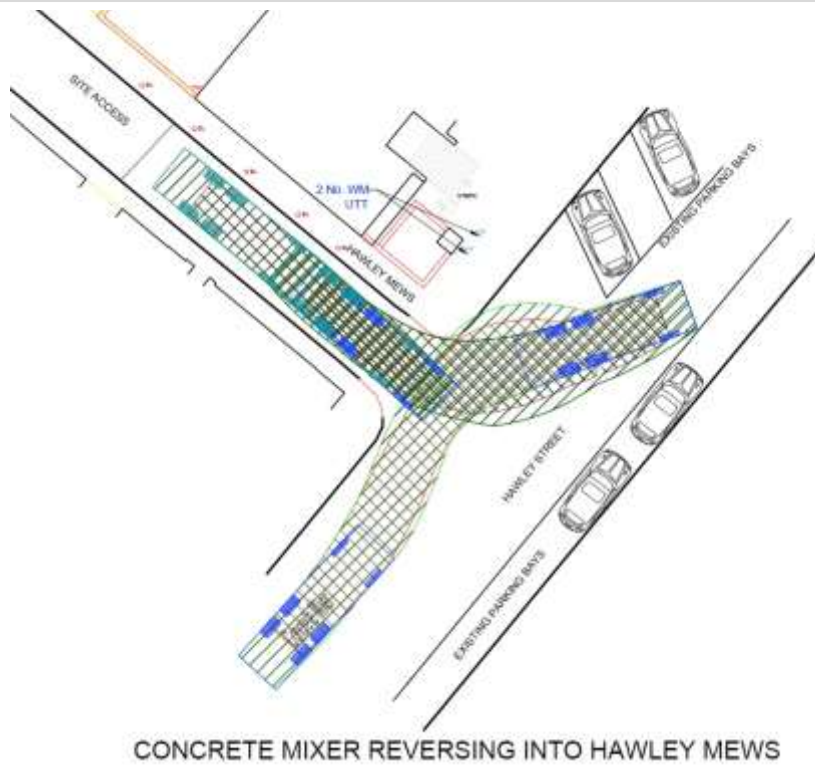


Figure 1

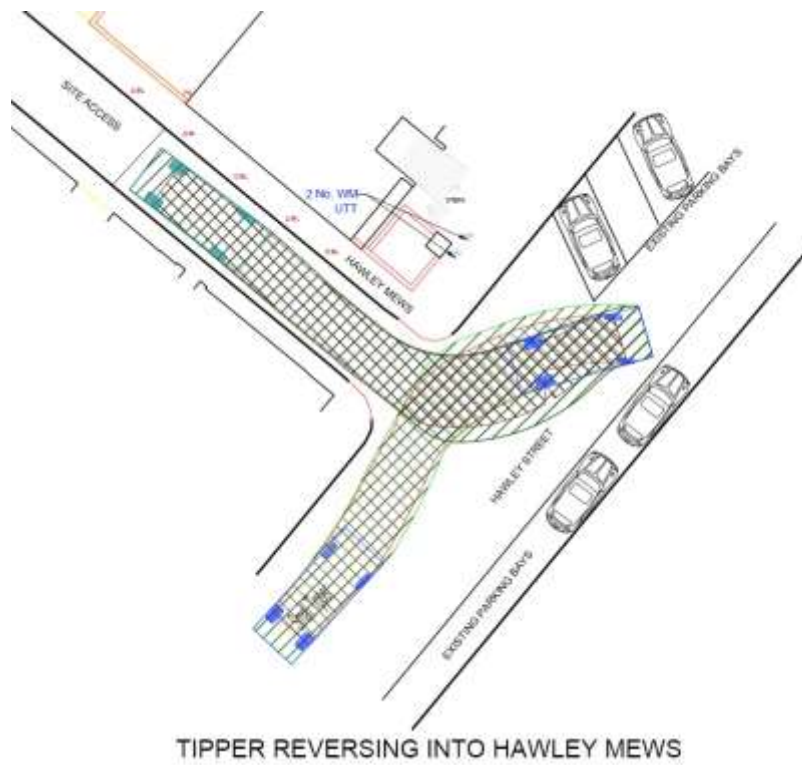


Figure 2

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.

In order to keep roads and footpaths free from deposits of soil, mud and the like we will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned and hosed down prior to traversing the highway. If any mud or construction debris does get onto the street within the vicinity of the site then these areas will be cleaned via the use of water hoses and manually swept. In addition, a mechanical road sweeper will be used to clear any debris if necessary.

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.

All deliveries are to be supervised by a traffic Marshall and reported to the Site Manager. All The traffic Marshall will oversee HGVs reversing into Hawley Mews, with all HGVs exiting in a forward gear.

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](#).

Hawley Mews shall be suspended to vehicular traffic for the duration of the works but as this is a dead end will not affect traffic in the area, pedestrian access down Hawley Mews shall be maintained at all times.

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).

Drawings Attached.

The constrained nature of the site, behind existing properties means that the only feasible way to access the site is via Hawley Mews. There is no space on the site to place welfare facilities and these will need to be placed on a section of Hawley Mews, within a hoarded off area. Licences shall be obtained from Camden for the temporary road suspension in order to facilitate these works.

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

On drawings attached

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

No diversions will be necessary. The temporary stopping up of Hawley Mews will be required (maximum 14 months during construction). The footway on the southern side of Hawley Mews will be open maintained and open throughout the works

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.

The general public / pedestrians will have the right of way along the pathways that surround the application site. The footway to the south of Hawley Mews will be open to the public for the duration of the works.

The Site Manager will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that any debris is kept clear of the pavements. Should there be any complaint arising from the works, local residents will be able to call personally to the site offices. Any residents visiting site to raise a complaint will be requested to sign-in and our security guard will escort the visitor to the site offices.

We will as part of our sub-contractor procurement process ensure that all sub-contractors and suppliers delivering materials to the site follow the conditions outlined in the Standard for Construction Logistics and Community Safety (CLOCS).

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.

Hoarding lines shown on attached plans.

◉ 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.

By its nature demolition and construction works can cause noise, noise being created by; mechanical plant, cutting, drilling, hammering and sawing. All noisy work will be restricted to be after 8.30 and before 5.00pm. We will always seek to not carry out noisy work on a Saturday when we are permitted to work between 8am and 1pm.

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.

Survey to be undertaken prior to works starting on site and issued to Camden Council

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

Where possible noise produced by work activities will be reduced or removed by design. When this is not possible controls will be introduced to reduce exposure so as to avoid harm or injury to persons on site or others within the vicinity of the site works.

During construction works noise will be continuously monitored, this will be compared against the baseline survey carried prior to any works taking place, with the following trigger levels:

- **Green** if 3dB(A) or less above baseline – No action;
- **Amber** if between 3dB(A) & 8dB(A) above baseline – continue works but carry out works assessment and propose mitigation measures;
- **Red** if above baseline by 8dB(A) or more – Immediate in-depth review of works and enforce changes to methodology, equipment in order to bring noise to acceptable levels.

The trigger levels described above will continue to be used during length of the Project; however, the monitoring regime will be then reduced to twice weekly measurements at strategic locations.

Further controls will be detailed within activity method statements and compliance monitored as necessary throughout the work process.

Records of controls and exposures of persons/environments will be kept in accordance with statutory requirements and Company Procedures.

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.

Thames & Newcastle Ltd shall ensure that disruptive sound levels will be kept to a minimum.

A variety of measures will be used to affect the reduction of noise transmitted from site using best practicable means, this will include:

- Coordinated delivery times and efficient traffic management to prevent queuing traffic accessing the site;
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers);
- Utilising construction techniques that minimise the production of noise;
- Utilisation of baffle system during the demolition process;
- Strict adherence to the site working hours;
- Using acoustic hoarding where necessary;
- Implement action plan where noise levels exceed acceptable levels;
- Positioning plant away from properties as far as is practical;
- Machines in use will be throttled down a to a minimum;
- Cutting operations will be kept off site as much as possible by prefabrication;
- Localised shrouding of plant in accordance with BS5228.

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

The Thames & Newcastle Ltd Site Manager will have attended the Site Managers Safety Training Scheme as run by the CITB. All sub-contractor supervisors will have attended the Site Supervisors Safety Training Scheme as run by the CITB. Noise awareness will be cascaded via toolbox talks.

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

We will adhere to the key legislation on noise and vibration as detailed in the:

- Control of Pollution Act 1974
- Environmental Protection Act 1990 (ss79-82)
- BS 5228:1997, Code of Practice on Construction and Open Site.

Our appointed contractor prepares the detailed Risk and Method Statement – this method statement will confirm the controls, checks and monitoring that will be put in place in connection with the control of dust and noise on site during the demolition.

Site operations will be controlled so that all plant and machinery noise emissions (including the provision of ventilation, heating and cooling) shall be designed, installed and operated at noise levels that do not cause noise nuisance to the nearest adjoining residential properties. We will, with our construction contractor implement a Dust Management Plan (DMP) that we will seek input and approval of from Camden.

The DMP will include but not be limited to:

- Monitoring of dust levels – in agreement with Camden;
- Reacting to results from dust monitoring;
- Establish site recording of levels of dust;
- Plan our site management and logistics so that receptors for demolition arisings are not located where they might cause a nuisance to our neighbours;
- Avoid site run off from vehicles;
- Regular boundary inspections;
- Use scaffold protection screeds;
- Clean down hoardings using wet cleaning methods;
- Establish hard standing areas for clean down vehicles before they leave site – including wheel washing facilities;
- Keep the public highway clear of any debris using wet cleaning methods;
- Damp down any stock piled excavated materials on site;
- Water suppression will be used during demolition.

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.

Thames & Newcastle Ltd will deploy the use of a mechanical road sweeper to clear the road of excessive dust and dirt as a result of site operations; however, any vehicle leaving site will be cleaned first.

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

As above.

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

Currently unavailable.

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](#).

Currently unavailable.

- 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.

Not applicable.

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Not applicable. The site is a clear site.

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

Not applicable. The site is a clear site.

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.

We do not tolerate any bad language or unnecessary shouting on our sites. We operate a “red card” system whereby any operative found to be acting in an anti-social way or smoking outside of designated smoking area will be given a “red card” and asked to leave the site immediately.

 SYMBOL IS FOR INTERNAL USE

Agreement

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

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.