



Construction Management Plan (CMP)

The proposed development of

10 Downside Crescent
London
NW3 2AP

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Date: June 2019

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CONTENTS

1. Introduction
2. Site Location Overview
3. Camden Council Construction Management Plan Pro forma v2.3
4. Conclusion



1. INTRODUCTION

Kias Services Ltd has been commissioned by Mr Asif Noor to compile a Construction Management Plan (CMP) for 10 Downside Crescent, NW3 2AP to be submitted to discharge conditions of planning application no. 2018/2615/P

The proposed development consists of the formation of a new single storey rear extension and construction of a basement underneath the existing house as well as partially under the new extension and the rear patio.

The primary aim of this CMP is to reduce the impact of the construction works on the residents of Camden Council, specifically the residents of Lawn Rd. Several site-specific measures are being proposed to alleviate the disruption to local residents as set out in this document; however, the CMP is a live document that will evolve as necessary to address issues that may be identified through ongoing consultation with local residents as the project progresses.

The Construction Project Manager will be responsible for implementing measures contained in the CMP and will be the point of contact for residents. The Project Managers name, telephone number and email address will be added to the CMP once he/she has been appointed.

2. SITE LOCATION OVERVIEW

Downside Crescent is a standard width road with Resident Parking Bays on both sides.

The proposed development shares a party wall with the adjacent residential property at 8 Downside Crescent.

3. CAMDEN COUNCIL CONSTRUCTION MANAGEMENT PLAN PRO FORMA V2.3

As the site is located on a residential street, the impact on the residents is of paramount importance.

The logistics of how construction vehicles will reach the site was considered thoroughly and Camden Councils "Minimum requirements for building/construction/demolition sites" has been considered in the preparation of this document

Construction Management Plan

pro forma v2.3



Contents

Revisions	3
Introduction	4
Timeframe	6
Contact	7
Site	9
Community liaison	12
Transport	14
Environment	26
Agreement	31



Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
20.06.18	Draft 1 for Architect/Client Comments	Natassja Norval of Kias Services Ltd
26.06.18	Added Asbestos Company Details and survey date	Natassja Norval of Kias Services 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 Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 is completed electronically and submitted as a Word file to allow comments to be easily documented. These should be clearly referenced/linked to form the CMP.** Please only provide the information requested that is relevant to a particular section.

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

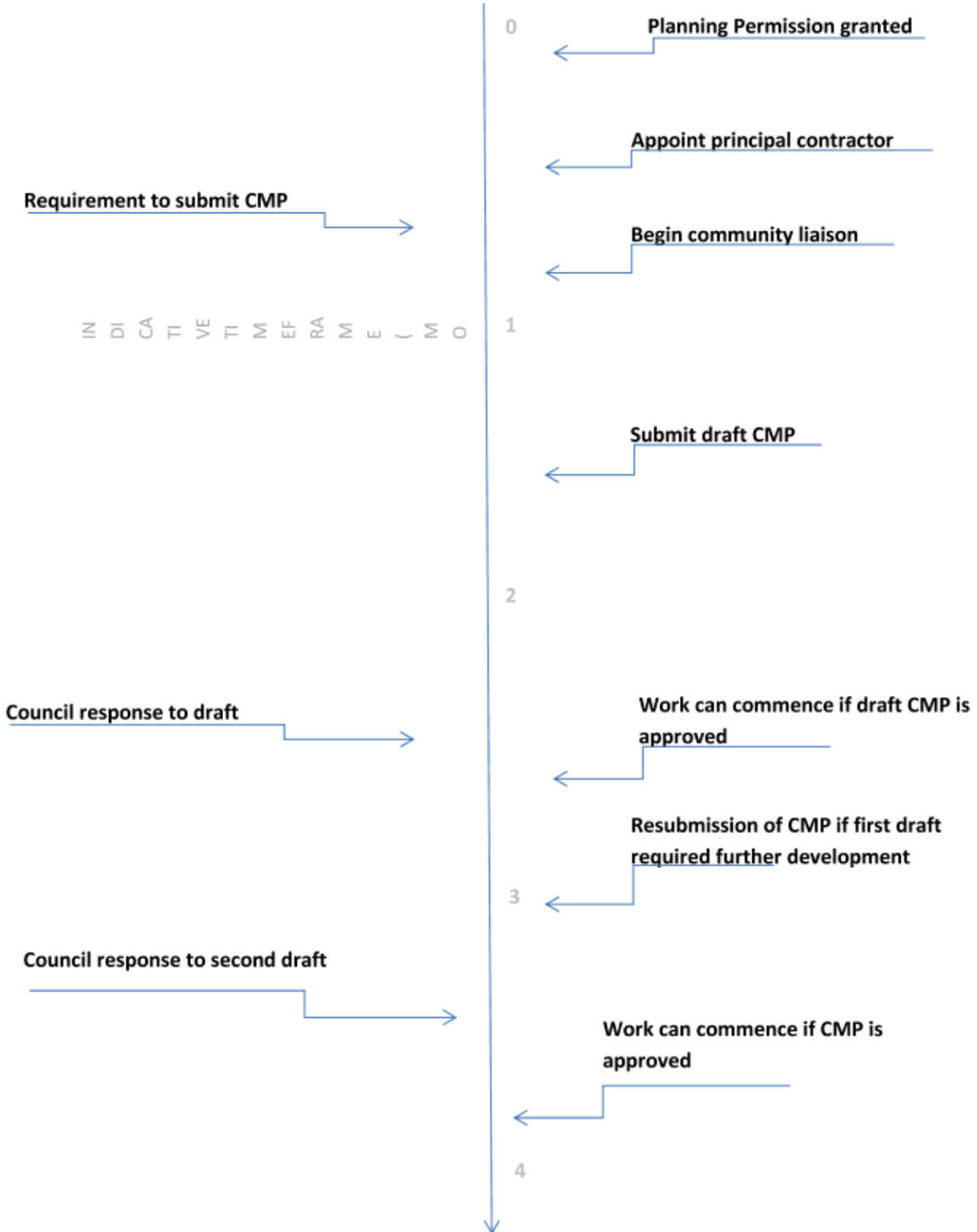
Revisions to this document may take place periodically.



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS





Contact

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

Address: [10 Downside Crescent, London, NW3 2AP](#)

Planning reference number to which the CMP applies: [2018/2615/P](#)

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

Name: [Natassja Norval on behalf of Kias Services Ltd](#)

Address: [36 Evesham Close, Wellingborough, Northamptonshire, NN8 2NT](#)

Email: tassj@kias.services

Phone: [07894 541 706](tel:07894541706)

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.

Once the project has been tendered for and a contractor chosen, this information will be added to the CMP and the information submitted to the council as well as the local residents.

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: [Natassja Norval on behalf of Kias Services Ltd](#)

Address: [36 Evesham Close, Wellingborough, Northamptonshire, NN8 2NT](#)

Email: tassj@kias.services

Phone: [07894 541 706](tel:07894541706)

Note: this only applies during planning application, as soon as a main contractor is chosen, responsibility of community liaison will be transferred to them as detailed in Q3 & Q4

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.

Once the project has been tendered for and a contractor chosen, this information will be added to the CMP and the information submitted to the council as well as the local residents.

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.

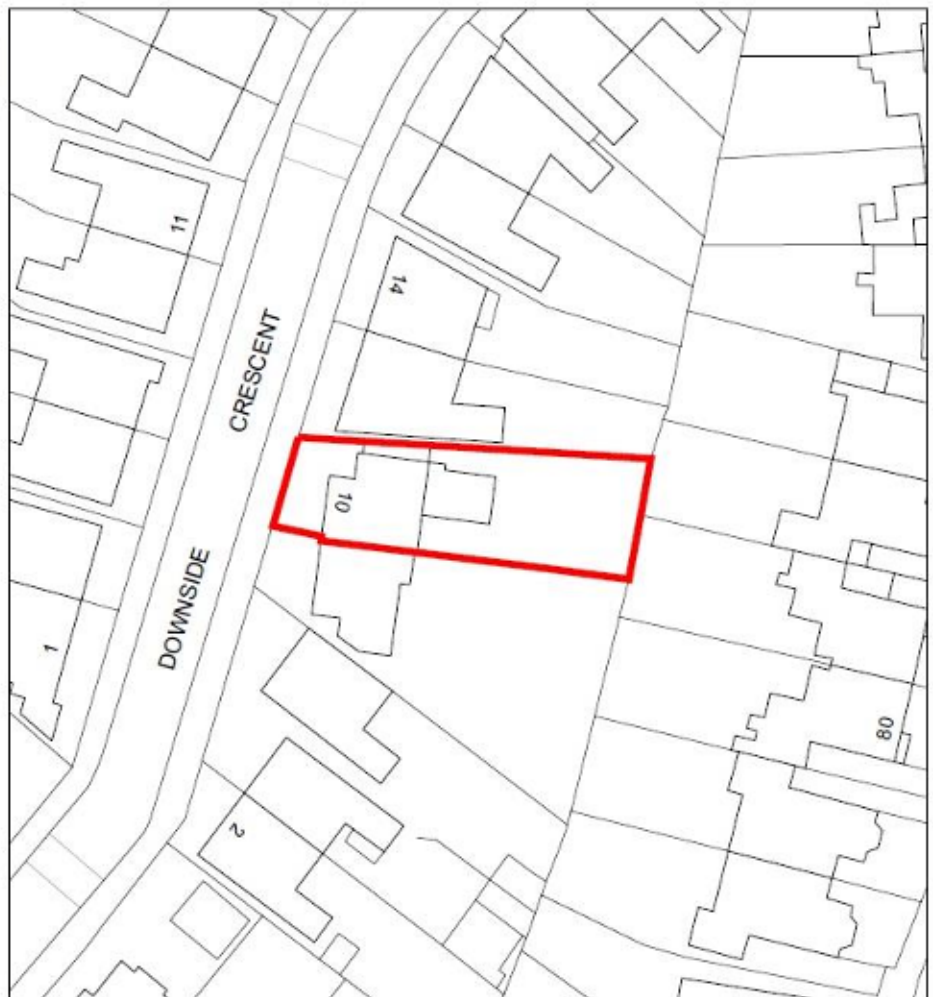
10 Downside Crescent is a three-storey semi-detached house. The site is in a predominantly residential area, which is land-locked by the residential garden of No.12 to the North and No. 8 to the South, and the gardens of Lawn Rd to the East.

It is intended to construct a basement below the existing house as well as partially under the new single storey rear extension and rear patio

Downside Crescent is just off Haverstock Hill and joins up with Lawn Rd at the top end. Belsize Park Tube station is just around the corner, within walking distance.

There is a residential parking bay directly in front of the property.

The required party wall awards will be in place at the time of construction commencement.



PROPOSED
Block Plan
SCALE 1:500(2A3)
LP-01



0 10 20 30 40 50m



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 should 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.

10. Sensitive/affected receptors

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.).

Residents on each side No. 6,8,12,14 and across the road No. 3,5,7,9. Possibly No. 78 & 79 Lawn Rd whose gardens back onto the site.

No. 8 is the only property which shares a party wall



11. 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.

Contact with various landowners, residents, local representatives and the emergency services will be maintained throughout the project informing them of the construction process. The site's construction team will deal with any queries and provide immediate response to any issues raised.

Comments and concerns from the residents will be taken into account and the CMP revised accordingly.

As planning permission has already been granted and there have been only three responses on Camden's Website, a cover letter and copy of this CMP will be delivered to neighbours, requesting that they review the plan and put forward any comments and suggestions to be considered during construction.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

We intend to approach the resident association and enquire to whether a Construction Working Group would be useful to them where we can arrange monthly meetings to update the residence on the progress of the project and any potential issues going forward.

Once a main contractor is chosen and a construction start date is finalised, a full construction timeline/programme will be issued to neighbours. Monthly construction progress updates will then continue to be issued to local residents through to works completion.

The Site Manager's name, telephone number and email address will be available for neighbours to contact should they have any concerns.

There will also be a Construction Site Contact Info Sign displayed on the outside of the site, similar to the following:

**CONSTRUCTION SITE
CONTACT INFO**

IN CASE OF EMERGENCY CALL 999

Site Address: _____

24-hour Site Contact for Urgent Response

Phone: _____

Non-urgent Concerns

Contractor: _____ Phone: _____

Email/Website: _____



13. 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 site must be registered with the Considerate Constructors scheme and pass the 2 inspections resulting in receiving the Considerate Construction Certificate at the end of the project. This will form part of the preliminary requirements in the specification which the contractor will need to allow for.

The main contractor will also follow the guidance in Camden's two documents noted above.



14. 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.

The Main Contractor responsible for the project will make all reasonable efforts to coordinate the scheduling of any construction traffic movements with other nearby developments.

At the start of the project, the site manager should make himself known to each development (if any) and exchange details in order to maintain communication and schedule activities as required.

Transport

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

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

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

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

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

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

CLOCS Considerations

15. Name of Principal contractor:

Once the project has been tendered for and a contractor chosen, this information will be added to the CMP and the information submitted to the council as well as the local residents.



16. 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](#)).

Suppliers will be given a copy of the CLOCS Overview and asked to ensure their drivers comply as required.

Traffic Marshalls will be fully trained in the required CLOCS operating standards and will be empowered to refuse deliveries if the vehicle or its driver does not comply.

17. 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 can confirm that we have read and understood the CLOCS Standard. The appointed main contractor will have to include the requirement to abide by the CLOCS Standard in all orders to their supply chain.

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.

18. 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)

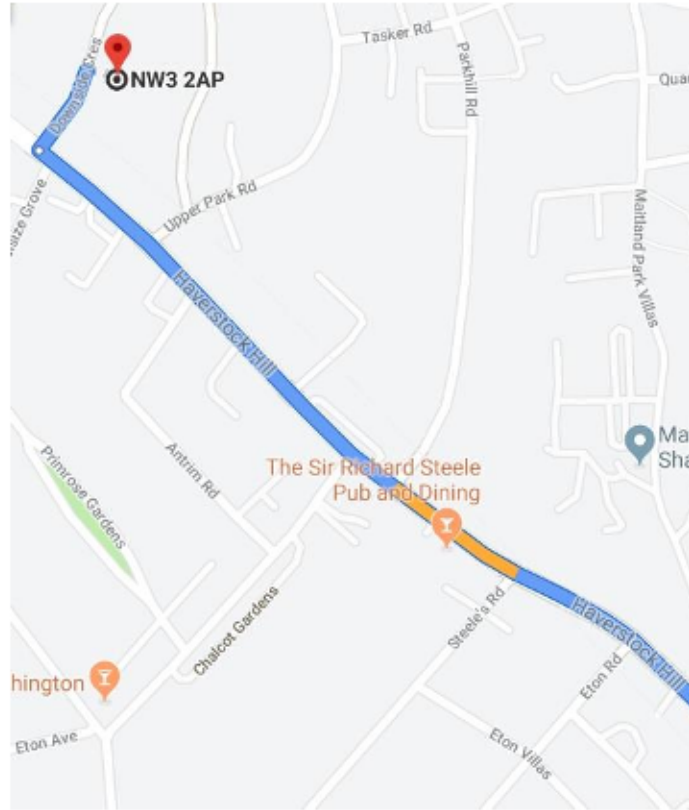
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes 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.

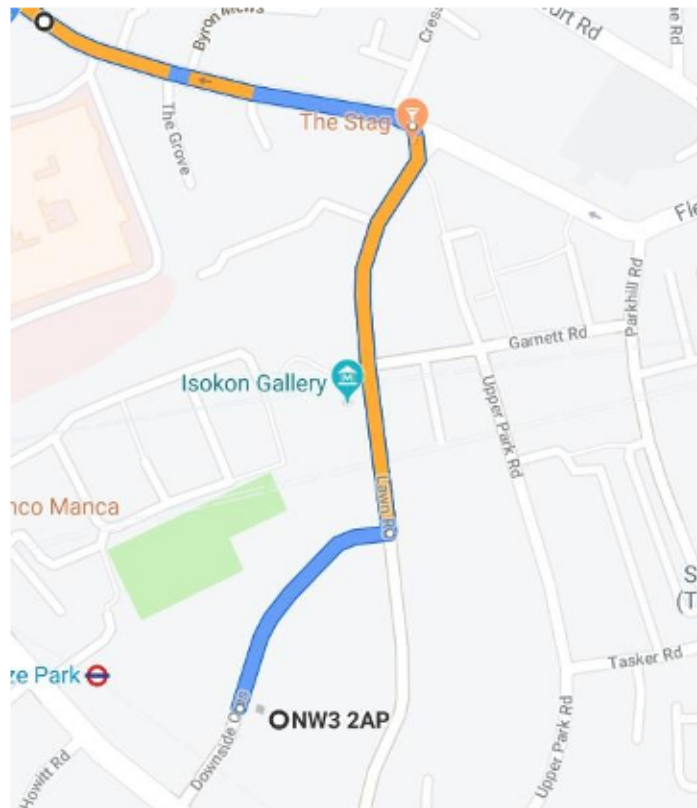
a. Please show vehicle approach and departure routes between the site and the [Transport for London Road Network](#) (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Access to Site will be via Haverstock Hill Road (A502), vehicles will turn into Downside Crescent with Site being on the left.



Egress from site would be to continue along Downside Crescent, turn left into Lawn Road, left into Fleet Rd and left again into Pond Road and onto Haverstock Hill (A502)





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

A copy of this CMP will form part of the documentation provided in the construction contract with all sub-contractors.

When ordered are placed, these routes will be emailed to the sales person requesting them to ensure the driver is aware.

Visitors will be emailed a copy of these routes prior to their visit to site.

19. 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 should be restricted to the hours of 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*).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

a. Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

The following list provides details of the type of vehicles that will need to gain access to the site during the construction process:

Vehicle	No. of deliveries
Skip Lorry: 4 wheels, 20 tonne, 6.1m x 2.3m	One per week during construction and internal refurbishment
Concrete Mix & Deliver, 8 wheels, 32 tonne, 10m x 2.6m	Two per week during Foundation works for one week only
Grab Lorry, 4 wheels, 20 tonne, 6.1m x 2.7m	Once per day during excavation only
General Builders Merchant flatbed Hiab Lorry: 6 wheels, 24tonne, 8.2m x 3.1m	Once per week for the duration of the project.

The estimated dwell time for grab lorries is 20-30 minutes, material lorries is 10-20 minutes and 30-40 minutes for concrete lorries.

The vehicles stated above will be the largest attending site. Maximum vehicle sizes and maximum dwell times for each construction vehicle type will be revised as necessary by the contractor to ensure conflicting deliveries never arise and to maintain highway operation

b. Cumulative effects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries

There are currently no major construction sites on the proposed route. The main contractor will maintain communication with any sites that start once they are on site to ensure disruption is minimised.

coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.



d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

No off-site holding areas will be required and a parking bay suspension will be applied for

e. Delivery numbers should be minimised where possible. Please investigate the use of **construction material consolidation centres**, and/or **delivery by water/rail** if appropriate.

This is not possible on this site.



f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

Drivers will be instructed to turn off their engines whilst being unloaded rather than leaving them running.

21. 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)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

There is no vehicle access to site.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

There is no vehicle access to site.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

There is no vehicle access to site.

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

There is no vehicle access to site.

21. Vehicle loading and unloading: *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.” (P19, 3.4.4)*



This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

There is no vehicle access to site

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

There is no vehicle access to site

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two-week period required for the statutory consultation process to take place as part of a TTO

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.



23. Parking bay suspensions and temporary traffic management orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

In order to maintain an uninterrupted flow of traffic and prevent the road from becoming blocked, it will be necessary to apply for one bay to be suspended directly outside No. 12 as the one directly outside No. 10 has an overhanging street lamp next to it.

This will allow the site to accept deliveries without affecting the traffic.

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

No Highway works will be necessary

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

None will be required

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

Temporary road signage will be positioned on site at either end of the construction vehicle route warning road users of the presence of operatives crossing the road – A men at work sign would be the most appropriate (as below) to be in place only when operatives are moving to and from the vehicle in the suspended parking bays.



25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

There will be no diversions, disruption or other use of the public highway during the construction period.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

No hoarding or scaffolding will intrude onto the public highway during the works

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

There are no temporary structures overhanging the public highway

27. Services

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.

Once a main contractor has been appointed and a plumbing sub-contractor, the above will be confirmed and the CMP updated accordingly.



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 to be carried out.

Noisy work on site will be carried out in accordance with guidance provided by Camden Council

All substructure excavation works will be done with hand tools and hand held 110v power tools. These tools will be used to break concrete and to excavate hard areas.

All plant located within the perimeter of the site boundary and only operate within the allowed hours by the council, between 0800-1800 Monday to Friday.

High impact activities such as the breaking of concrete will be undertaken within the hours of 0900-1700 only Monday to Friday. Where possible diamond cutting equipment will be used to minimize noise and vibration

As No 8 has been identified as the mostly worse affected property, liaison with the occupiers will take place to adapt working hours to minimize disturbance to them, as well as the use of diamond cutting equipment to detach our structure from theirs and their use to reduce noise and vibration

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.

Acoustic Plus will be employed to provide predicted noise levels for the specific construction phases and ensure that the monitoring stations are located in appropriate areas. A specific location plan showing monitoring points will be produced in association with the Local Authority EHO and Section 61 application.

They will also conduct noise monitoring and provide records to show compliance with set noise levels. Records of percussive piling operations, which would detail the type of hammer, location, time and number of blows will be kept as appropriate and filed with this control plan.

The use of electrically powered modec vehicles has been considered but this had to be discounted as most materials requiring movement will be in bulk and heavy and no commercially available vehicles of the size needed are yet available. In addition, there will be no power supply high enough on site for safety reasons; therefore, on site charging of electrical vehicles would not be possible.

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

The project shall not exceed the following noise levels: -

70 dB LAeq 1 hr during the hours of 08:00 to 18:00 on Monday to Friday

70 dB LAeq 1 hr during the hours of 08:00 to 13:00 on Saturdays

Vibration levels shall not exceed:

A peak particle velocity of 2mm/s as measured immediately adjacent to the nearest residential property or vibration sensitive structure and 12mm/s measured immediately adjacent to site address



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.

- Using well-maintained and silenced plant and equipment, being all electric or battery power tools.
- Deliveries to the site will take place between the hours of 0930-1500 and scheduled to distribute vehicle movements throughout these hours so as to avoid periods of intensive activity therefore limiting noise and vehicle emissions.

The main contractor will respect any reasonable request to reduce the duration of noisy activities further if required. Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.

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

The main contractor (once appointed) should be able to produce evidence of this and a copy should be kept in a file on site.

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

General Control Measures

Monitor weather reports to ensure appropriate dust suppression or road cleaning is available when required

Dust and Emissions

- Select suitable haul routes away from sensitive areas
- Water dampening measures will be used during the demolition process, which will significantly control dust generation, however consideration must be given to proximity of drains
- Dust screens could also be incorporated during this element of the project.
- Whenever possible, wet processes will be used during cutting, drilling and grinding to limit dust emissions
- Materials handling and storage

Material Stockpiles

- Locate stockpiles out of the wind where possible
- Keep stockpiles to a minimum practicable height and use gentle slopes
- Damp down stockpiles using water misting/sprays as appropriate
- Store materials away from the site boundaries and downwind of sensitive areas. Note: Materials should not be stored in close proximity to drains, water or trees
- Minimise the height of all fall materials (demolition works)
- Waste will be stored in a designated area within the identified compound away from site boundaries
- Use covered containers for waste whenever possible
- No burning of materials on site

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.



Mud on Roads

- Sweepers to be employed to clean roads where appropriate and on a daily basis, if necessary.
- Banksman to clear large debris immediately
- Only designated routes are to be used (not via local towns) – site directions to be provided to supplier and sub-contractors
- Wagons to be covered before setting off to prevent materials being blown into the road during transport

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

Dust - Monitor weather reports to ensure appropriate dust suppression or road cleaning is available when required.

Noise & Vibration – Acoustic Plus be employed to provide predicted noise levels for the specific construction phases and ensure that the monitoring stations are located in appropriate areas.

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.

We confirm that the main contractor (once appointed will be requested to submit a Risk Assessment and it will be attached to the CMP as an appendix.

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 9 have been addressed by completing the **GLA mitigation measures checklist**.

We confirm that all of the GLA's "highly recommended" measures have been addressed.

Question 16 - Dust mitigation measures

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

MEASURES RELEVANT FOR DEMOLITION, EARLYWORKS, CONSTRUCTION AND TRACKOUT	CIRCLED RISK LEVEL IDENTIFIED FOR SITE			RISK TO COEXISTING NEIGHBOURS' MEASURES (YES/NO/NOT APPLICABLE)
	LOW RISK	MEDIUM RISK	HIGH RISK	
Dust management		XX	XX	Y
Develop and implement a standardised construction practice to ensure consistency in operational activities and operations on site		XX	XX	Y
Develop a dust management Plan		XX	XX	Y
Apply a 'no idling' policy and establish a schedule of activities commencing for an hourly pollutant emissions at all times across the site boundary	XX	XX	XX	Y
Display the local or national traffic control information	XX	XX	XX	Y
Recreate and respond to all dust in close proximity to all activities on site	XX	XX	XX	Y
Make a complaint log and refer to the local authority where applicable	XX	XX	XX	Y
Display all signs and signage to ensure compliance with all safety and site control procedures, ensure compliance with all safety and site control procedures	XX	XX	XX	Y
Increase the frequency of site inspections by those responsible	XX	XX	XX	Y

Consider the impact of dust on adjacent areas when activities with a high potential to produce dust and emissions are carried out, and to be prolonged by on-site conditions	XX	XX	XX	Y
Secondary operational material, that may be used as easily produced materials, either on or off the site, and that action needs to be taken to resolve the situation is recorded in the log book		XX	XX	Y
Identify and discuss measures with other sign-ified construction sites within 500m of the site boundary, to ensure plans for roads and dust are not a risk to the environment				
Prep work and handling the site				
Use a dust sheet, or other measures, to ensure that any dust is contained away from receptors	XX	XX	XX	Y
Clear solid screens or barriers around site activities to ensure they are at least 10m high at any point close to site	XX	XX	XX	Y
Fully enclose site or specific operations where there is a high potential for dust production and for dust to be generated	X	XX	XX	Y
Install green walls, screens or other green infrastructure to reduce the impact of dust and noise		X	X	Y
Avoid all runoff of water or mud	XX	XX	XX	Y
Keep site fencing, barriers and scaffolding clean using wet methods	X	XX	XX	Y
Minimise material from site or adjacent areas	X	XX	XX	Y
Cover, seal or fence receptacles to prevent wind blowing		XX	XX	Y
Carry out regular dust-bagging checks of buildings within 100m of site boundary and ensure they are provided if necessary	X		XX	Y
Provide a means to ensure that all steps of these activities are			X	Y



MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
required before going off site to reduce transport of dust.				
Agree monitoring locations with the local authority.	X	XX		✓
Where possible, construction loading/unloading at local dust monitoring locations please bagged.	X	XX		✓
Put in place real-time dust and air quality pollution monitors across the site and ensure they are checked regularly.	X	XX		✓
Operations				
Only use water, plants or covering equipment used in conjunction with suitable dust suppression techniques such as water cannons or mist cannons, e.g. suitable local exhaust ventilation systems.	XX	XX	XX	✓
Ensure an adequate water supply on the site for effective dampening of water mitigation (using recycled water where possible).	XX	XX	XX	✓
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX	✓
Minimise skip height from conveyors, loading points, hoppers and other loading or handling equipment and use the water supply on such equipment whenever appropriate.	XX	XX	XX	✓
Ensure equipment is readily available on site to clean any spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX	✓
Waste management				
Reuse and recycle waste to reduce dust from waste materials.	XX	XX	XX	✓
Avoid loading and unloading of waste materials.	XX	XX	XX	✓

MEASURES SPECIFIC TO DEMOLITION

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

MEASURES SPECIFIC TO EARTHWORKS

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

MEASURES SPECIFIC TO CONSTRUCTION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Avoid exposing roughening of concrete surfaces if possible.	X	X	XX	✓
Drains and other aggregates are stored in bunded tanks and are not allowed to dry out, unless they are used for a particular process, in which case ensure that appropriate additional control measures are in place.	X	XX	XX	✓
Crumb rubber and other fine particle materials are delivered in enclosed tanks and stored in silos with suitable erosion control systems to prevent leakage of material and overfilling during delivery.		X	XX	✓
For smaller supplies of the powder materials ensure they are stored off site and covered appropriately to prevent dust.		X	X	✓

MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Regularly sweep and/or vacuum dust sweeps on the access and road tracks as necessary to remove any material tracked out of the site.	X	XX	XX	✓
Drains with desanders and silt traps are installed to prevent erosion of materials during transport.	X	XX	XX	✓
Record all inspections of haul routes and any subsequent action in a daily log book.		XX	XX	✓
Install hard surfaced haul routes,		XX	XX	✓

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



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 – Not a High Risk Site

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 main contractor will carry out good practice in terms of sealing all redundant drainage installations and ensure all new drainage works are properly ended. All food waste to be placed in sealed bins; eating will only be permitted in the canteen.

If rodents are suspected, Discrete Pest Control will deploy bait throughout the construction process

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

The Asbestos Survey will be carried out by Trac Associates on the 15th of July 2019. If any asbestos is found, it will be removed by a competent company and the results of the survey will be added to the CMP.

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

The main contractor will provide a smoking area away from the site entry to ensure limited health risks to local residents. Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.

The main contractor is responsible for ensuring that 'No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc.'

As part of the site induction the main contractor will include a section on expected behaviour and a set of site rules.

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

From 1st September 2015

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

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

From 1st September 2020



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

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

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

[Not applicable to this site](#)

- a) Construction time period (mm/yy - mm/yy):
- b) Is the development within the CAZ? (Y/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:



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.

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

4. CONCLUSION

As described above, construction works at 10 Downside Crescent, NW3 2AP will be carried out such that the impact on the local residents and the wider transport network will be minimised.