

# Construction Management Plan

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
23 September 2019	01	Studio Carver
16 January 2020	02	Karrada Developments

## 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 [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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

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The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise 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.

# Contact

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

Address: 106 King Henry's Road, Swiss Cottage, NW3 3SL

Planning reference number to which the CMP applies: 2017/6307/P

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

Name: Keith Carver of Studio Carver

Address: 37 Alfred Place, London WC1E 7DP

Email: keith@studiocarver.co.uk

Phone: 0207 096 1257

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: Arturs Patmalnieks

Address: 14 North End Road, London, W14 0SH

Email: Arturs.paymalnieks@karrada.com

Phone: 0207 605 0170

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

Name: Phil Hudson

Address: 14 North End Road

Email: Phil.Hudson@karrada.com

Phone: 07441 302402

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

Name: Karrada Developments Ltd

Address: 14 North End Road, W14 0SH

Email: Phil.hudson@karrada.com

Phone: 07741 302402

# Site

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

The property is situated on 106 King Henry's Road, NW3 3SL. King Henry's Road runs east – west, north of Primrose Hill from Chalk Farm to Swiss Cottage The property is within the Chalcot Estate. The estate is made up of privately-owned family homes and four council owned tower blocks and was constructed in several phases from the 1950's – 1980's.

The development site is a two-storey, four-bedroom mid-terrace house. The works include the demolitions of the existing property and its reconstruction with new basement level. The Construction Management Plan applies to all stages of the construction works.

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).

Demolition of existing 2 storey structure and erection of 2 storey plus basement 4 bed dwelling house following demolition of existing 2 storey dwelling house. The house forms part of a terrace so is in close proximity to the neighboring properties at both No. 104 & No. 108 King Henry Road. The property at 5 Lower Merton Rise is also in close proximity. The surrounding streets are residential

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).

Please see programme attached - Appendix 01



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 construction works will take place within Camden's standard working hours.

The construction programme will be discussed with the Construction Working Group and where possible certain stages of works will be carried out during specific hours of the day. This will help further mitigate the impact the works have on the immediate neighbours and community as a whole.

# Community Liaison

## 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 three adjoining properties are the nearest potential dwellings that will likely be affected by the development.

- 108 King Henry's Road – Charlie Rudgard and Kate Woods
- 104 King Henry's Road – Luk Yau Kwok and Sau King Chu Kwok
- 5 Lower Merton Rise – Jonathan Berman

All three of the above neighbours form part of the Construction Working Group (CWG).

## 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.

A Construction Working Group (CWG) has been established for the duration of the project development and construction. The first meeting was held on September 25<sup>th</sup> 2019. Minutes from this meeting are appended to this document.

The construction works are going to tender October 14<sup>th</sup> and the client hopes to have a contractor signed up to carry out the works by the first week in December.

The second CWG meeting is scheduled for week commencing December 16<sup>th</sup> and will include and be chaired by the main contractor.

## 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.

The Section 106 Agreement between Camden and the property owners stipulates that a Construction Working Group (CWG) is established for the project development and construction.

Clause 4.2.1 (a) from the Section 106 Agreement stipulates that a maximum number of 5 people made up of local residents, ward councillors, adjoining occupiers and resident associations members participate in the CWG.

The CWG is made up of the following people:

- Charlie Rudgard, adjoining owner - 108 King Henry's Road
  - Sau King Chu Kwok, adjoining owner - 104 King Henry's Road
  - Jonathan Berman, adjoining owner - 5 Lower Merton Rise
  - Ian Braidman, Hawtrey Residents Association Member
  - Cllr Steve Adams, Cllr Luisa Porritt, Cllr Tom Simon – Camden Councillors for Belsize.
- It was agreed between all three Councillors that where possible one of the three of them would be in attendance at each meeting.*

Various members of the project team will be in attendance on the client side throughout the project development. The first meeting had the architects and structural engineers in attendance. All subsequent meetings will have the main contractor present and any other project team member that is relevant to the current stage of the project and beneficial the meeting and CWG.

Meetings:

- The first CWG meeting was held 25 September 2019 at 6:30pm. Meeting notes are appended to this report

### 13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring.

Contractors will also be required to follow the “[Guide for Contractors Working in Camden](#)” also referred to as “[Camden’s Considerate Constructors Manual](#)”.

The project will be registered with the Considerate Constructors Scheme and works will be carried out in conjunction with the “guide for Contractors Working in Camden” and “Camden’s Considerate Constructors Manual.”

CCS Site Reg No. 120275

### 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.

No neighbouring sites at the time of completing CMP

# Transport

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

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

This section requires details of the way in which you intend to manage traffic servicing your site, including your 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. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

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

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

## CLOCS Contractual Considerations

15. Name of Principal contractor:

KARRADA DEVELOPMENTS LTD

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](#)).

All delivery / collection vehicle operators will be FORS Bronze accredited as a minimum.  
Operators that are FORS Silver or Gold will be appointed where possible.  
The operators will be pre-qualified with TDL and included in the approved sub-contractors list.  
Part of this prequalifying process will be the checking of the FORS accreditation.  
All drivers will have undertaken approved additional training as per the CLOCS Standard Managing Supplier Compliance Guide.  
Each haulier will be provided with a letter depicting site specific rules highlighting vehicle routes, delivery / collection times and procedures prior to arriving to site i.e. phone the site manager in advance. All deliveries / collections will be booked in advance through the site manager. No vehicles will be parked in adjacent areas as a 'holding bay'.  
Random spot checks will be carried out in conjunction with the Karrada Developments Projects Traffic Management Plan.  
All vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

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

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

The above requirements have been included in the Contract between the homeowner/client and contractor. The contract stipulates that the Contractor ensures all suppliers and subcontractors also meet the CLOCS standards.

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

# Site Traffic

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

**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 attached - Appendix 02

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

Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.

Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available.

If the loading area is unavailable construction vehicles shall not proceed to the site.

Vehicles shall not wait or stack on any road within the borough.

The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.

Contractors' vehicles shall not park in any suspended parking bays or on suspended waiting and loading restrictions.

The engines of contractors' vehicles shall not be kept idling.

**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. (Refer to the [Guide for Contractors Working in Camden](#)).

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

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

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

For Example:

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

Skip loader: 2 deliveries/week during first 10 weeks

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

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

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



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

Demolition Phase – First 5 weeks

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

Basement Phase – Week 6 – Week 28

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

Fit-out Phase – Week 29 – Week 49

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

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

Finishing Phase – Week 60 – Week 59

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

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

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

b. 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.

If another project nearby was to start works, we will hold regular coordination meetings with the nearby construction site to ensure our works are coordinated with theirs to ensure minimal impact on the local residents.

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

See appendix 03

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.

There will be no off-site holding areas associated with the works.

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.

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

Delivery by water/rail will not be possible

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 engines of contractors' vehicles shall not be kept idling.
- Deliveries will be scheduled out of peak hours

**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.

NOT APPLICABLE

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.

NOT APPLICABLE

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.

NOT APPLICABLE

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.

NOT APPLICABLE

**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.

See site plan attached. Appendix 04

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.

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

## 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.

See appendix 05

### 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](#).

Should a parking suspension be required the suspensions will be located directly outside the site

## 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.

N/A

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.

N/A

## 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.

N/A

## 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.

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

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

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.

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

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

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

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

## 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.

Gas Connection to be relocated to the new boiler location

Electricity meter to be relocated to new location



# Environment

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

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

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

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

Excavation, underpinning, piling, to commence February/March 2020 these works will be completed 13th April 2020. Both date subject to CMP sign-off

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

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

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

A noise survey was undertaken on the 6<sup>th</sup> of November 2019. Please see appendix 06

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

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

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

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

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

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

Laser target movement monitoring will also be in place to pick up movement in the neighbouring properties. See appendix 07

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

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

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

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

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

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

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

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

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

Control of Pollution Act 1974

Environmental Act 1990 (ss79-82)

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

Monarflex scaffolds will be erected to all elevations.

Regularly sweeping and damp cleaning of surrounding areas and hoardings.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

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

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

Dust will be enclosed within site boundary

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

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

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

Camden planning department did not request a risk assessment during the planning submission and was not part of the application.

Once appointed the contractor will review and GLA policy – Control of Dust and Emissions During Demolition and Construction and carry out a Risk Assessment and ensure that the appropriate measures within the GLA mitigation measures checklist will be applied.

Once complete the risk assessment and mitigation checklist will be provided.

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

Yes, refer to contractor method statement. Appendix 08

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

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

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

The house is currently occupied with no signs of pests.

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

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

If rodents are discovered on site poison traps will be deployed

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

An Asbestos Refurbishment and Demolition survey was carried out September 1<sup>st</sup> 2019. The survey has identified a few areas of asbestos.

The removal of these areas have been booked in for the first week of October. This will include fully supervised labour together with all safety and ancillary equipment required for the removal and disposal of the positively identified asbestos.

All works will be full compliant with 'Control of Asbestos Regulations 2012' and with 'The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009'

A copy of the survey is appended to this CMP. Appendix 09

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

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

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

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

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

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

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

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

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

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

- a) Construction time period (01/20 - 12/20):
- 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): N/A
- 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: N/A
- 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: N/A
- 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: N/A

# 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:** *K. Brimble*

**Date:** 16 January 2020

**Print Name:** Kristian Brimble

**Position:** Quantity Surveyor

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

End of form.