



RIDGE

**FRAMEWORK CONSTRUCTION
MANAGEMENT PLAN
BRANCH HILL HOUSE
ALMAX GROUP**

BRANCH HILL HOUSE

17/12/2019

Prepared for

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INTRODUCTION

This Framework Construction Management Plan (FCMP) has been produced by Ridge and Partners LLP to accompany a planning application for the re-development Branch Hill House. It is proposed to redevelop the site for high quality housing promoting best living standards.

The design will use a considerate design approach aiming to achieve a balance between housing and landscape and will have 34 units of one/two and three-bedroom apartments including refurbishment of the existing Branch Hill House building.

This FCNP uses the standard proforma produced by Camden Council and provides as much information as is possible at the time of writing. At this stage, preliminary options have been proposed but no detailed construction proposals have been completed and a construction manager has yet to be nominated. Therefore, this is a Framework document, which forms the basis of an ongoing "living" document, which will be developed in liaison with Camden Council as more details become available.

Construction Management Plan

pro forma v2.2

REVISIONS & ADDITIONAL MATERIAL

Please list all iterations here:

Date	Version	Produced by	Created by	Approved by
17/12/2019	1	Ridge and Partners LLP	BR	

Additional sheets

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

Date	Version	Produced by

INTRODUCTION

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

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

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

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

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

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

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

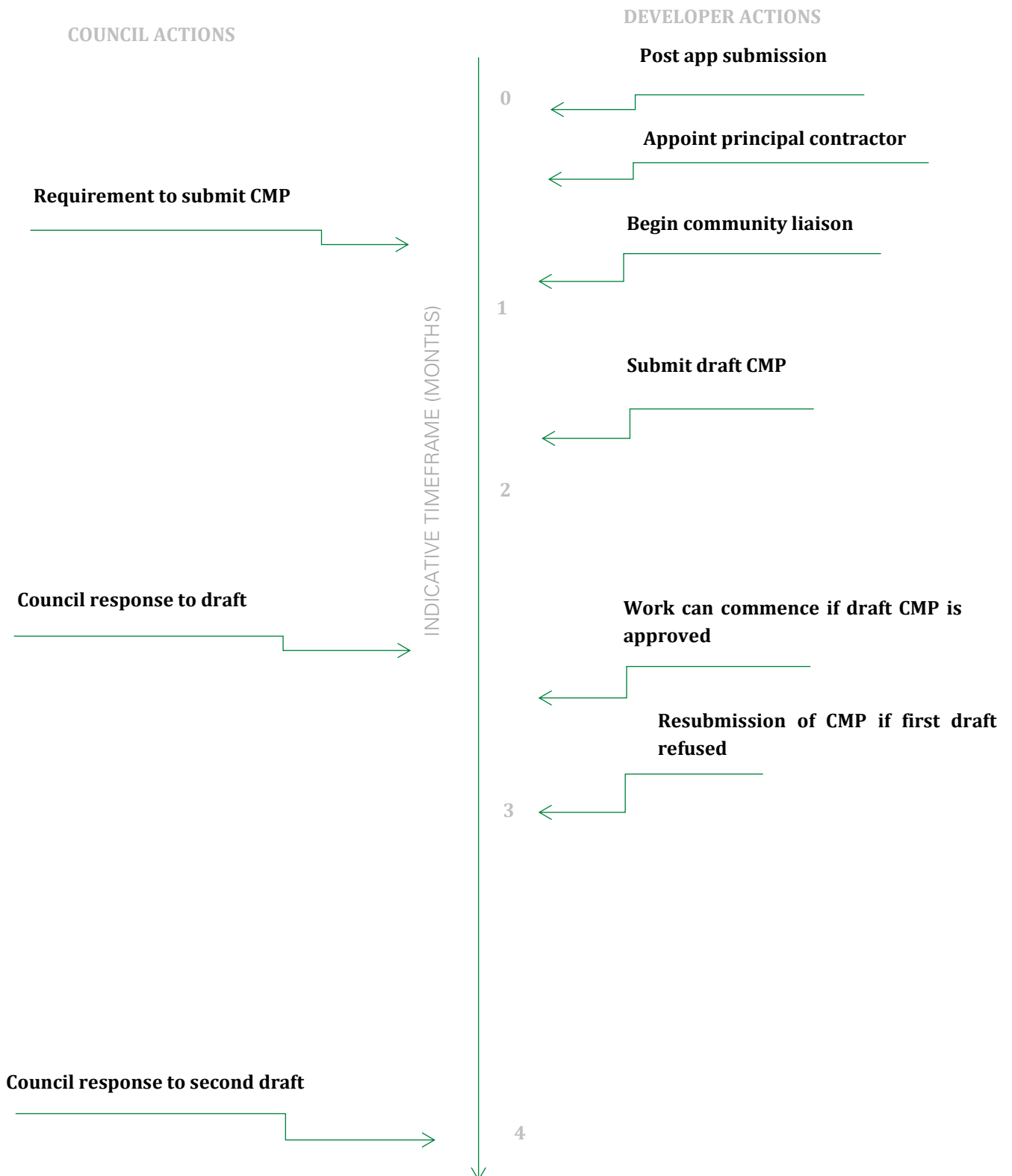
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe



CONTACT

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

Address: Branch Hill House, Hampstead Heath NW3 7LT

Planning reference number: To be confirmed once planning application is registered

Type of CMP – Section 106 planning obligation: This is a FCMP to accompany the planning application. At this stage the information provided is a broad indication. This document will be taken forward once the principle contractor is appointed and site construction manager is designated and a detailed construction methodology is known.

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

Name: This will be submitted once the principle contractor is appointed

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: This will be submitted once the principle contractor is appointed.

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.

Name: This will be submitted once the principle contractor is appointed
Address:
Email:
Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: This will be submitted once the principle contractor is appointed
Address:
Email:
Phone:

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 site (site area 0.62Ha) is located in the Hampstead Conservation Area, an Archaeological Priority Area and the triangular portion of land north of Spedan Close and much of the surrounding area is identified as a Site of Importance for Nature Conservation (SNC). This area is also designated as a Local Green Space (LGS) with the Hampstead Neighbourhood Development Plan (October 2018)

The site is located at one of the highest points of the surrounding area with very low housing density represented by detached villas. The Spedan Close Estate to the west of the site is an anomaly. The surrounding areas are characterised by large expanses of public parks, protected woodlands, private gardens.

The main access to the site is via Branch Hill which runs on to Froggnal Rise to connect with Heath Street (A502) in the east and Finchley Road (A41) to the west as shown in Figure 1 below. To the north Branch Hill connects with A598 and A41 via West Heath Road, Platt's Lane, Hermitage Lane and Cricklewood Lane.

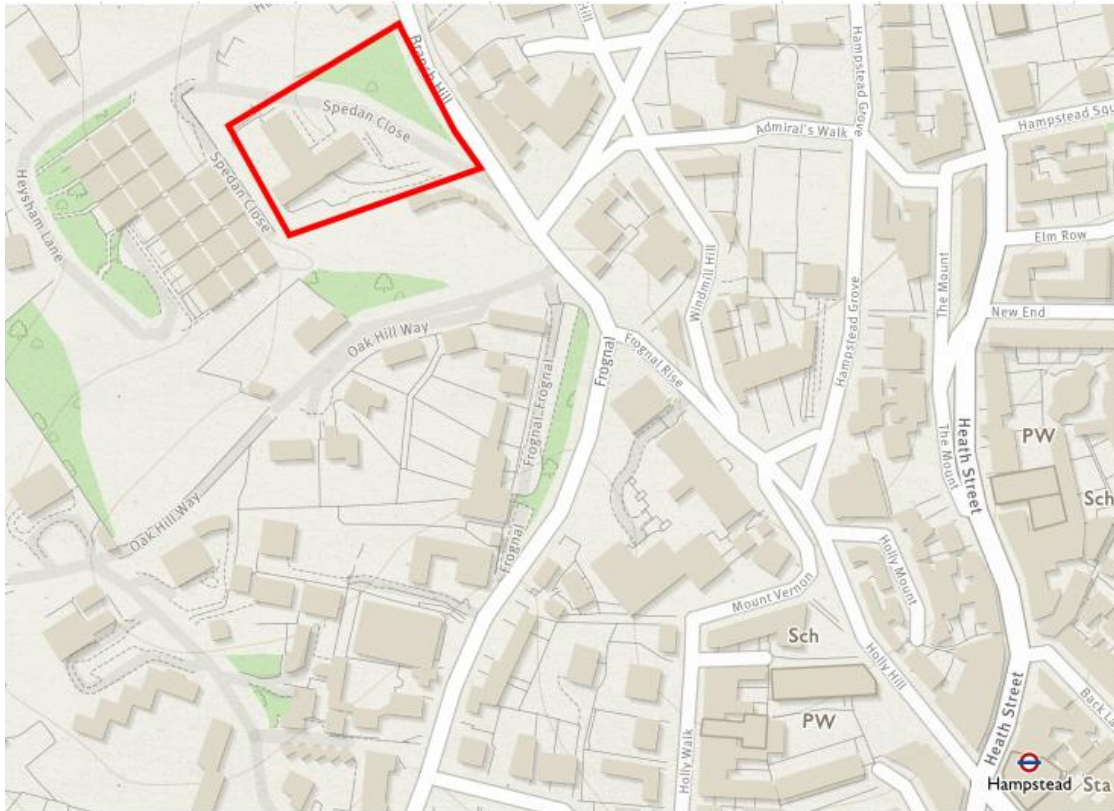


Figure 1 Site Location (Source: OS Open Data)

The design will use a considerate design approach aiming to achieve a balance between housing and landscape and will provide a total of 34 units.

The present access from Branch Hill will be retained along with the Pedestrian Right of Way to the southern boundary.

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 proposal is for the change of use of Branch Hill House from Care Home (C2) to residential (C3) and associated external alterations, demolition of the 1960s extension and erection of replacement building including basement, comprising residential accommodation (C3), ancillary plant, access and servicing car parking.

A considerate design approach will be used aiming to achieve a balance between housing and landscape over a space of 0.62ha. There will be a total of 34 units (ten 1 bedroom), ten 2 bedrooms and fourteen 3 bedrooms) including refurbishment of the existing Branch Hill House building. Underground parking includes 4 blue Badge spaces with 76 secure cycle parking spaces.

There will be enhancement of woodlands with paths, play trails and biodiverse planting.

Issues: Site is within Hampstead Conservation Area and contains a Site of Importance for Nature Conservation (SNC). Though the housing density around the site is low the main access to the site from a major road is along narrow residential streets

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

- Spedan Close Estate
- Dwellings and business along Branch Hill in east boundary and along Oak Hill way on south boundary

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

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

At this stage the exact program is not known.

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

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

The site working hours will be:

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

Any work outside of these hours will be subject to prior agreement with the LB Camden in consultation any relevant stakeholders with sufficient notice period given to consider the application.

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

The new buildings will require new utility services. No utility companies have been contacted yet but details of our future discussions with them will be supplied

COMMUNITY LIAISON

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**. A draft FCM was provide at he Community open day in 2018 for local residents to review and query.

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.

Once the principal contractor has been appointed there will be consultation with all relevant stakeholders (residents, businesses, local groups and ward councillors on all aspect of the overall proposal for the development before submission of the Final CMP.

Contractors shall keep residents and others informed about unavoidable disturbances and clear information given in advance.

A process for dealing with enquiries and complaints will be in place and any complaint will be registered and will be dealt in timely and appropriate process.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

There will be liaison with the community about the construction works undertaken in the site in an effective manner which will include

- Posters around the site
- Leaflets delivered in letterboxes around the site
- Updated notice on Camden Borough Council website

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Constructors Manual".

The construction site will register with 'Considerate Construction Scheme' and will abide by the Code of Considerate Practice for **positive image/appearance** for the whole industry **showing respect of community, protect environment** and **safety** and environment of workplace and **value of workforce**. This will be done by monitoring of registered sites, companies and suppliers, posters around site and local community involvement as per 'Guide for Contractors Working in Camden'.

16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

We will liaise with the council to know more precisely about existing and anticipated construction sites in the local area. Discussions with contractors of those sites and council will define how mitigation of the cumulative impacts of construction can be achieved.

TRANSPORT

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

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

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

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

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

The Principal contractor has not been designated yet. It will be shared with the Council once appointed.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document and Q18 example response).

Having reviewed the CLOCS documentation, we ensure that the principal contractor will ensure CLOCS standard for construction clients (Clause 3.1.1 – 3.1.7) which includes –

- Construction Logistic Plan is in place and is fully complied with in partnership with fleet operators.
- Condition of site is suitable for all vehicles types
- Site access and egress is appropriately managed
- Vehicles are loaded and unloaded on-site as far as practical
- Suitable risk assessed vehicle route to the site is specified and communicated
- Consider option to plan can control vehicles and reduce peak hour deliveries using 'quiet deliveries' principle.
- Ensure principle contractor and sub-contractor compliance with requirements of 4.1.1 to 4.3.2 dealing with standard of fleet operators.

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

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

We confirm that we have read and understood the CLOCS Standard and that it will be included in any contracts with contractors and suppliers. Once the principal contractor is designated, we will make sure that they are aware of the CLOCS Standard.

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

Site Traffic

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

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

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

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

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

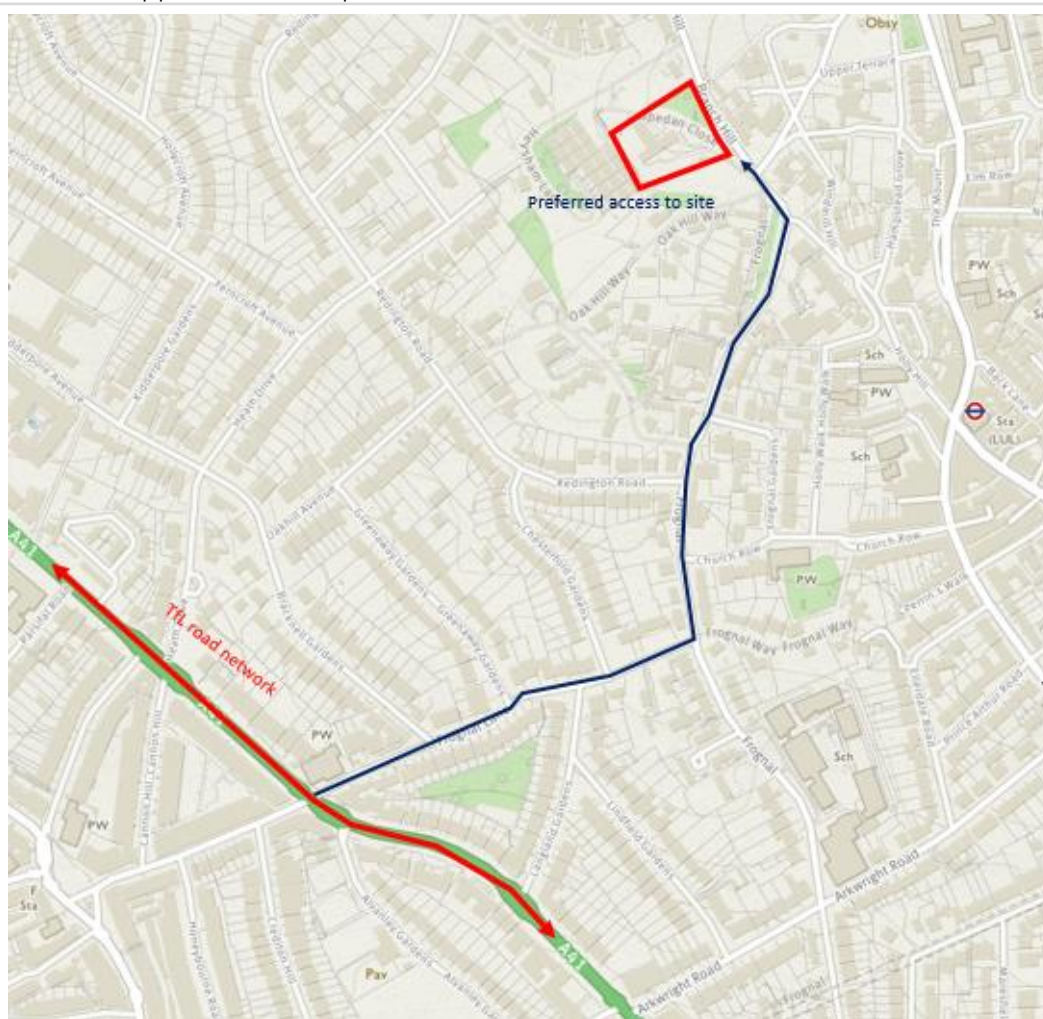


Figure 3 TLRN and Access to site

Access to the site, as shown in Figure 3, is from the A41 (TfL road network) is then via Frogнал Lane on to Frogнал and Branch Hill from south of the site. All roads have speed limits of 20mph with speed humps and intermittent car parking on both side of the road.

Access to the site with vehicles approaching from north of Branch Hill is not feasible. The gate at the entrance to the site is only 4m wide and the road is not wide enough for large vehicles to turn into or out from the access. This road also has speed limit of 20mph with speed humps and intermittent car parking on both sides of the road. Furthermore, there is a primary school on Cricklewood Lane which would restrict operating hours.

All approach roads around the site have a load restriction of 5t between the hours of 6:30 to 8am. Furthermore, due to the narrow road width Frogнал has a width restriction of 6.5 feet. However, it should be noted that this does not restrict vehicles over the limit from accessing a site within the area.

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.

The site project manager will make sure all contractors, delivery companies and visitors are aware of the route to and from the site and of any on-site restrictions, prior to undertaking any journeys.

It will be the responsibility of the site manager to ensure that vehicles visiting the site are dealt with in an efficient manner. Through the purchase agreements, suppliers will be requested to deliver or collect materials at set times which will be planned by the managers on-site.

When deliveries and collections are being made to and from the site the following controls shall be in place:

- All drivers must have a copy of the traffic management plan to be accepted onto the site;
- All drivers must follow the Traffic Management Plan;
- The banksman will oversee all traffic movements; and
- Appropriate warning signage will be put in place, in and around the site.

Where possible, the site manager will contact the delivery driver on the morning of the delivery to verify the time of arrival and communicate any changes to the planned time to the management team.

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

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

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration

should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

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

The types of vehicles visiting the site will change over the course of the works. An indication of the types of vehicles expected to visit the site is provided in the table below. A more detailed breakdown of anticipated numbers and scheduling of delivery vehicles will be provided with the detailed CMP. Light goods vehicles would be present at all stages of the works programme, but in greater numbers during the fit out when the trades are on-site.

WORKS PROGRAMME	VEHICLES
Enabling works	Articulated lorry, 26t to 32t skip lorry, ready mix concrete truck
Main structure	Articulated lorry, 7.5t to 26t rigid lorries, ready mix concrete truck
Fit out	Articulated lorries, 7.5t to 26t rigid lorries, LGVs

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

Further discussion with the council will be undertaken to establish details of other development before submission of The Full CMP

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

All deliveries will be pre-booked and all delivery times will be known. This will be controlled and managed by the site project manager.

A vehicle booking system will be utilised to manage and control deliveries to site. This will help minimise deliveries during peak hours and ensure contractors do not turn up without prior notification of their arrival. Deliveries will be restricted where possible to the inter-peak period, i.e. 0930- 16.00 hours unless otherwise agreed with LB Camden.

For the duration of the construction phase there will be a permanent banksman available on site with the role of assisting construction vehicles to access the site and if necessary with reversing.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

The location of any off-site holding areas has not yet been identified. This will be detailed in consultation with the main contractors before submission of the Full CMP.

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

The need for any construction material consolidation centres is not anticipated at this stage.

Staff will be encouraged where appropriate, to travel by sustainable means to access the site. The contractor, when appointed, will be required to consider operatives parking and the possible establishment of a Construction Travel Plan to include promoting travelling by public transport, car sharing initiatives and local parking options if necessary.

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

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

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

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

The egress and access route will use Branch Hill, Frognal Lane and Langland Gardens to and from Finchley Road (A41) which is a TfL road network.

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

- All deliveries are to be supervised by a traffic marshal and reported to the site project manager.
- All deliveries will be pre-booked, so the traffic marshal is aware of the delivery time and will take measures to ensure that the public are not affected.
- All works including: vehicle movement, deliveries, temporary routes and facilities will be planned to ensure that the safety of the public is maintained at all times.
- All deliveries will be co-ordinated and programmed to alleviate pressure on the road network.
- Deliveries will have to be pre-booked with the site so that no waiting occur on the street.
- All suppliers and sub-contractors who are supplying materials to the site will be issued with transport plan which will include a prescribed route into the site to deliver materials from the TfL Road Network.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

It is anticipated that the site is accessible for the expected vehicle deliveries and that a detailed swept path analysis will not be necessary.

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.

Any dust arising from activities on site will be minimised and basic remedial action will be taken to limit particle pollution, using a suitable method such as damping or enclosure. Dusty material will be covered or damped down when stored on site.

In order to keep roads and footways free from deposits of soil, mud and the like we will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned and hosed down prior to going on the public roads. If any mud or construction debris are deposited on to the highways or footways within the vicinity of the site, then these will be actioned and kept clean.

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

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

The parking and loading arrangements for the construction vehicles with regards to servicing and deliveries associated with the site is currently not know but will be shown in detail in the Full CMP once the main contractor is appointed.

Once the proposed option, with regards to internal site layout is finalised, a scaled site plan showing all points of access and where materials, skip and plant will be stored and how vehicles will access and egress the site will be shared with LB Camden.

Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

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

It is not anticipated at this stage that any parking bay suspensions will be necessary. We will ensure that building materials and equipment will all be stored within the site and will not cause obstruction on the highway.

25. Scaled drawings of highway works

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

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

It is not anticipated that any highway works will be necessary to enable construction to take place.

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

The Principal contractor will deploy and use all necessary and appropriate safety signage and barriers to ensure that the public and operatives work safely at all times.

26. Diversions

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

It is not anticipated that there will be a requirement for any diversion, disruption or other anticipated use of the public highway during the construction period.

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

During the execution of the works, the Principal Contractor will be tasked with ensuring all works are carried out safely and in such a way that it will not inconvenience pedestrians or other road users and with a positive consideration of the needs of the local residents, site personnel and visitors as well as the general public.

Banksman will be provided where necessary and a traffic marshal will supervise all access and egress to the site to ensure the safety of pedestrians and cyclists.

Requirements related to safety bars, additional mirrors and advisory signage set out in Council's and TfL's Consultations for a Safer Lorry Scheme will be taken into account. Specific risks to pedestrians on the southern boundary will be assessed and measures taken to alleviate any potential hazards.

CLOCS guidance will be adhered to wherever possible with regards to improving vehicle safety and the four main requirements:

- warning signage
- side underrun protection
- blind spot minimisation
- vehicle manoeuvre warnings.

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

It is not anticipated that there will be a requirement to erect scaffolding over or immediately adjacent to the public highway.

- SYMBOL IS FOR INTERNAL USE

ENVIRONMENT

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

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

Noise levels in accordance with BS 5228 should not routinely be exceeded and all noisy operations that will be necessary will not take place outside of the working hours previously agreed.

Any operation outside of standard hours will only be undertaken with prior approval.

When considering plant, machinery and methods of work the operator will be aware that specific impulsive noise such as regular banging is likely to cause annoyance to residents.

Employees will be informed for these noise control measures.

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.

The main contractor shall carry out prediction of noise and vibration levels before any work is carried out on the site and will be registered.

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

The levels will be supplied once the surveys have been carried out by the main contractor.

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.

Noise attenuation screening will be used if deemed appropriate and monitoring will be carried out using a combination of semi-permanent and attended monitoring methods. Where potential for noise impact exist 'best practice means as defined in section 72 of the control for pollution act 1974' will be used to achieve levels below target noise levels as recommended in BS 5228.

Every contractor employed on site will be required to identify how they propose to manage and control noise on site whilst carrying out their work. Prominent warning notices on the requirement to wear ear defenders will be displayed at appropriate locations.

The quietest plant and machinery available will be used at all times. For example, hoists and cement mixers will be electrically powered where possible, and vehicles on site will, where possible, be fitted with broadband white noise reversing alarms.

Prominent warning notices on the requirement to wear ear defenders will be displayed at appropriate locations.

All plant deployed on site when not working will be required to turn their engines off, all plant to be maintained in good working condition paying particular attention to engine exhaust.

All vehicles, mechanical plant and machinery used for the purpose of works associated with the contract shall be fitted with proper and effective silencers and shall be maintained in good and efficient working order.

Items such as compressors and generators will always have acoustic covers in place. When machinery is not in use, it will be switched off and not left running. Employees will be informed of these noise control measures.

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

All staff will be trained on BS 52228:2009 before any construction work is carried out prior to site induction and recorded.

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

Dealing with dust will be in the following fashion

1. Prevention – Dust generating activities will be minimised or stopped during windy days, stock piling of excavated soils or crushed materials will be avoided whenever possible.
2. Suppression – Water hoses and sprinkling during demolition, and in dry periods on stock piles which can generate dust
3. Containment - lorries delivering or removing materials from site will cover loads and cleaned before leaving site if required, Hard standing and road inspected and cleaned daily if required.

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.

Wheel washing provision will be made to minimise dirt and dust on the public highway. Any significant amounts of dirt or dust that may be spread onto the public highways will be cleared using street cleansing vehicles. No development debris will be evident on the highway at the end of any working day.

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

A member of the site management team will be appointed to ensure that a programme of monitoring noise, vibration and dust levels to be in place to ensure limits are not exceeded and that all necessary recommendations are met and maintained on site.

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.

A risk assessment will be undertaken at planning application stage in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance.

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 dust mitigation measures checklist as prepared by the GLA will be reviewed during the risk assessment process.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that

these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site is not anticipated to be a High-Risk site and the use of dust monitors is not expected.

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

Prior to the site clearance, a rodent control firm will be instructed to check the presence of rodents, including rats. Information and results of the site inspections will be provided to the Council.

If there is evidence of rodents we will submit a method statement on how the destruction/dispersion of rodents will be controlled.

At all times the site shall be kept free, so far as it is reasonable, from rodents.

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

Prior to the site clearance, an asbestos survey will be carried out to check the presence of any notifiable asbestos or hazardous materials. Key findings will be shared with the Council.

If there is evidence of asbestos, it will be removed by specialists.

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.

The contractor will be asked to police a respectful behaviour policy of builders towards the neighbourhood they work in with no tolerance for any anti-social behaviour including bad language, unnecessary shouting and smoking outside of designated area.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period (mm/yy - mm/yy): *to be confirmed in FCMP*

b) Is the development within the CAZ? (Y/N): *No*

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): *to be confirmed in FCMP*

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: *to be confirmed in FCMP*

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: *to be confirmed in FCMP*

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: *to be confirmed in FCMP*

Details about use of NRMM on site are not currently known and will be shared with the council at a later stage.

● SYMBOL IS FOR INTERNAL USE

AGREEMENT

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

Any future revised plan must be approved by the Council in writing and complied with thereafter.

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.



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