

DRAFT Construction Management Plan

Land between Gondar House
and South Mansions, West
Hampstead

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
15 May 2020	V1	ANX 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 the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

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

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

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

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

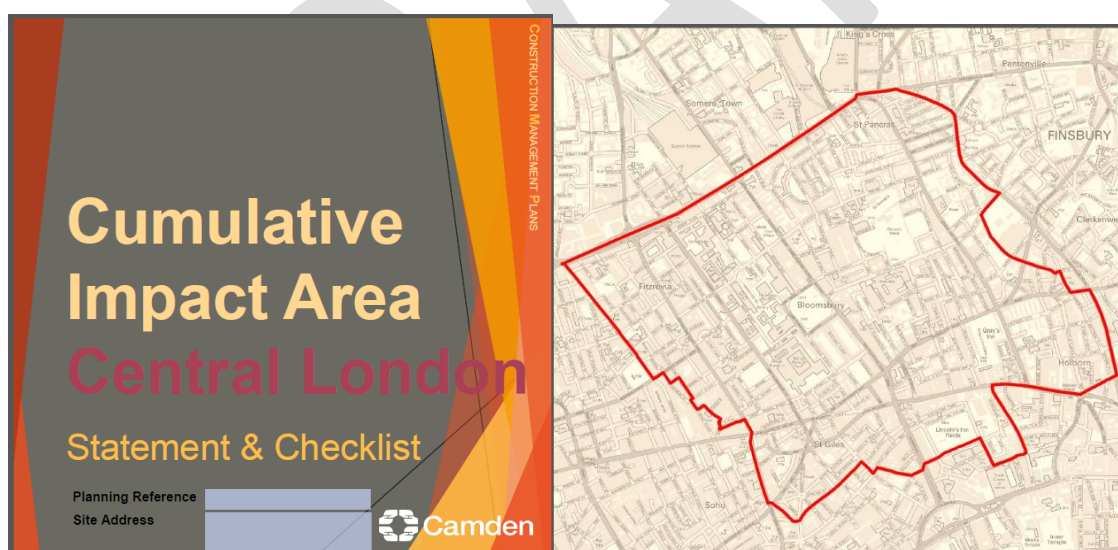
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

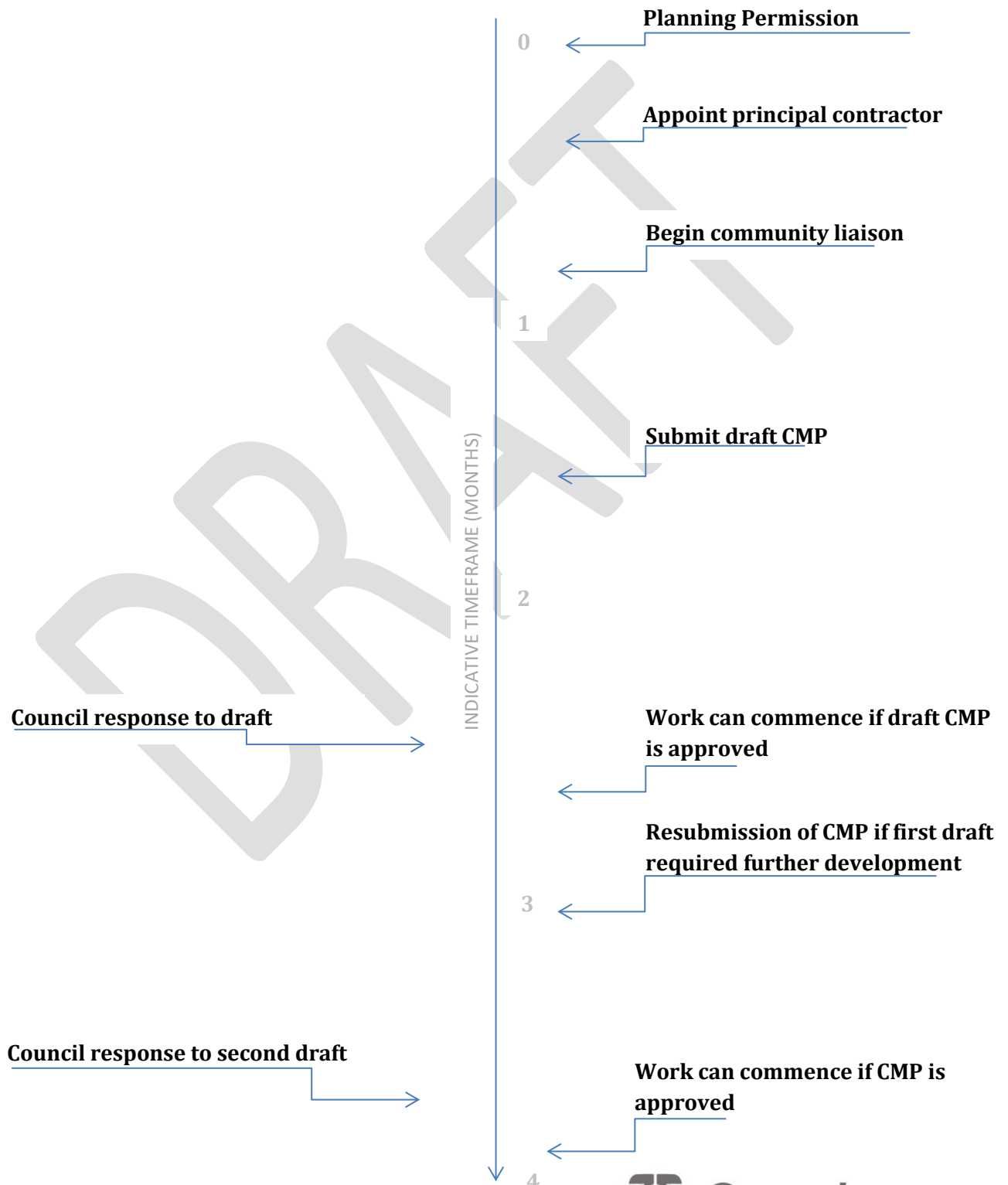
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans#sumf>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: Land adjoining 1 Hillfield Road, West Hampstead, London, NW6 1QD

Planning reference number to which the CMP applies: **TBC**

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

Name: Adam Bier

Address: AN:X Developments, 1st Floor Office, 155 Regents Park Road, London, NW1 8BB

Email: adam@anx.co.uk

Phone: 07891715499

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: TBA when main contractor is appointed

Address: TBC

Email: TBC

Phone: TBC

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: TBC

Address: TBC

Email: TBC

Phone: TBC

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: TBC

Address: TBC

Email: TBC

Phone: TBC

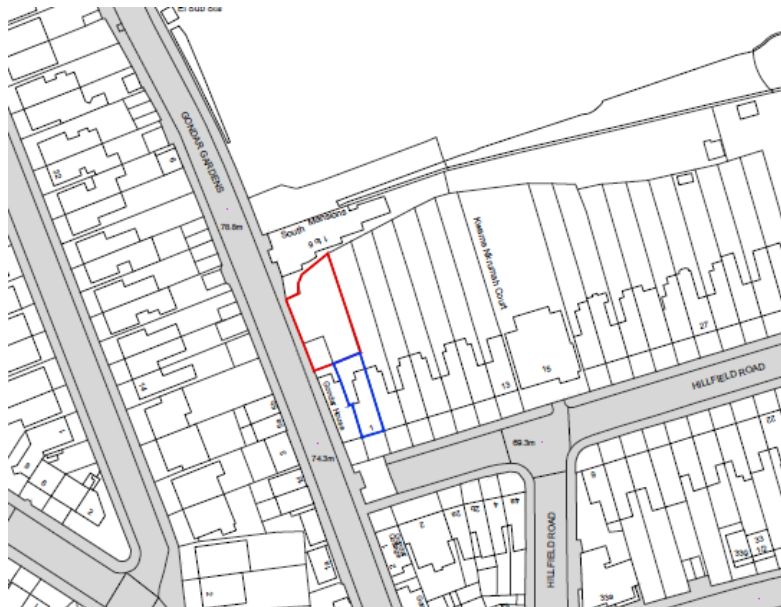
Site

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 is located in the “West Hampstead ward” in the North West tip of the Borough of Camden, which is situated approximately 0.5 miles from the A41.

The site is located on the land adjoining to the rear of 1 Hillfield Road NW6 1QD, and fronts directly onto Gondar Gardens. The site is currently vacant. The surrounding area is residential and characterised by terraced houses, a mansion block and garages. A site location plan is provided below.

The proposals are for the construction of a new three storey / part four storey plus basement residential building to deliver 6 x residential apartments.



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 proposed development is a three storey / part four storey residential building plus basement. Access to the site is via Gondar Gardens and this will be the main access during the construction phase of the development. Gondar Gardens is narrow, however it does have existing parking bays that can be used temporarily during construction.

The site is also in a residential location, with care over construction working hours, as well as the management of noise, vibration and dust considerations for this CMP. The site is not in a conservation area.

There are logistical challenges which arise out of the project works and we perceive these to be as follows:

- Safety of members of the public, construction staff and site visitors;
- The management of deliveries

Our regime for the project will be designed to meet these challenges, based upon:

- Segregation of operatives and visitors entering the site, from the working areas;
- Frequent team meetings to continually update, advise and coordinate construction;
- liaison and dialogue with Camden officials;
- Maintaining communication with resident groups
- Deliveries to the project utilising the access points as detailed on the Construction Site Layout Plan.
- Information and security directions will be displayed at the site entrance and on the hoarding.

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).

At this stage, the overall construction programme is anticipated to last circa 12 months.

Further details shall be provided once planning permission is granted, including key milestones.

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

Construction works on site will only be carried out during the specified hours in line with Camden's standard working hours.

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Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The nearest potential receptors are the adjacent residential dwellings at South Mansions on Gondar Gardens to the north of the site, and Gondar House, 1 Hillfield Road to the south of the site.

There are also other surrounding residential properties opposite along Gondar Gardens and the rear of properties on Hillfield Road that will need to be considered.

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.

Local residents have been consulted as part of the preparation of the planning application submission, including a meetings with local residents, resident groups and local councillor.

The key stakeholders are the Gondar Agamemnon Residents Association (GARA), local residents in South Mansions and the Fortune Green and West Hampstead Neighbourhood Development Forum. This has been and will continue to be coordinated by Quatro-PR. Full details are included in the Statement of Community Involvement submitted with the

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.

It will be a contractual requirement for the project to be registered under the 'Considerate Constructors Scheme' and newsletters and any associated residents/neighbourly meetings will also be undertaken. The Contract will also enforce due cognisance of the 'Camden's Considerate Contractors Manual'.

13. Schemes

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

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

TBC – once a Contractor is appointed.

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.

There are currently no significant large construction sites planned within the immediate vicinity of the site, and therefore there is not expected to be any impacts from cumulative levels of construction.

This section will be addressed nearer to the date of commencement to ensure an accurate response to reflect any additional consents that may have been granted by the Council.

Transport

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

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

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

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

TBC - Contractor not yet appointed

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](#)).

TBC – once Contractor appointed

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

TBC once Contractor appointed.

The Applicant shall ensure that all contractors and supplies abide by 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.

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.

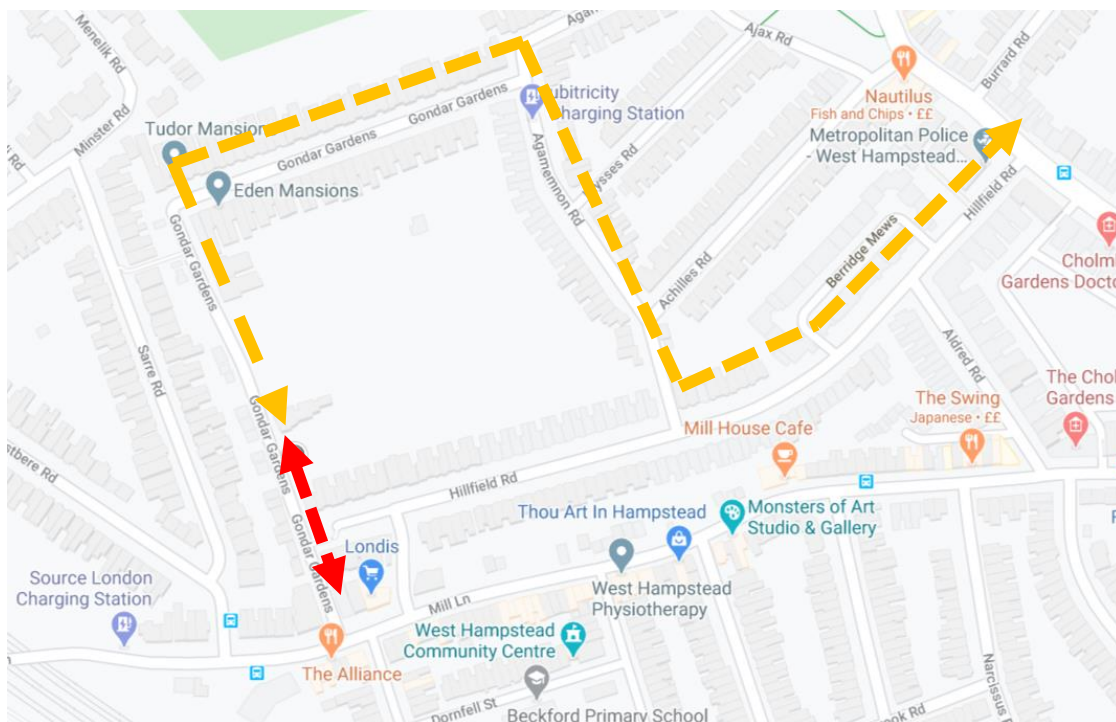
Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Final construction vehicle routing shall be agreed with the Contractor and Council prior to any works starting.

Vehicle routing is likely to see all vehicles access and egress the site from the Mill Lane to the south, which provides access to the wider national road network, including Finchley Road and Fortune Green Road further to the east and Shoot-Up Hill (A5) to the immediate west. This route is shown in red on the plan below.

An alternative route which may need to be used in exceptional circumstances would require vehicles to access the site from the north, utilising Gondar Gardens, Agamemnon Road and Hillfield Road to access Fortune Green Road. This route is shown in orange on the plan below.

These anticipated routes are provided below and will be confirmed at a later stage.



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.

A Traffic Management Plan would be produced by the Contractor, which all suppliers would be provided a copy of.

To minimise the risk of congestion, the Traffic Management Plan will be issued to all subcontractors and suppliers and vigorously enforced. It will form part of the Contractual Conditions and deviance will result in exclusion from site, or placement of orders for materials being cancelled and another supplier sought.

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

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

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

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

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

For Example:

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

Skip loader: 2 deliveries/week during first 10 weeks

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

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

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

Final vehicles needed as part of the construction phase are TBC and will be confirmed by a contractor once appointed following the grant of planning permission.

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.

There are currently no major planning applications nearby that would require coordination of construction vehicle traffic.

This may change in the future when planning permission is granted and this section will be completed later when an accurate response can be provided.

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

TBC once final construction vehicle are confirmed by the contractor.

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.

The requirement for, and the location of, an off-site holding area(s) will be determined when relevant subcontractors and suppliers have been appointed. It is expected that concrete would be sourced from a "local" plant, so would be dispatched at timed intervals. Vehicles will be controlled by the timed schedule prepared on a weekly basis by the construction team, with final arrival co-ordinated by mobile telephone.

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.

TBC – the appointed contractor will be encouraged to use a procurement strategy to minimise the use of deliveries from a number of various sources, where 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).

TBC – However all transport companies used during this project would be encouraged and advised about minimising emissions which will be instructed in the Traffic Management Plan that would be issued along with their Purchase Orders.

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

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

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

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

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

All vehicles will load from the highway.

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.

Access and egress arrangements will initially be managed by a timed and agreed delivery and works schedule whereby the use of the designated areas is determined daily.

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.

All vehicles will load from the highway.

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.

All vehicles will load from the highway.

Since vehicles will be moving / positioned on hard concrete surfaces, the requirement for wheel washing is less onerous.

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.

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.

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.

A detailed plan would be provided with the final CMP should planning permission be granted.

There are existing on-street parking bays and loading zones along the frontage of the site that are likely to be used during site set up.

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](#).

The use of parking bays would be minimised, with the use of the exiting single yellow line along the site frontage for loading during the construction phase the preferred option.

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.

It is not proposed to occupy the public highway for the construction works for storage, site accommodation or welfare purposes.

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.

No highway works are proposed to facilitate the construction of the development.

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.

No disruption to the use of the public highway is proposed. Pedestrian footpaths are provided opposite the site should the footpath along the site frontage require to be closed for temporary periods.

Further details would be provided in the final CMP.

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.

All hoarding and scaffolding is not anticipated to be provided on the public highway.

Should this change following the appointment of a Contractor, final details shall be provided in the final CMP and the necessary licences applied for.

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.

N/A

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.

New utility connections on site are likely to be required and further details of this shall be provided with the final CMP should planning permission be granted.

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 shall be minimise noise as far as possible by using plant which is well maintained with silencers which give the best noise reduction. When plant is idle, it will be switched off. All generators will be of the silenced type.

No construction vehicles will be permitted to wait outside the site with their engines running unless they are loading/unloading.

Excessive noise signs will be posted warning of the activity and the requirement of mandatory hearing protection if considered necessary by the contractor.

Environmental monitoring devices may be used on the site boundary if deemed necessary by the Contractor. If levels exceed the acceptable limit then the current work activities will cease, and the incident will be investigated. Work methods and protection measures can then be adapted to try and ensure that an exceeded level does not happen again.

Further details of how the noise impact of the development shall be managed is set out within the Stage 2 Structural Report submitted with the planning application.

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 shall be carried out prior to works starting should planning permission be granted.

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

This section will be completed when input from subcontractors is available, in order that an accurate response can be provided.

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.

The main contractor will apply Best Practicable Means (B.P.M.), (as defined by section 72 of the Control of Pollution Act 1974) to minimise noise and vibration on neighbouring sensitive receptors. Site inductions will include instruction on measures to reduce noise and vibration. Some noisy works will be carried out in agreed noisy works periods, timed to suit the neighbours most affected by the work.

All plant, machinery and vehicles will be fitted with silencers. Shouting and raised voices will be discouraged, and the use of loudspeakers / radios will be prohibited. The use of non-audible warning systems for reversing will be investigated. Lined and sealed covers for static plant will be in place whilst the equipment is running. Regular maintenance of all equipment will be enforced, with emphasis on adequate lubrication.

Also, operator instruction will ensure equipment is operated in the correct mode to minimise noise. Careful selection of plant will be made to ensure that the most suitable type for the work is chosen. It is not expected that, with these measures in place, exceedances of predicted levels will take place. Should this issue arise then a course of action will be agreed with Camden Council and the affected sensitive receptors to arrive at mutually agreed times and durations to carry out the operation.

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

TBC – the appointed contractor will be required to ensure all staff are trained to BS 5228:2009

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

Dust suppression methods will be used as necessary. This include the use of water and the covering of any stockpiles that may cause dust.

Dust monitoring would be undertaken within the site boundary. If levels exceed the acceptable limit then the current work activities will cease, and the incident will be investigated. Work methods and protection measures can then be adapted to try and ensure that an exceeded level does not happen again.

Again, the main contractor will apply B.P.M. to the control of dust nuisance. Once the ground works are completed, it is not envisaged that following activities will generate excessive dust. The area will be shrouded by Monaflex sheeting fixed to the working scaffold, extending by three metres above the roof. It will be ensured that vehicles removing excavation materials will be properly sheeted over. New floor areas will either be shrouded or, in the case of externally applied cladding /glazing units. Cutting / grinding activities will be carried out using equipment and techniques which incorporate appropriate dust suppression measures.

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.

Dust monitoring will be undertaken within the site boundary. If levels exceed the acceptable limit then the current work activities will cease, and the incident will be investigated by the Contractor. Work methods and protection measures can then be adapted to try and ensure that an exceeded level does not happen again.

Vehicles will not be allowed to leave the site until the contractor has inspected them for cleanliness and stability / sheeting over of the load, if applicable. Since vehicles will be driving on hard surfaces, it is envisaged that regular sweeping and damping down will minimise spread of dirt or dust onto the public highway.

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

Dust, Noise and Vibration monitors will be used throughout the project. The results will be logged and analysed. Should guide levels be exceeded working methods and preventative measures reviewed.

The main contractor will discuss in advance with the relevant Camden departments the nature of the works being carried out and pollution control measures. This to include any restrictions to working hours to minimise and limit noise and vibration – this dialogue will continue for the duration of the construction period. In addition, cognizance will be taken of any party wall agreements which apply limits / measures. If required, noise and vibration protocols can be agreed and the appropriate method of monitoring can be implemented. A similar approach will be taken with dust, although it is envisaged that the control measures planned would initially limit monitoring to a visual assessment.

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

We have assessed that this project will be in the “Small” category for potential dust emissions. This is due to the following reasons:

- There will be no requirement for any demolition works.
- The site area is less than 2,500 sqm in size, is underlain by wetter soils (clay) and the groundwork excavation would require less than 10,000 tonnes of earth being removed from site.
- The total building volume is less than 25,000 cubic metres and construction material shall have low potential for dust release.

We have also assessed that the area around the site is a low sensitivity receptor to dust soiling effects, health effects on people and having no ecological effects.

This assessment shall be carried out again in conjunction with the final contractor once specific construction techniques are confirmed.

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](#).

We have concluded that the project is low risk and the monitoring protocol will be restricted to visual assessment of the site and surrounding areas about dust in the atmosphere, and the maintenance of an accurate complaints log from the public, and measures taken to address them where this was required.

All "highly recommended" measures related to the assessment will be addressed.

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.

TBC – to be addressed by the appointed Contractor.

However, it is considered that dust monitors will not be required on this project.

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).

TBC - Prior to the start of the project the area will be assessed to check for evidence of rodents. If the area is deemed to have a rodent issue this could affect the surrounding residents once the construction is underway.

Control measures will be put in place as necessary, and any detritus removed by a specialist. Regular specialist inspections will be carried out during the works to ensure that recurrence of the issue does not take place. Operatives will be encouraged to report any signs of infestation.

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

There are no existing buildings on site requiring an asbestos survey.

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

All operatives will be inducted prior to starting work on site. Site rules will be part of the induction with the inclusion of working in a residential area.

A video induction process will give a clear message to all operatives that unacceptable behaviour, both on or off site, is not tolerated. The success of this approach is reflected in the high level of scoring that is achieved under the Considerate Constructor scheme.

Operatives will be encouraged not to leave site during the working day by the provision of a high standard of welfare accommodation the canteen facilities. Operatives wishing to leave the site are required to remove their P.P.E. and leave it in an area adjacent the exit.

A smoking area will also be provided, away from access routes. Shouting will be discouraged, with the provision of radios where communication at distance is required. Bad language will also be monitored, and action taken when necessary.

Road marshals will ensure that operatives do not congregate outside the confines of the site and any lewd behaviour will result in instant dismissal from site. The approach is targeted at leaving a positive impression on those that our works might affect.

The newsletters that the main contractor will issue to those in the neighbourhood will include mobile telephone numbers for direct contact to discuss the works or report any issues, which will be immediately addressed.

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): TBC (likely 12 month period)
- 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): Y.
- 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: TBC by the appointed contractor
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Y
- 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: Y

DRAFT

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.

THIS SHALL BE SIGNED BY THE APPOINTED CONTRACTOR WHO SHALL BE APPOINTED FOLLOWING THE GRANT OF PLANNING PERMISSION

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.