

# Construction Management Plan

pro forma<sup>v2.2</sup>

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
18/02/19	04	Alma-nac/ Karrada Developments Ltd

## 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**).

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

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

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

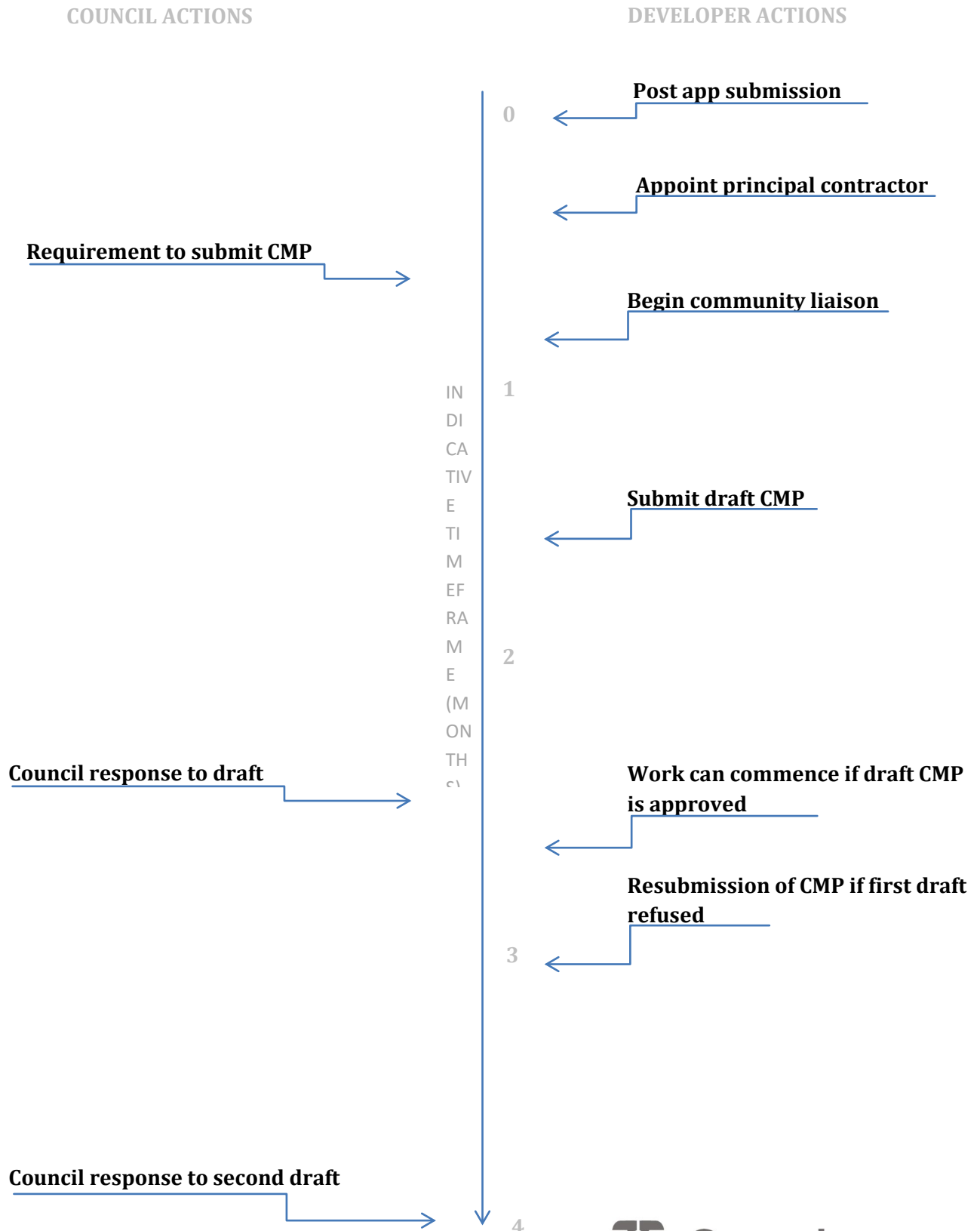
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

# Timeframe



# Contact

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

Address: 35 Pilgrims Lane, London, NW1 1SS

Planning reference number to which the CMP applies: 2018/1078/P

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

Name: Nori Bali

Address: 10 Brim Hill, London, N2 0HF

Email: [Nori.Bali@ronly.com](mailto:Nori.Bali@ronly.com)

Phone: 078 3653 9451

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: Marek Sarosiek

Address: 14 North End Road, W14 0SH

Email: [Marek@karrada.com](mailto:Marek@karrada.com)

Phone: 07815 847164

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: Phil Hudson

Address: 14 North End Road

Email: Phil.hudson@karrada.com

Phone: 07741 302402

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: Karrada Developments Ltd

Address: 14 North End Road, W14 0SH

Email: phil.hudson@Karrada.com

Phone: 07741 302402



# 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 existing 3 storey end of terrace house is situated on the corner of Pilgrims Lane and Denning road, Hampstead, London. No. 35 Pilgrims Lane falls within the Hampstead Conservation Area. It is part of Willoughby Road/Downshire Hill sub area. The surrounding area is predominantly residential with Hampstead heath located to the North-east. (Site plan attached)

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 dwellingsetc).

The proposed works comprise the partial demolition, rebuild, extension and refurbishment of the existing house at 35 Pilgrims Lane including front facade retention. The house is semi-detached and is therefore in close proximity to the neighbouring property at No.37 Pilgrims Lane. The property is also in close proximity to the property at No.49 Denning Road. Party wall awards are in place. The surrounding streets are residential.

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.).

No. 37 Pilgrims Lane

No.49 Denning Road

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

See Enclosed Drawing P.14.

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).

Commencement date 15<sup>th</sup> February, 59 working weeks, see attached programme

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

Confirmed. The contractor will abide by Camdens standard working hours.

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.

Thames Water :Existing Domestic/Upgrade and Disconnect 1x32mm MDPE metered supply

Gas Connection - connect to the existing Low Pressure gas main located in Pilgrims Lane and lay a new gas service capable of supplying a peak gas load of 100 kWh's. New gas service to terminate with 1" ECV in a customer built meter kiosk.

# 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.

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## Cumulative impact

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

**The Council can advise on this if necessary.**

## 13. Consultation

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

Consultation letters have been issued to residents on both Denning Road and Pilgrim's Lane within close vicinity of the site (example letter enclosed) giving them details of the proposed works. The letter was issued to the following addresses:

37 Pilgrim's Lane, NW3 1SS  
41 Pilgrim's Lane, NW3 1SS  
54 Pilgrim's Lane, NW3 1SN  
56 Pilgrim's Lane, NW3 1SN  
58 Pilgrim's Lane, NW3 1SS  
Flat A, 42 Denning Road, NW3 1SU  
Flat B, 42 Denning Road, NW3 1SU  
Flat C, 42 Denning Road, NW3 1SU  
Flat D, 42 Denning Road, NW3 1SU  
Flat A, 44 Denning Road, NW3 1SU  
Flat B, 44 Denning Road, NW3 1SU  
Flat C, 44 Denning Road, NW3 1SU  
Flat D, 44 Denning Road, NW3 1SU  
47 Denning Road, NW3 1ST  
49 Denning Road, NW3 1<sup>ST</sup>

**Pilgrim's to Willoughby Residents Association**

#### **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.

Consultation letters have been issued to residents on both Denning Road and Pilgrim's Lane within close vicinity of the site (example letter enclosed) giving them details of the proposed works. The letter was issued to the following addresses:

37 Pilgrim's Lane, NW3 1SS  
41 Pilgrim's Lane, NW3 1SS  
54 Pilgrim's Lane, NW3 1SN  
56 Pilgrim's Lane, NW3 1SN  
58 Pilgrim's Lane, NW3 1SS  
Flat A, 42 Denning Road, NW3 1SU  
Flat B, 42 Denning Road, NW3 1SU  
Flat C, 42 Denning Road, NW3 1SU  
Flat D, 42 Denning Road, NW3 1SU  
Flat A, 44 Denning Road, NW3 1SU  
Flat B, 44 Denning Road, NW3 1SU  
Flat C, 44 Denning Road, NW3 1SU  
Flat D, 44 Denning Road, NW3 1SU  
47 Denning Road, NW3 1ST  
49 Denning Road, NW3 1<sup>ST</sup>

**Pilgrim's to Willoughby Residents Association**

The contractor will provide full project contact details on the site hoardings.

## 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](#)".

The project will be registered with the Considerate Constructors Scheme and works will be carried out in conjunction with the "guide for Contractors Working in Camden" and "Camden's Considerate Constructors Manual." CCS Registration No. 2001

## 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.

No neighbouring sites at the time of completing CMP

# 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 roadsafety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

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

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

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

## CLOCS Contractual Considerations

17. Name of Principal contractor:

KARRADA DEVELOPMENTS LTD

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](#)).

All delivery / collection vehicle operators will be FORS Bronze accredited as a minimum.

Operators that are FORS Silver or Gold will be appointed where possible.

The operators will be pre-qualified with TDL and included in the approved sub-contractors list.

Part of this prequalifying process will be the checking of the FORS accreditation.

All drivers will have undertaken approved additional training as per the CLOCS Standard Managing Supplier Compliance Guide.

Each haulier will be provided with a letter depicting site specific rules highlighting vehicle routes, delivery / collection times and procedures prior to arriving to site i.e. phone the site manager in advance. All deliveries / collections will be booked in advance through the site manager. No vehicles will be parked in adjacent areas as a 'holding bay'. Random spot checks will be carried out in conjunction with the Karrada Developments Projects Traffic Management Plan.

All vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

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:

I confirm that Karrada Developments has included the requirements to abide by the CLOCS standards in the contracts for suppliers and contractors.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## Site Traffic

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

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

See Enclosed Drawing P.19.

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 deliveries shall be pre-booked and allocated set arrival times.

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

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

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

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

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

The following vehicles will be used throughout the construction process with the dimensions as follows:

**Demolition Phase – 18<sup>th</sup> Feb – 15<sup>th</sup> Apr**

Flat Bed Truck – 10m (L) x 2.5m (W) x 2.6m (H) – 2 time a day, 5 day a week

**Basement Phase – 15<sup>th</sup> Apr – 2<sup>nd</sup> Sep**

Grab lorry – 9.63m (L) x 2.5m (W) x 3.5m (H) – 1 time a day, 3 days a week

**Fitout Phase – 2<sup>nd</sup> Sep – 27<sup>th</sup> Apr**

Flat Bed Truck – 10m (L) x 2.5m (W) x 2.6m (H) – 1 time a day, 3 days a week

Hi-AB Truck – 9.1m (L) x 2.5m (W) x 3.2m (H) – 1 time a day, 2 days a week

3.5T Panel Van – 5.4m (L) x 2m (W) x 2.6m (H) – 1 time a day, 1 day a week during final few weeks of construction

Times of the day will be within the approved hours or any other restrictions felt necessary as Identified as part of prior to the neighbour liaison works commencing.

Vehicle movements will be scheduled between 9.30am to 3.00pm on weekdays (during school term times) and between 9.30am and 1.00pm on Saturdays. During school holidays, vehicle movements can be scheduled between 9.30am to 4.30pm on weekdays and between 9.30am and 1.00pm on Saturdays

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

As of writing this CMP there is no developments in the local area of along the route

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 vehicle activity will be scheduled. The delivery driver will also call within 30 minutes of arrival. If site operatives are not ready, the delivery vehicle will wait outside the borough in a suitable location until the banksmen are ready.

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.

N/A

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](#)).

Deliverer's and removal of waste from site will be booked in with our logistics manager to avoid peak times including school run times.

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

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

See Enclosed Drawing P.14 for the existing highway and proposed site arrangement (drawing P.14) detailing the proposed loading area and position of hoarding and banksmen.

The footway on the southern side of Pilgrims Lane and Denning Road outside the frontage of the property is 1.7 m in width and will be maintained during the works with the site hoarding set back along the property frontage maintaining a 1.7m pedestrian route. The hoardings will screen off any works or activities and protect passers-by and reduce the dust and noise emissions from the site.

After working hours each day, the site will be fully locked up. All hoardings on the project will be regularly cleaned and maintained including re-decoration when necessary.

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

See Enclosed drawings P.15, P.16, P17, P.18 for swept path analysis that demonstrates construction vehicles can access and egress the vehicle loading area outside the site's frontage.

The proposed arrangement requires a loading area 10m in length to be located at the frontage of the site along Denning Road in order to allow construction vehicles to be located as close to the site as possible. The position of the construction vehicles reduces carrying distances.

The proposed loading arrangement requires 1 parking suspension on Denning Road. All appropriate licenses will be applied for in advance with the Council. The parking bay will be made available to residents in the evenings and at weekends.

Banksman will be present at all times when construction vehicles enter/exit the loading area on Pilgrims Lane and Denning Road. The drivers will wait by their vehicles at all times in case they are required to move. Banksman will be available to assist with vehicle arrivals and departures to ensure that pedestrian and cyclist safety is maintained.

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).

See Enclosed drawings P.15, P.16, P17, P.18 for swept path analysis

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.

N/A

**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.

See Enclosed Drawing P.14.

Banksmen will be available to assist with vehicle arrivals and departures to ensure that pedestrian and cyclist safety is maintained. In addition, temporary barriers will be erected during the transfer of materials to/from the site, these will be removed at all other times. If pedestrian access is required along the frontage of the site then the transfer of materials will be halted. Furthermore, banksmen will be made available to manage pedestrian movements to the opposite footway if required.

## 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](#).

The suspension of a single parking bay is required for the duration of the works, as shown in the Enclosed drawing P.14.

The parking suspensions will be located directly outside the site and will provide a space for a single skip to be retained for the duration of the works.

6 weeks parking suspension currently in place to start 18<sup>th</sup> Feb – 15<sup>th</sup> Apr. Suspension Reference 190131001. A further suspension will be applied for and in place prior to the 15<sup>th</sup> to the end of the project.

Skip licence will be required as of the 15<sup>th</sup> of April and will be applied for closer to the time.

### 25. Scaled drawings of highway works

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



footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

N/A

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

Hoarding to be fitted with 110v lighting. Mandatory safety signage will be to hoarding to ensure public safety. Delivery's to be unloaded in Denning Road at junction with Pilgrim's lane. All vehicles will drive into an enclosure with barriers at both ends to ensure vehicle/pedestrian segregation.

Gates in the site hoardings will open inwards to the site and not outwards on to the public highway. All hoardings will be fully within the site boundary.

## 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).

N/A

## 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.

Drivers will be made aware of their responsibilities and required to ensure that their vehicles are provided with all necessary safety aids and that they themselves have undertaken the necessary training courses.

The contractor will adhere to the necessary safety requirements for all construction vehicles. Drivers will also have undertaken relevant cyclist safety awareness course.

During loading/unloading, banksmen will be positioned to assist pedestrians and cyclists and guide traffic. Banksmen will be present at all times when construction vehicles enter/exit the loading area on Pilgrims Lane and Denning Road. The drivers will wait by their vehicles at all times in case they are required to move. Furthermore, drivers will be made aware of Hampstead Heath public green space close to the vehicle route.

Every effort will be made to manage the areas of risk to ensure that construction activity is undertaken in a safe manner whilst also minimising disruption.

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

A hoarding will be installed along the front perimeter of the site. The hoarding will screen off any works or activities from the pedestrian highway and protect passers-by and reduce the dust and noise emissions from the site.

Gates in the site hoardings will open inwards to the site and not outwards on to the public highway. All hoardings will be fully within the site boundary.

A full site scaffolding will be installed for the duration of the works however this will not overhang the public pedestrian highway and is set back into the site.

Any crane deliveries will follow the previous comment RE: Safe unloading of materials into the site.

## 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.

Works will only be carried out during 08:00 and 18:00 Mon to Fri and 08:00 to 13:00 Saturdays only (if required).

Consideration will be applied to the adjacent neighbours and we will seek to not carry out particularly noisy works on Saturday mornings (if worked).

Excavation, underpinning, piling, to commence 11/02/19 these works will be completed 01/07/19

Where possible hand held tools will be used to minimise noise.

All noisy works will be undertaken between the hours of 9am – 4pm

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

A background noise survey will be carried out during site set up and enabling works prior to works commencing to establish existing baselines. **Please find enclosed a copy of the noise survey.**

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

Over the 10 hour day the average noise levels are anticipated to be in the region of or less than 75dB

Noise levels are predicted to peak at 80dB but these will only be short duration activities.

Vibration levels are anticipated to be no more than 10mm/s and considerably less on average throughout the day.

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.

Regular monitoring will be carried out by the site manager. If exceedances are experienced the source of the exceedance will be established then the work process / methodology will be reviewed if required.

2.4m hoardings to the boundary and Mono-flex clad scaffolds will help contain noise and dust.

Modern tools will be used to ensure vibration levels are reduced to the minimum as much as possible.

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

All personnel will receive an induction including training in BS 5228:2009 code of practice and guidance on noise reduction and nuisance.

The site manager will hold current SMSTS certification including NVQ level 6 in construction site management

All supervisors including sub-contractor supervisor will have as a minimum SSSTS certification.

All other operatives will have the relevant CSCS or job specific CITB approved certification.

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

Damping down will be carried out in accordance with BS 6187: 2011

Works will be carried out in accordance with:

Control of Pollution Act 1974

Environmental Act 1990 (ss79-82)

BS 5228:1997 Code of Practice on Construction and Open Site.

Monarflex scaffolds will be erected to all elevations.

Regularly sweeping and damp cleaning of surrounding areas and hoardings.

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.

All dust will be suppressed with irrigation or a Hepa filter dust extraction system.

Designated operatives will regularly check and clean the pavements and highway to ensure no dust or dirt is present.

Dust will be enclosed within site boundary

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

All noise produced by plant will be reduced by the use of mufflers , baffles or silencers and where possible using pre-fabricated components and by strictly adhering to site working hours, vibration will be minimised by phased ground impacting operations . Nuisance dust levels will be eliminated by employing extractors with Hepa filters and by using irrigation reservoirs fitted to cutting equipment etc.

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.

Appropriate measures will be taken by the contractor to mitigate and control dust and emissions for the duration of the works. A full height scaffold and roof covering will wrap the property with an additional 2.4m high hoarding in place around the perimeter of the site. Please refer to the contractor's construction phase plan and method statement for further mitigation measures.

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](#).

Yes, refer to contractor method statements.

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.

Due to the size and type of works being carried out real time monitors are not deemed necessary however regular monitoring will be carried out by the site manager and records kept within the site office.

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

The house is currently occupied with no signs of pests.

The site will be kept clean and tidy, the consumption of food will only be permitted within the canteen, waste produced from this area will be disposed of in euro bins with lids not bags, which will be collected and disposed of in accordance with our waste management plan to prevent rodents spreading from the site.

During the works the monitoring of the evidence of rodents will continue to be carried out.

If rodents are discovered on site poison traps will be deployed

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

Asbestos survey completed 21/01/19. No Asbestos containing materials (ACM) found

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.

All site personnel will receive a site specific induction highlighting that bad behaviour and bad language is not permitted and will result in immediate dismissal. Smoking will not be permitted on site, any operatives who wish to smoke must remove their PPE so they cannot be associated with the site, and smoke off site away from the site hoarding.

Both company and site will be registered with CCS Scheme

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

**From 1<sup>st</sup> September 2015**

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

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

**From 1<sup>st</sup> September 2020**

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

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

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

- a) Construction time period (mm/yy - mm/yy ): 02/19 – 04/19
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- 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:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

• 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: Adam Shapland

Date: 18/02/2019

Print Name: ADAM SHAPLAND ON BEHALF OF ALMA-NAC LTD

Position: ARCHITECT (ARB)

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

End of form.