

Construction Management Plan

Maggie's Centre

Royal Free Hospital

September 2019

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

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 all construction activity both on and off site that impacts on the wider environment.

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 nature 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 the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

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 during construction. 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 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 only provide the information requested that is relevant to a particular section.

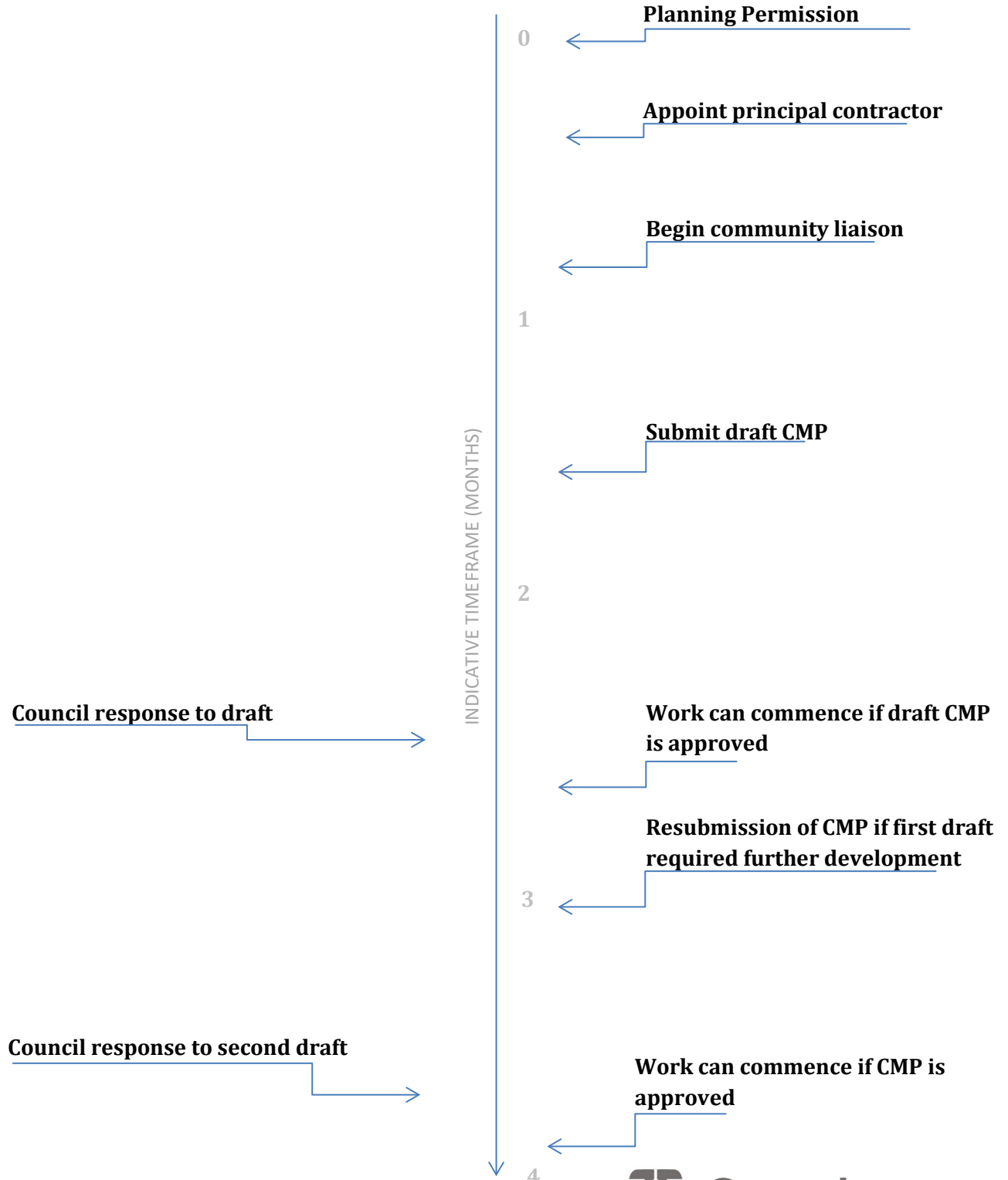
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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:

Planning reference number to which the CMP applies:

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

Name:

Address:

Email:

Phone:

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:

Address:

Email:

Phone:

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.

Upon planning consent, a detailed CMP will be prepared in liaison with the Principal Contractor. The detailed CMP will contain the contact details for the person responsible for community liaison and complaints handling from local residents or businesses.

It is anticipated that this will be managed by the Project Manager in conjunction with representatives of Maggies.

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.

The Principal Contractor will be appointed following planning consent. A detailed CMP will be submitted to the council following the appointment of the Principal Contractor for their responses and approval.

Site

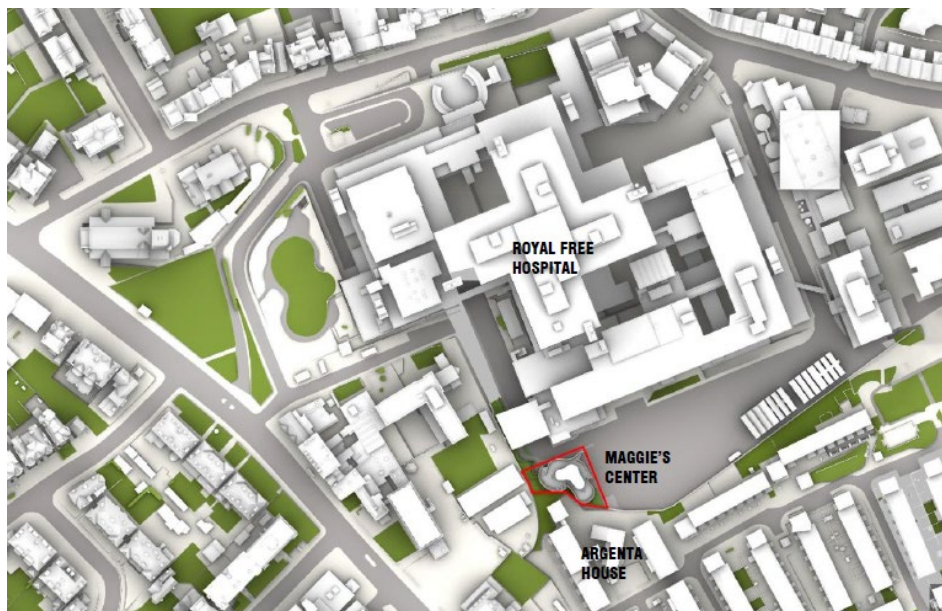
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The Maggie's Centre is a new building located within the boundary of the Royal Free Hospital - Pond St, Hampstead, London NW3 2QG

The site location is currently a car-park

The footprint of the new Maggie's is shown below in Figure 1.

Figure 1- Site location



7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The building will provide a minimum of 400m² of accommodation on a site near to the existing Maggie's at Cancerkin clinic.

The brief calls for a design that will provide a calm, welcoming space, that has a domestic rather than clinical feel. This will include robust construction which is easy to maintain.

All building services will be designed as simple domestic scale non institutional systems that are simple and intuitive for staff to use and to feel confident using them. This approach also means that maintenance and replacement of parts is simplified.

The proposed site location presents a number of constraints and risks for the project. The site borders an existing masonry retaining wall and soil embankment, and the construction of the Maggie's centre may impact these existing structures.

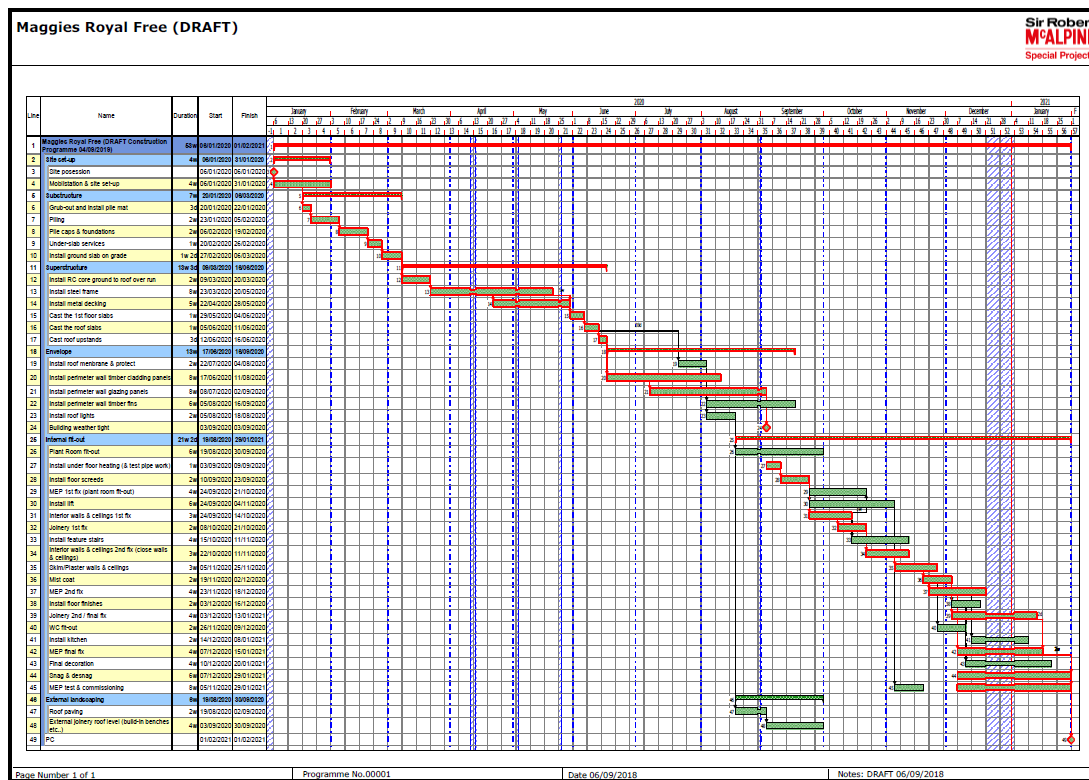
Furthermore, we recognize that a construction method that minimises disruption, noise and dust will be desirable given the location of the site in the corner of the existing hospital car park.

8. 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).

Construction works are proposed to start 3Q/4Q 2020, the overall programme of construction works is estimated to be complete in the 4Q2021 lasting approximately 52 weeks.

The first phase of the works will comprise of the enabling works of part of the existing carpark. Followed by concrete foundations, steel superstructure, concrete floors, concrete core, external cladding, roof works and internal fitout.

The exact programme dates will be confirmed upon planning consent.



9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The site hours will be as the standard working hours for construction sites in Camden

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

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.).

The proposed site for the new Maggie's Centre at Royal Free Hospital, Hampstead is on the corner of an existing car parking facility, adjacent to social housing [Argenta House] and the boundary walls of a school [Rosary Roman Catholic Primary School].

Along with the Hospital especially the adjacent buildings on Rowland Hill St.

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.

The project team will liaise with local businesses and residents that are likely to be affected by the works at for the new Maggie's Centre. The team will clearly present the programme of works, planned logistics for the site, site access for operatives and vehicles, procedures for waste removal and pedestrian diversions around the site. Liaison meetings and site progress updates will take place throughout the project.

Meetings will be held with local residents and businesses once more detailed information is available following planning consent. Following the liaison process and consideration of all comments received, a detailed CMP will be developed to review programmed works, site logistics and access arrangements for operatives and vehicles and waste removal strategies.

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.

To build on pre-application consultation with the community, the project team alongside the principal contractor will hold a construction working group at regular intervals throughout the programme and before all of the key phases of the works commence.

The principal contractor will issue regular newsletter drops to ensure that those who cannot attend the working group presentations are kept informed of the project progress. The local community and stakeholders will be well informed of the works and encouraged to provide comments and feedback to the team to ensure the project is managed with minimal disruption.

A working group meeting will be held following planning consent to inform stakeholders, businesses and residents of the progress of the project. Following the appointment of the principal contractor, an event will be held to encourage further communication on the project progress and the intentions for the programme of works, a detailed CMP will be completed following their appointment. Records of all community liaisons will be provided within the detail CMP.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

The new Maggie's Centre at the Royal Free will be registered with the Considerate Constructors Scheme.

The Principal Contractor will register the site to the Considerate Construction Scheme and the registration will be provided with the detailed CMP. The contractor will comply with all the requirements of the CCS including independently audited site inspections.

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 Maggie's centre forms part of a wider masterplan under development by the hospital. It is likely that these wider works will influence the scheme; particularly with regards to the visitor approach and the site levels. The hospital's plans with regard to site-wide infrastructure proposals, and construction programme will be taken into account during the onsite build programme.

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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

The principal contractor will be appointed once planning permission has been granted.

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](#)).

The project team will ensure that the requirements of the CLOCS standards are a contractual requirement. The principal contractor once appointed will include within their sub contract documentation the requirements for compliance with the CLOCS standards.

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.

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

All contractual documents will include the requirement to abide by the CLOCS Standard in all contracts with sub-contractors and suppliers.

The Detailed CMP will include a statement confirming that the contractors have read and are aware of the CLOCS standards. The detailed CMP will be submitted once the principal contractor is appointed, upon planning consent.

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, stations, public buildings, museums etc.

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.

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.

See appendix 1

The principle route [into and from] the site will be off Haverstock Hill [A502] turning into Rowland Hill Street. There is a height restriction for this route of 3.85m therefore an alternative route has been planned from Fleet Road

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

All operatives and construction vehicles visiting the site will be informed of the site logistics plans in advance of their travel to site. The principal contractor will be required to ensure that all subcontractors and suppliers from their supply chain are well informed of the site logistics plan and its constraints.

All site operatives will be given a site induction thoroughly detailing all site constraints and details on site access and logistics surrounding the 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 the hours of 9.30am and 3pm on weekdays during term time.

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.

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

A strict and controlled site traffic management programme will be enforced on site. A traffic management plan will be established by the project team. This will be reviewed on an ongoing basis as the project progresses.

Deliveries to site and waste out of the site will be within a controlled area of the site.

On appointment of the principal contractor the phases of construction will be confirmed and the management of vehicles will be established. The swept path analysis at Appendix 1 demonstrates the potential approaches to the site.

The principal contractor will ensure that loading and unloading of vehicles is managed as efficiently as possible utilising 'just in time' delivery.

The following vehicles are anticipated during the works; rigid tipper Lorries, concrete lorries flatbed wagons for deliveries of steel and cladding, flat bed lorries for delivery of construction plant, long and short wheelbase vans for general deliveries to site.

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

The programme of construction has been timed to ensure the construction of the nearby Pegasus Development on Rowland Hill Street and the Pears Building have been completed before works to the Maggie's building commences.

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

See appendix 1

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.

We do not anticipate the need for any off site holding areas. Should the appointed Principal Contractor deem this to be necessary, then the details will be provided within the detailed CMP.

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.

We do not anticipate the need for any construction material consolidation centres.

However, once appointed should the principal contractor deem this to be necessary then the details will be provided within the Detailed CMP.

Where applicable all operatives will be encourage to utilise public transport.

Where large material deliveries are required options will be reviewed to split the loads to reduce vehicle sizes.

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).

The principal contractor will manage all deliveries to the site. Their logistics manager will ensure all deliveries are booked and planned in advance to a structured programme. The principal contractor will coordinate the works of all their sub-contractors including coordination of all vehicles and operatives, travelling to the site. The vehicle wait time will therefore be minimised along with any engine idling.

20. 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 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 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.

All suppliers and subcontractors will be made aware of the site constraints and site logistics plans. All site traffic will be planned and managed, marshals will meet all vehicles entering and exiting the site.

On planning consent a detailed CMP will be prepared with the Principal Contractor. The Principal Contractor will be required to provide a detailed site set plan including planned hoarding lines and secure access and egress from the 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.

All traffic entering the site will be supervised by traffic marshals, all deliveries to site will be pre-booked and managed to ensure minimum disruption to the public and residents.

Vehicles will be given designated routes and managed by the site team on arrival.

All deliveries to site will be managed by the principal contractor.

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.

See appendix 1

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.

In order to keep roads and footpaths free from construction debris the like the contractor will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned and hosed down prior to going on the public roads. If any construction debris does get onto the street within the vicinity of the site then these areas will be keep clean via the use of water hoses and manually swept. In addition a mechanical road sweeper will be considered to clear any debris if necessary.

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.

It is anticipated that all loading and unloading will take place on site and be controlled by banksmen and traffic marshals to manage the vehicle and material movement.

The strategy for horizontal and vertical distribution will be developed by the principal contractor, ensuring the pedestrians are safely segregated at all times from the works on site.

A full access strategy and temporary works design will be submitted for review following planning consent. All necessary licences and permits will be applied for in advance of any installations.

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.

See response to Q20a

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.

This is not required as the site is not adjacent to local highway network.

23. Parking bay suspensions and temporary traffic 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](#).

Not required.

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.

There is no requirement to occupy the public highway

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.

Not required.

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.

It is anticipated that all construction vehicles will utilise the routes into site identified in Appendix 1. No diversions are anticipated for the works at this stage.

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 hoardings or scaffolding will intrudes onto the public highway

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.

No temporary structures will overhang/oversail 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.



Layout

Utility routes to the building will be brought in on the south side. Since having an external meter box with the proposed façade may not be ideal, meter boxes and enclosures will be concealed/obscured from public view by being located ingressed in the landscaping. The proposed strategy to get the mains to the central services void is to create separated services voids in accordance with the opaque portions of the facade. A cut through the slab will need to be provided for this, as well as provision for the void containing the gas intake to be ventilated. It would then cross unseen through the ceiling void and into the central core, up to the plant room.

Utilities will be taken from Rosslyn Hill main services route and down to the new centre which is shown indicatively on the adjacent plan. Site surveys are currently being carried out by the relevant utility companies and final details of the connections points and routes will be concluded at the next stage of works.

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

The construction of the new building will also generate noise. Including enabling works, foundation works, superstructure works and cladding works. Plus vehicle deliveries and general works.

All noisy operations will be restricted to be carried out within agreed hours

The principal contractor will notify all neighbours and residents of when noisy works are going to be carried out, taking into account their comments and requirements where necessary.

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

Noise and vibration surveys have been undertaken for the recently completed Pegasus development. Further baseline noise surveys will be undertaken prior to the commencement of development if required.

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

The principal contractor will be required to carry out a prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the detailed CMP as agreed with the Council as well a description of all monitoring strategies to limit noise and vibration from any of the construction operations.

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.

Where possible the principal contractor shall ensure that disruptive noise levels are kept to a minimum. A number of measures can be utilised to reduce the transmission of noise from the site, this will include;

- ☐ Efficient traffic management and coordination to prevent queuing and idle vehicles.
- ☐ Sound reducing measures on all plant and machinery
- ☐ Choosing construction methods to minimise noise disturbance
- ☐ Compliance with site working hours
- ☐ The use of acoustic hoarding where applicable
- ☐ Continual monitoring of noise levels
- ☐ Develop a noise mitigation strategy in the event of exceeding the acceptable noise limitations

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

The project team has stipulated the requirement for all operatives to evidence that they are competent to work on site. When appointed, the principal contractor will demonstrate that all operatives and subcontractors will be fully competent for the works they are carrying out.

All operatives and subcontractors will be required to evidence that they have been trained in accordance with the control of noise and vibration as specified in BS 5228.

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

Prior to the commencement of works on site the contractor will be required to prepare an Air Quality and Dust Risk Assessment as well as an Air Quality and Dust Management Plan, to be agreed with the Council. The appointed principal contractor will be required to confirm controls and measures proposed to control dust on site and from and construction traffic leaving the site in line with any requirements from the Council.

As part of the construction methodology the contractor will work with their subcontractors to ensure dust levels are monitored and managed. Typical measures to control dust nuisance are likely to include:

- ☐ Covering all skips, shuts or conveyors and waste vehicles in transport
- ☐ Minimising drop heights for any waste
- ☐ No burning of any material permitted on site
- ☐ The use of water during the works and sweeping to suppress dust
- ☐ Maintaining the cleanliness of all public highways and footpaths from construction debris

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.

The principal contractor will be required to utilise mechanical road sweepers to clean all the surrounding roads from dust and debris resulting from site operations.

In conjunction, any vehicle leaving site will be cleaned first. The contractor will be required to maintain the cleanliness of the full perimeter of site, ensuring all public footpaths are swept and clear of materials and debris arising from the works.

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

Noise levels will be monitored during any noisy operations on site ensuring all works carried out will be within the noise limitations stipulated. Mitigation measures will be planned and put into place to control the level of noise from operations. Operatives and subcontractors will be encouraged to use equipment to minimise the level of noise and vibrations from their works. The site team will be required to continually review the conditions on site to ensure the relevant management strategies are in place when necessary.

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.

On planning consent a method statement and risk assessment will be carried by the principal contractor in conjunction with the project team out before any works commence.

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

The risk assessment will address all the highly recommended measures.

- 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.

Noise and dust monitoring will be recorded throughout the site and full records kept for analysis.

The principal contractor will be required to have noise and dust monitors located on site in accordance with the requirements stipulated by the SPG. The requirement for noise and dust monitors on site will form part of the contractor's method statement and risk assessment.

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).

Prior to the commencement of works, a certified rodent control company will be engaged to survey and clear the site of all rodents as far as is reasonable practicable. The company will be retained to set all measures it deems necessary and practicable on the site, to maintain such set up and carry out regular monitoring surveys and at completion carry out a final clearance operation and clear away all equipment.

During the works the site will be monitored for evidence of rodents. The principal contractor will be required to maintain a clean and clear site to reduce the probability of rodents becoming an issue on the site. They shall ensure all waste materials are removed from site as soon as possible and avoid large build-ups of materials, which may attract rodents.

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

A below ground asbestos survey will be carried out prior to the commencement of any works on site as part of the ground investigations.

Any further suspicious materials un-covered during excavations will require the works to stop immediately- and further investigations carried out.

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 operatives will be expected to conform to the highest standards of behaviour, both on site and travelling to and from the site. Bad behaviour, bad language and littering will not be accepted.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (09/20 – 09/21):
- 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): This will be provided by the principal contractor.
- 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: All necessary evidence will be provided by the principal contractor.
- 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: An inventory will be provided by the principal contractor.
- 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: All evidence will be maintained and provided by the principal contractor.

• 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.

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

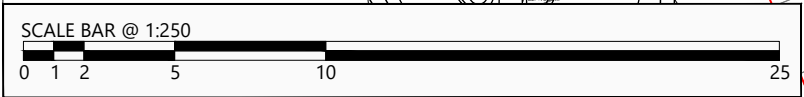
End of form.


Appendix 1



REPRODUCED FROM THE ORDNANCE SURVEY
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								PROJECT: MAGGIES CENTRE AT THE ROYAL FREE		CLIENT: MAGGIE'S CENTRE		SCALE @ A3: 1:250	DATE: 05.09.19
										PROJECT No: ITL15222			
										DRAWING No: ITL15222-GA-006		REV:	
REV	DATE	BY	DESCRIPTION	CHK	APD	STATUS: FOR INFORMATION							