



Construction Management Plan (CMP)

The proposed development of

Land at the rear
29-33 Arkwright Rd
London
NW3 6AR

Prepared by: Natassja Norval
Reviewed by: Gary Thorley
Date: May 2020

Kias Services Ltd

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Construction Management Plan

pro forma



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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
28.04.20	Draft	N. Norval
15.05.20	Draft following comments	N.Norval
21.05.20	Revision due to client feedback	N.Norval
04.06.20	Complete CMP	N.Norval
20.07.20	Revised following Council Comments	N.Norval

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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

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

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

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

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

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

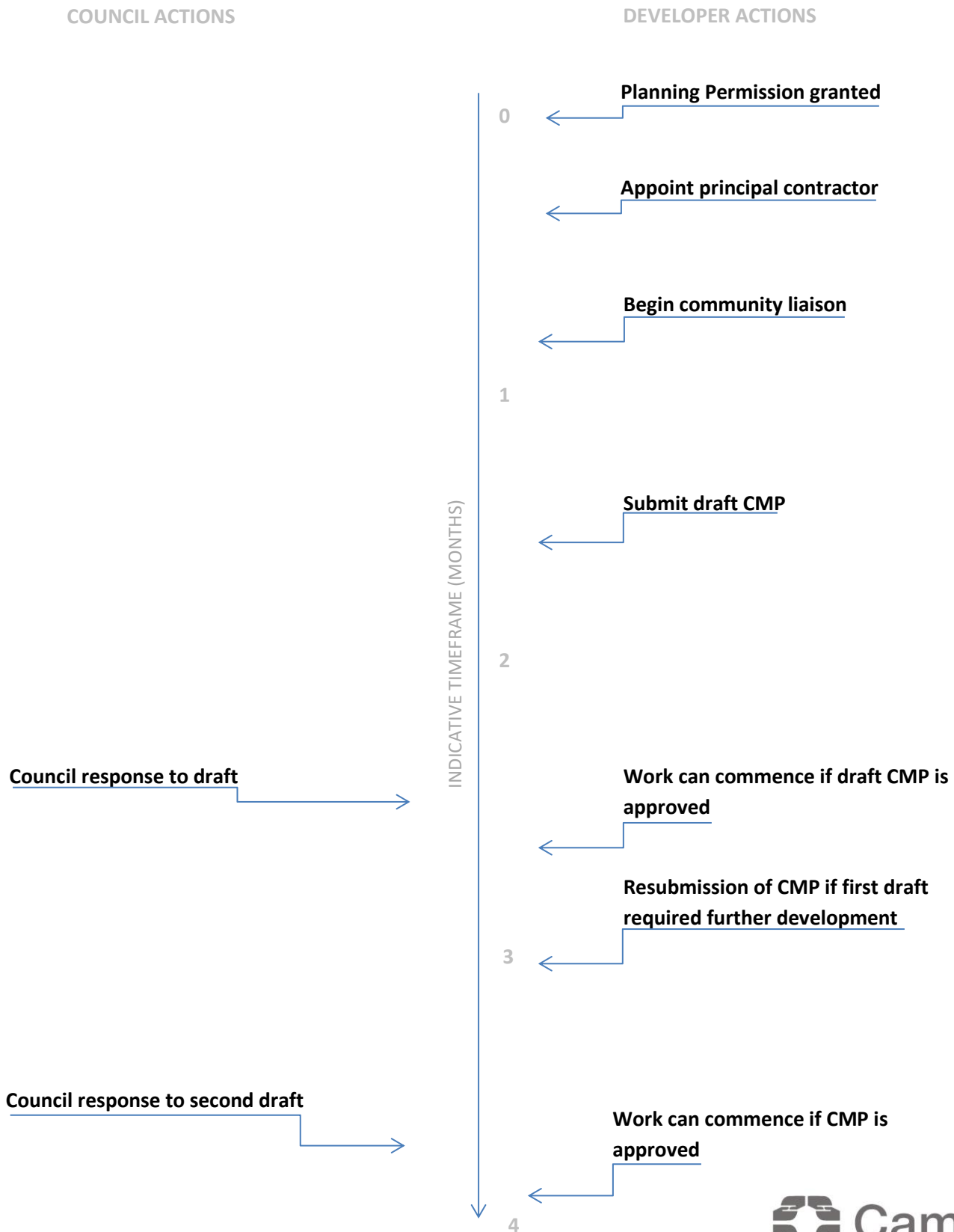
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: [Land at the rear](#)
[29-33 Arkwright Rd](#)
[London, NW3 6AR](#)

Planning reference number to which the CMP applies: [2019/1697/P](#)

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

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

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

Email: tassj@kias.services

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

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: [Amir Rei](#)

Address: [Unit 3 London Business Park, 715 North Circular Road, London, NW2 7AH](#)

Email: amir@amirilan.com

Phone: [0208 452 9400](tel:02084529400)



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

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

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

Email: tassj@kias.services

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

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: [Amirilan Contractors Ltd](#)

Address: [Unit 3 London Business Park, 715 North Circular Road, London, NW2 7AH](#)

Email: info@amirilan.com

Phone: [0208 452 9400](tel:02084529400)

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 proposed site is located within the Redington and Frognal Conservation Area in the London Borough of Camden.

The proposed site is accessed from Frognal via a private driveway between houses 25a & 25c Frognal at the rear of properties along Arkwright.

Access to the development site can be obtained from both the lane and also along Arkwright Road to the rear. There are a number of schools and roads with restrictions on the weight of vehicles able to use them in the local area which will be taken into consideration.

The intended SIP System (Structural Insulated Panel) of construction is a pre-fabricated frame and therefore will result in a lower number of skips and delivery vehicles on site as well as a quicker construction period.



SITE LOCATION PLAN



AERIAL VIEW



01 Photograph looking West down private drive.



02 Photograph looking East up private drive.



03 Photograph looking West at Garages.



04 Photograph looking East up private drive.

<p>Notes:</p> <p>General notes:</p> <p>1. All drawings are in metric units.</p> <p>2. All dimensions are in millimetres unless stated otherwise.</p> <p>3. All dimensions are to be taken to the face of the work unless stated otherwise.</p> <p>4. Sound levels in the vicinity of the site are to be taken into consideration.</p> <p>Party Wall Act 1996:</p> <p>Notes: The proposed development is within the boundary of a Party Wall. The client must ensure that the proposed development does not infringe on the rights of the adjacent owner. The client must ensure that the proposed development does not infringe on the rights of the adjacent owner. The client must ensure that the proposed development does not infringe on the rights of the adjacent owner.</p> <p>CDM Regulations 2015:</p> <p>Notes: The proposed development is within the boundary of a Party Wall. The client must ensure that the proposed development does not infringe on the rights of the adjacent owner. The client must ensure that the proposed development does not infringe on the rights of the adjacent owner. The client must ensure that the proposed development does not infringe on the rights of the adjacent owner.</p>	
<p>PLANNING</p> <p>0 10 20 30 40 50m</p> <p>01 Photograph looking West down private drive.</p> <p>02 Photograph looking East up private drive.</p> <p>03 Photograph looking West at Garages.</p> <p>04 Photograph looking East up private drive.</p>	
<p>SQUARE FEET ARCHITECTS</p> <p>A: 010101 - Planning</p> <p>B: 010101 - Design Review Panel</p> <p>C: 010101 - Design Review Panel</p> <p>D: 010101 - Planning</p> <p>E: 010101 - Amendments to Office Scheme</p>	
<p>LOCATION PLAN - SITE PHOTOS</p> <p>DATE: 11/05/2019</p> <p>DATE: 11/05/2019</p> <p>DATE: 11/05/2019</p> <p>DATE: 11/05/2019</p>	
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The construction works include the erection of 2no. two storey detached dwellings/houses on the rearmost section of the substantial rear gardens of nos 29 and 33 Arkwright Road. Access to the dwellings would be off Frognal via the private lane that services the front of the site.

The access road is a single lane road that narrows adjacent to a lightwell at 25c Frognal. The lane is a cul-de-sac and opens out at the end to a number of lock-up garages as well as being the access road to two existing detached dwellings (No. 25b & 25s Frognal) These properties do not own the lane but they do have a right of access over the lane.

We are aware of the proposed Healthy School Street zone scheme which may be implemented shortly and would restrict traffic from 8am – 9am and again 3pm – 4pm Monday to Friday during term time. If this does come to fruition during the project then we will ensure that all operatives and deliveries adhere to the guidelines.

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).

A start date has not been established as it is subject to this CMP approval however we anticipate a 52week overall programme as per the Outline Gantt chart below:

[illegible]

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

We confirm that the standard working hours for this site are accepted as the above in accordance with Camden Council and will not be exceeded.

As the application site is close to a number of schools, deliveries will be restricted to between 09:30 and 15:00 Monday to Friday during term time.

In consideration for the neighbours and local residents we will not be working on Saturdays in order to give them a “break” from any construction noise.

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 properties likely to be affected by the activities on site are:

25a, 25b (including garage), 25c & 25e Frognal

29 & 33 Arkwright Rd

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

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

The Redington Frogna! Association is believed to be the closest residents association to the development and will be consulted and made aware of all construction activity during the development.

A letter notifying the occupiers about the potential development and offering to either post or email a copy of the CMP was sent to all the listed properties below:

- Nos. 11-29a (odd) including 25a – 25e Frogna!
- Nos. 14 – 48 (even) Frogna!
- Nos. 27b to 47 (odd) Arkwright Road
- University College School
- Redington Frogna! Association (www.redfroghampstead.org)
- Hampstead Conservation Area Advisory Committee
- The Heath & Hampstead Society (www.heathandhampstead.org.uk)
- Ward Councillors – Henry Newman, Andrew Parkinson and Gio Spinella

Prior to the submission of the planning application in November 2018 letters of consultation were sent out to local residents describing the development proposals and offering a copy of the Draft CMP. Seven requests were received for copies of the CMP. No comments on the CMP were subsequently received.

From April to October 2019 numerous comments were lodged in response to the submission of the planning application, including some relating to construction operations that might be more relevant to the CMP, but generally referring to the noise and disruption of building work. One comments on the proposal to use a conveyor to remove spoil from the site, running along the side of no.29 to exit via Arkwright Road. This proposal has been removed from the current version of the CMP.

Comments received following submission of the CMP for the Garages site in January 2020 are relevant; notably clarification of traffic control measures, site access to be generally via the lane rather than Arkwright Road and to consider a reduction in working hours to ease noise and disruption. These points have been addressed in the current version of the Gardens CMP.

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 is our intention to ensure that neighbours are kept up to date with construction progress, by way of a newsletter detailing upcoming elements on site, such as:

- Detailed programme of upcoming works
- Details of times and durations of particularly noisy, dusty work which may impact on the neighbours.

On commencement of work on site, the site manager will make himself known to neighbours and leave his contact number so any concerns can be raised and potential problems can be mitigated as soon as possible.

As mentioned above we will arrange a meeting with all the neighbours, and form a Construction Working Group in order to minimize the disruption and complete the project swiftly.

The private lane off Frognal provides access to two related sites – the Gardens site has approval for two houses in the rear of 29-33 Arkwright Road and the Garages site replaces two garages with a single house. A CMP has been approved for the Garages house and work has started. However construction is currently suspended whilst agreements are finalised with Network Rail. (A train tunnel runs below the garages and also 25B Frognal).

It seems unlikely that works to both sites will be able to proceed simultaneously however there is a possibility that operations may follow sequentially to improve efficiency, avoid the need to set up two separate sites and reduce overall construction time for all three houses. It therefore makes sense to integrate the operational potential (access, storage etc) offered by each site. At this stage we do not envisage primary elements of construction, for example structure, to proceed on both sites at the same time but ideally to move in sequence from Gardens site to Garages site.

This will become clearer when agreements are completed and a firm programme can be formulated for continuation of the Garages work. CMPs for both sites can be updated accordingly

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.

Amirilan Contractors Ltd have registered with Considerate Constructors Scheme with their reference number being C2991

They have reviewed the “Guide for Contractors Working in Camden” available on your website and will comply with the requirements set out within.

Garages Adjacent 25b & 25e Frognaal – 2015/6231/P

The private lane off Frognaal provides access to two related sites – the Gardens site has approval for two houses in the rear of 29-33 Arkwright Road and the Garages site replaces two garages with a single house. A CMP has been approved for the Garages house and work has started. However construction is currently suspended whilst agreements are finalised with Network Rail. (A train tunnel runs below the garages and also 25B Frognaal).

It seems unlikely that works to both sites will be able to proceed simultaneously however there is a possibility that operations may follow sequentially to improve efficiency, avoid the need to set up two separate sites and reduce overall construction time for all three houses. It therefore makes sense to integrate the operational potential (access, storage etc) offered by each site. At this stage we do not envisage primary elements of construction, for example structure, to proceed on both sites at the same time but ideally to move in sequence from Gardens site to Garages site.

This will become clearer when agreements are completed and a firm programme can be formulated for continuation of the Garages work. CMPs for both sites can be updated accordingly

49 Fitzjohn's Avenue – 2017/4895/P

Delivery vehicles would have to pass this site so it has been flagged as being of note. However, Fitzjohn's Avenue is a relatively wide street so it is not considered that any great conflict would arise from our vehicles passing. Its presence will be referenced to all delivery drivers to exercise additional caution when passing any stationary construction vehicles.

2016/2648 – 23 Netherall Gardens

This application has been granted subject to a Section 106 Agreement. We will monitor site and should site setup begin we will arrange to meet the site manager and co-ordinate accordingly.

Ongoing liaison between any identified, and possible additional sites that may come forward during the course of the application process, will take place. The Main Contractor will ensure that disruption is kept to a minimum with all possible coordination between sites taking place.

The community liaison representative will work with these sites to ensure that the impact of the construction traffic is minimised at a point when planning permission is in place and a firmed-up schedule of when works may start is known.

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:

Amirilan Contractors Ltd

Unit 3 London Business Park
715 North Circular Road
London, NW3 7AH

0208 450 9400

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](#)).

To ensure that the site is compliant to the CLOCS Standard throughout the construction period, the Principle Contractor has committed to undertake the following activities:

- To make it a contractual requirement for all contractors and subcontractors who will undertake construction vehicle movements to have:
 - FORS Bronze accreditation as a minimum. FORS Silver or Gold operators will be appointed where possible.
 - Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (eg. SUD, e-learning, Van Smart, on-cycle training etc).
- Checks of FORS ID numbers will form part of the standard site checks and will be carried out as per an appropriate risk scale.
- Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. Results from these checks will be logged and retained, and, if appropriate, enforced upon accordingly.
- Collision reporting data will be requested from operators and acted upon where necessary

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:

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

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

Site Traffic

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

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

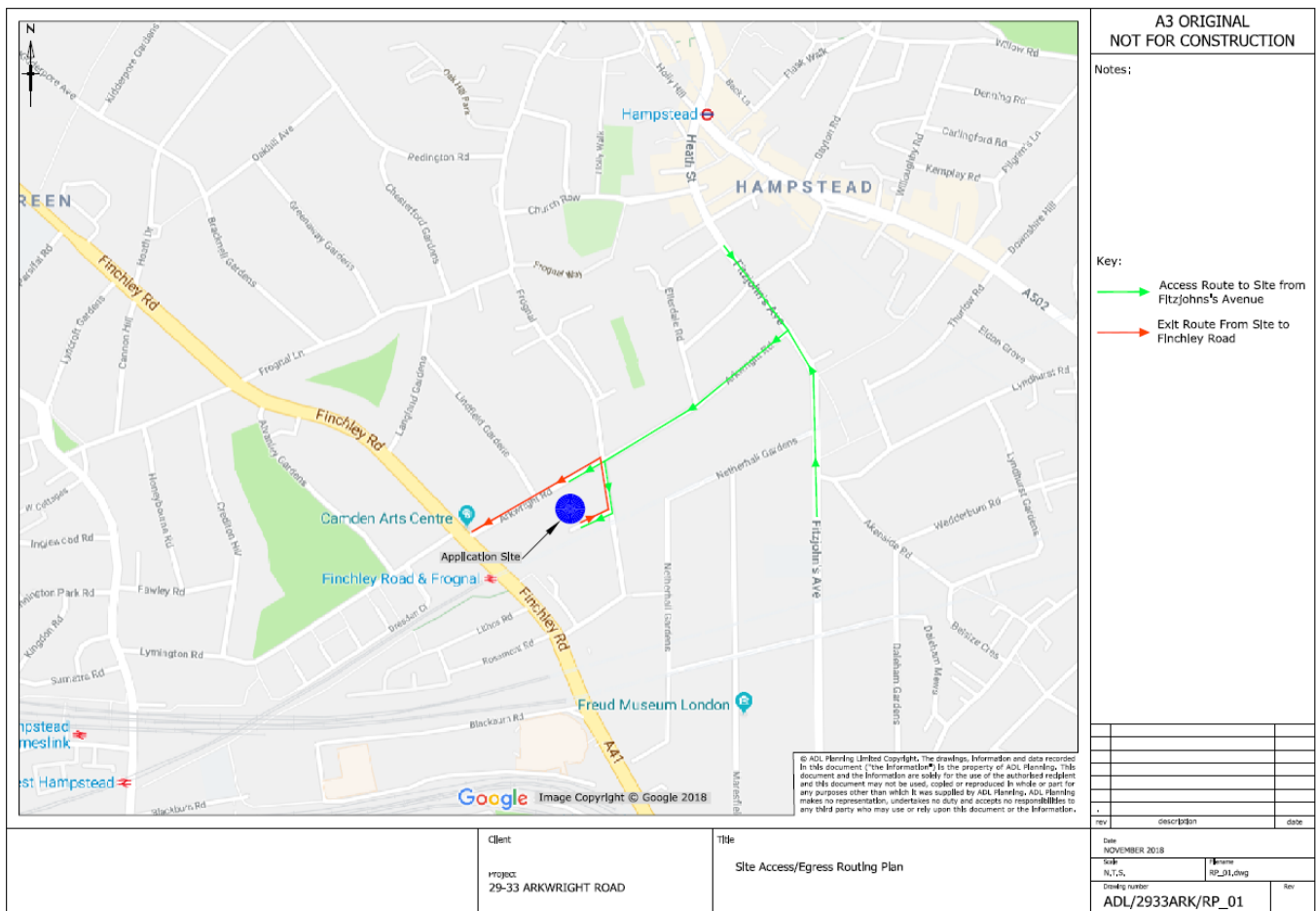


Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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.



The Proposed routes are:

- Vehicles will approach the site by traveling south or north along the B511 before turning right or left as appropriate into Arkwright Road then turn left at the junction with Frognal, Vehicles will proceed down Frognal before turning right into the lane.
- They will continue down the lane to the loading/unloading area. Vehicles will park in this area. There is sufficient room outside the garages for the vehicles to turn around in order to leave the lane in forwards gear.
- Vehicles will proceed up the lane in forwards gear where they will turn left back onto Frognal before turning left again to proceed down Arkwright Road to Finchley Road where they will exit either left or right and proceed out of the Borough.

The proposed route has been selected to minimise the time spent on residential streets and is the most direct route that avoids as many of the local schools as possible. Consideration has been given to alternative routes to the site that would avoid the need to directly pass University College Senior School, however this would require additional time spent on more minor streets, some of which have weight restrictions on delivery vehicles.

In recognition of the proximity of the school, as detailed elsewhere in this document, deliveries will be restricted to 9:30-3:00 Monday to Friday during term time.

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.

Sub-contractors, operatives, delivery companies and all known visitors will be provided with a verbal briefing and issued with a copy of the on-site restrictions and routing requirements prior to formal engagement.

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

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

Type of Vehicle	Frequency of Deliveries
Skip Lorry	2/3 exchange per day during 1st week of excavation and 1/2 exchange per two weeks for the rest of the project
3.5t van	1 delivery/ 3-5 days for the duration of the project
Flatbed	1 delivery every 2 weeks for the duration of the project.

Deliveries must be restricted to between 9.30am and 3pm on weekdays during term time due to the proximity of UCS.

The type and method of deliveries will be undertaken by the following:

FRONT OF THE SITE

Removal of Excavation – small wait and load vehicle or a small stationary skip vehicle – dimensions no greater than a light van as depicted in drawing APX/TR_02 (5.8m long by 2m wide).

The spoil removal vehicle will park in the loading/unloading area to the front of the site and spoil will be transferred by wheelbarrow or a small dumper truck. The spoil vehicle may take the form of a wait and load or a small skip lorry.

Access to all other properties and garages to the front will be maintained at all times and movements across the lane will be under the supervision of suitably qualified (Lantra or similar) Traffic Marshalls.

There will be up to 2/3 collection a day during the site preparation phase with the use of ad hoc waste collections throughout the remainder of the schedule. The spoil vehicle will remain on site whilst it is loading. The dwell time for each vehicle will be 1 hour.

Steelwork and other construction materials – Flatbed vehicle

This will be a vehicle with a length up to 5.8m in length with a width of 2m. Maximum weight 4.6, Tonnes. Deliveries of materials will take place throughout the Works Programme. The vehicles will have an estimated off-loading time of approximately 30 minutes for each vehicle. Vehicle engines will be turned off during dwell/discharge time to help with reduction of noise disturbance.

These vehicles will park in the designated loading/unloading bay outside of the Applicant's garages as illustrated in APX-B1.

Deliveries of materials to the front of the site will only take place when the spoil removal vehicle is not present. The Contractor will endeavour to use the front loading area as much as possible to reduce the suspension of the parking bay on Arkwright Road. This has to be balanced with the increase delivery vehicles given the limited size of the vehicle that can access the lane.

There will be 1/2 deliveries of materials a week to the front of the site during the construction and fit-out phases (when the need for a regular waste collection service is no longer so great).

Transit Van - Delivery of small equipment/materials

This will be a vehicle with a length up to 4.8m in length with a width of 2.0m. Maximum weight 3.5 Tonnes. We anticipate on average 1-2 deliveries per week to the front of the site throughout the project with an anticipated dwell time of 30 minutes per vehicle.

REAR OF THE SITE

The draft CMP allowed for a conveyor belt running to the side of no. 29 Arkwright road, however taking into account neighbour comments and concerns during the initial neighbour consultation, we have taken the decision to omit this completely.

Steelwork and other construction materials – Flatbed vehicle

This will be a vehicle with a length up to 8m in length with a width of 2.3m. Maximum weight 7.5 Tonnes. These vehicles will park in the designated loading/unloading bay on Arkwright Road as illustrated in APX-B1. This loading area will be used when deliveries of materials are required when spoil is being removed from the front of the site.

As this area can accommodate a larger vehicle, it is anticipated that there will only need to be a few deliveries as lots of materials can arrive together. The materials can be stored in the front gardens of both nos. 29 and 33 Arkwright Road when necessary. This will help reduce the number of vehicles attending site throughout the duration of the works.

The Contractor will endeavour to use the front loading area as much as possible to reduce the suspension of the parking bay on Arkwright Road. This has to be balanced with the increase delivery vehicles given the limited size of the vehicle that can access the lane.

There will be up to 1 delivery of material a week to the rear of the site during the site preparation phase (when the removal of spoil will be occupying the front loading area).

Delivery of concrete – Specialist small concrete vehicle

The Contractor has a specialist small concrete vehicle that is less than the dimensions of the light van illustrated in APX/TR_02.

The ready-mix concrete will be used for the main construction elements of the buildings. Smaller amounts of concrete can be hand mixed on site where necessary. The delivery of materials for the hand-mixing of concrete will be incorporated into the delivery schedule and storage to the rear of the site.

A mobile pumping unit (1.7mx2m) will be needed to pump the concrete to the site via a pipe. The pipe will be laid on the lane from the loading area and will be covered with ramping as required to maintain level access for all other users. This will not inhibit their access along the lane.

There will be a maximum of 3 concrete deliveries a day during the construction phase of the works. They have an off-loading time of 1 hour per pour. Engines will be switched off where possible to reduce noise disturbance.

Transit Van - Delivery of small equipment/materials

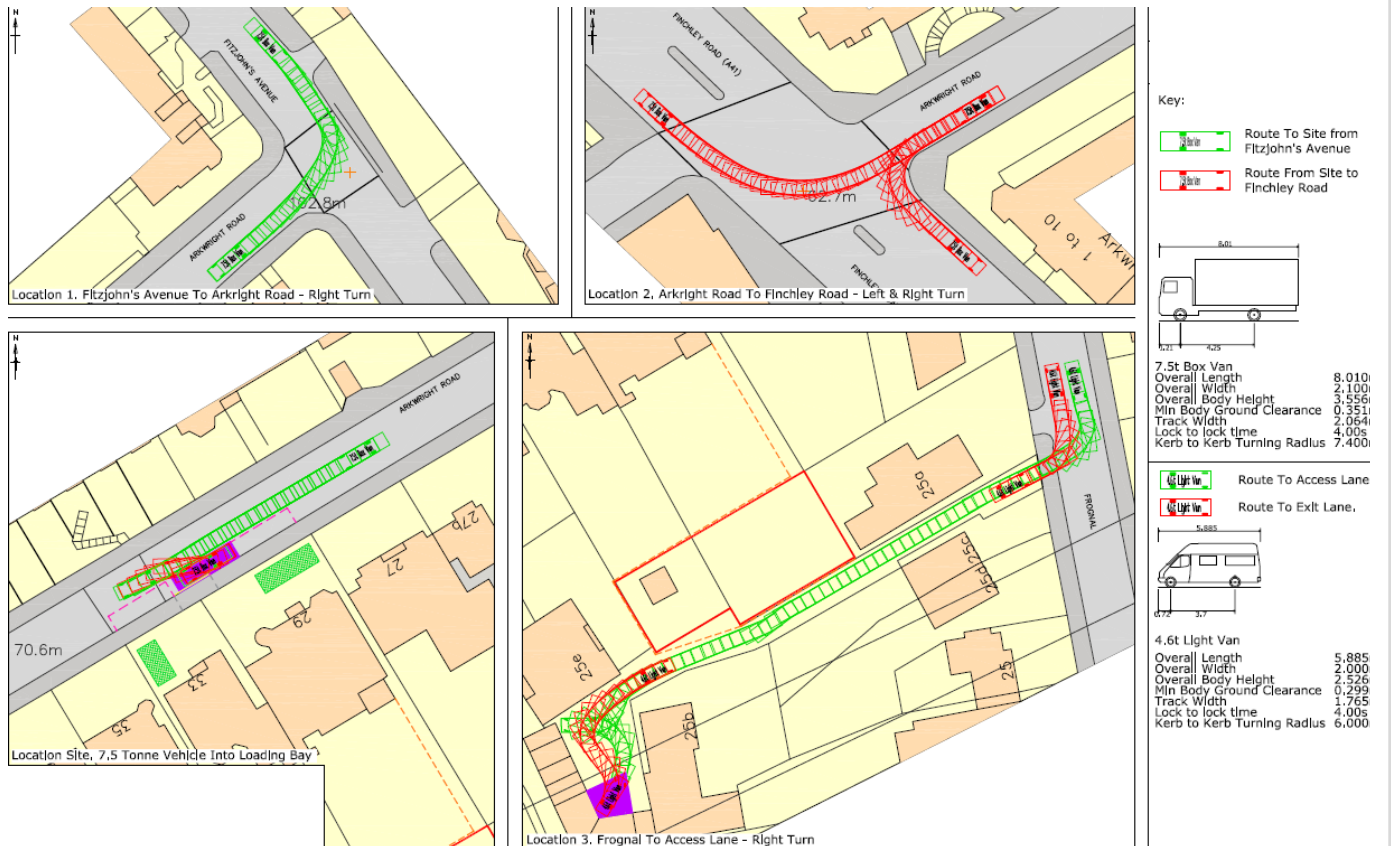
This will be a vehicle with a length up to 4.8m in length with a width of 2.0m. Maximum weight 3.5 Tonnes. We anticipate on average 1-2 deliveries per week throughout the project with an anticipated dwell time of 30 minutes per vehicle.

It may be the case that the rear of the site will not need to accommodate transit van deliveries as these can all take place from the front loading area. However, there may be occasions when spoil is being collected, so the loading area at the rear will need to be utilised. The transit vans can be accommodated on the single yellow line so there will be no need for a parking bay suspension.

b. Cumulative effects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

As detailed in Q14, if any new developments begin, the main contractor will make contact and all steps will be taken in order to ensure no conflict arises.

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



Truck information

6m³ Truckmixer



Length = 8.7m
Height = 3.75m
Width = 2.55m
Chute = 2.75m

A fully loaded 6m³ truck will weigh approximately 26 tonnes, depending on the type of concrete.



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.

Materials will be held at the builder's merchant yard or the Company's yard, until they are needed for the build and only called on when required and the delivery can be scheduled in.

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.

The main contractor will make every effort to minimise deliveries by using the company van to collect material from several suppliers mitigating the need for several deliveries.

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).

All vehicle's will switch off their engines whilst at the site unless they are required for operation. This reduces both the potential for noise and pollution impacts.

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.

There is no vehicle access on site

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

There are no vehicles on site however the movement of the mini piling rig and the mini digger will be monitored by a suitably qualified (Lantra or similar) Traffic Marshall to ensure the safety of other road users. These items will be delivered to the front of the site so it is unlikely that they will encounter other traffic. However, right of way will be given to other road users before the items are driven into site via the entrance gates as illustrated on APX-B1.

When vehicles are driving up and down the lane, a Traffic Marshall shall be positioned at both the top and the bottom to ensure that the lane is clear for vehicle movement. Priority will be given to other road users. To the rear of the site, all deliveries will be driven into the loading area under the supervision of a suitably qualified (Lantra or similar) Traffic Marshall to ensure that the free flow of vehicular traffic is maintained along Arkwright Road and pedestrian and cyclist safety is monitored.

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.

As above there are no vehicles on site, swept path drawings provided above for movement along the route to site.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

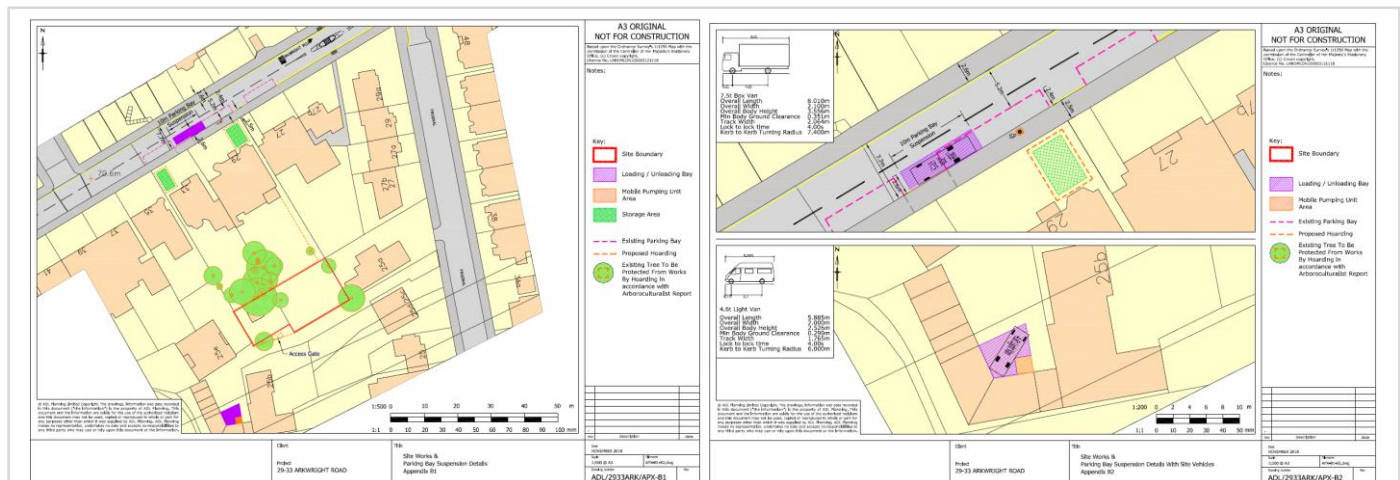
It is not anticipated that wheel washing facilities will be needed as no vehicles are entering the site directly. However, there will be a Jet wash to wash any mud brought by delivering Vehicles which may have been on a different site that day. Care will be taken to ensure that no debris is transferred to the lane or the public highway, should this occur, it will be removed without delay by the site operatives.

The main contractor will monitor the condition of the highway and footpaths at the end of the lane adjoining Froggnal regularly and clean up any construction debris.

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.



Please see above plan APX-B1/2 illustrating the two designated loading/unloading areas; one to the rear of the site on Arkwright Road and the other to the front in the lane.

Spoil will be transferred to a wait and load lorry located to the front loading area. The loading area is situated directly outside two lock-up garages owned by the Applicant so full access will be maintained to all other owned garages and the two properties already built within the lane. The front loading area does not require the suspension of any parking bays.

A suitably qualified (Lantra or similar) Traffic Marshall will be present to the front of the site at all times to ensure all movements between the site and the loading/unloading area are carried out safely and that priority is given to any other road users to reduce any disruption.

To the rear of the site, it is proposed, as illustrated in APX-B1, to use the single yellow line and part of the resident's parking bay outside nos. 29 and 33 Arkwright Road as the loading/unloading area. In order to safely house the largest construction vehicle, a 5m length of residents parking bay will be required. This temporary suspension will only be in place during site operating hours and will be lifted outside of these times and the bays returned to general use. There may be times when only smaller vehicles will be visiting the site. During these times, the temporary parking suspension will not be needed as they can be contained on the single yellow line.

There are a number of trees both within the site and in the immediate area. All relevant trees will be hoarded in accordance with the recommendations of the Arboriculturist engaged on the project to ensure that the construction works do not damage them. The hoarding details in the CMP drawings are illustrative only and the exact methods of protection will be as laid out by the Arboriculturist.

See Q12 & Q14 above for further explanation regarding the two sites.

At this stage it is reasonable to take advantage of the facilities offered by both and incorporate the loading area indicated on drawing APX-B1/2 for the construction of the Gardens houses. This limits the effect on the public roads (Frognal & Arkwright Road) and contains operations to the end of the private lane where disruption to immediate neighbours can be minimised.

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.

A suitably qualified (Lantra or similar) Traffic Marshall will be present at all times to ensure the free flow of pedestrian movement and to prevent injury to the public and workers. Materials will only be carried across the pavement when it is safe to do so and pedestrians will be given full priority.

Street Works

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

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

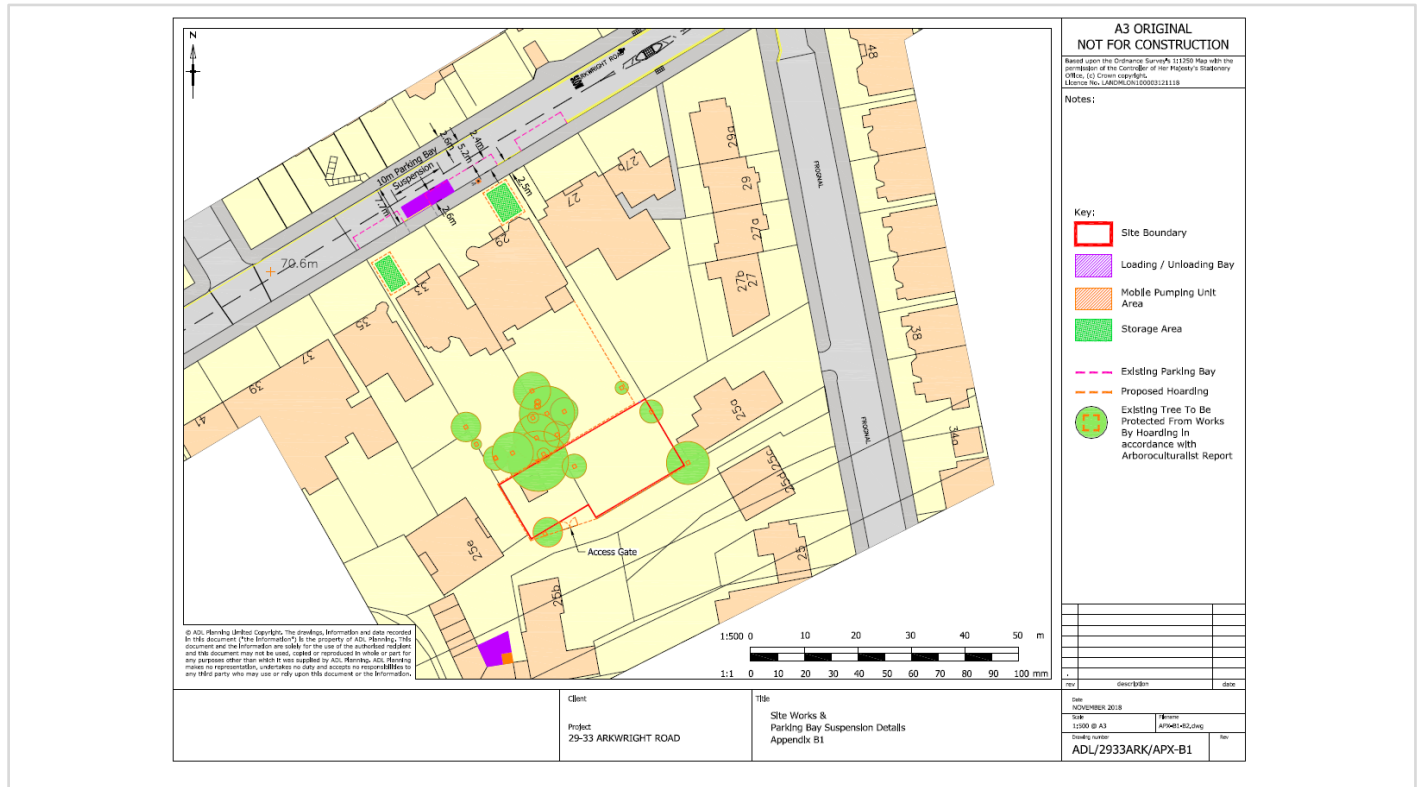
Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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

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

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.



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

Please see drawing APX-B1 for details of the temporary parking bay suspension that will be required.

As detailed above, the majority of the loading/unloading area to the rear on Arkwright Road will be housed on the single yellow line with up to 5m of parking bay required when the largest vehicle is attending site.

The exact times and durations of the parking bay suspension will be communicated to the Council via the appropriate highways licence process. These times will be kept to the absolute minimum necessary to keep the disruption to the available parking in the area to a minimum.

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 necessary to occupy the public highway to facilitate this development.

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.

It is not necessary to undertake any highway works to facilitate this 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.

It is not required to close the footway. As detailed above, materials will be carried to site from the loading/unloading area in the lane, vehicles will be under the supervision of suitably qualified (Lantra or similar) Traffic Marshalls who will ensure the safety of all other road users.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those

with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

No items are required that would occupy the public highway.

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

No items are required that would overhang the public highway.

27. Services

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

The new dwelling will need to be linked to existing services. As two new dwellings have been built in the vicinity of the site and have their sole access down the lane, it is envisaged that connections will be possible from these existing services.

No discussions have taken place with any utility companies. This document will be updated accordingly once agreements have been made.

Environment

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

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

The construction methodology will aim to keep all noise to a minimum. All machinery will be the quietest available to the contractor and will be fitted with effective exhaust silencers.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

Noisy activities:

- Piling
- Breakout of hard material
- Digging of foundations

These noisy works will only take place between the hours of:

8am – 6pm Monday to Friday

However, where possible these works will take place towards the middle of these periods.

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.

No noise survey has taken place in respect of the construction activity at the site. The Applicant commits to undertaking such a survey post approval and prior to works starting on site. This report will be updated to include the results and a copy provided to the Council.

Noise levels from construction during the working day will be monitored against indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area.

Apart from a micro-excavator such as the JCB 8010, it is anticipated that only handheld tools will be used. The hoarding around the site will prevent emissions to neighbouring properties.

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

It is not anticipated that noise levels will exceed indicative 75dB action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential area. Monitoring will be undertaken to ensure compliance with this recommendation.

Where the measured noise levels are more than 3 dB (A) above the maximum indicative 75dB action level or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so.

Vibration is not predicted to be an issue in light of the nature of the proposed works.

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 recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be specified for adoption by the contractor, and its sub-contractors. Vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms⁻¹ PPV for potential disturbance in residential)

The following methods of mitigation will take place:

- All hand operated tools and equipment shall be effectively silenced and will bear the manufacturers guaranteed maximum sound level generated.
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum.
- The hoarding erected around site will also help to reduce noise transmission.
- All plant and machinery will be fitted with silencers and where hydraulic hammers are used they will be fitted with bafflers as per BS 5228-1: 2009.
- The compressors will be positioned to reduce noise transfer to neighbouring properties.
- Pneumatic tools will be fitted with silencers or mufflers.
- Electrically powered tools will be used where possible.
- No personal audio equipment will be allowed on site e.g. radio.
- Visual assessments on dust levels will be taken on a daily basis by the works manager and recorded in the site diary.
- Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

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

All senior staff employed by Amiran Contractors are familiar with the BS 5228:2009 Code of Practice and will take all necessary steps to ensure that the works are conducted in accordance with the requirements.

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

Dust prevention is included in the method statements for all activities where dust is a risk.

The method statements are reviewed on site to ensure they are effective. Further information is contained in the Air Quality Assessment below:

Noise and Dust Risk Assessment

29-33 Arkwright Road

Step 2A - Dust Emission Magnitude

Activity	Dust Emission Magnitude
Demolition	Small (total volume demolished <20,000m ³)
Earthworks	Small (total site area <2,500m ²)
Construction	Small (total building volume <25,000m ³)
Trackout	Small (<10HDV trips in each day)

Step 2B – Sensitivity

Summary of Sensitivity Assessment

Receptor Sensitivity	Sensitivity of the Surrounding Area			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium	Medium	Medium	Medium
Human Health	Low	Low	Low	Low
Ecological	Low	Low	Low	Low

Step 2C – Define Risk

	Demolition	Earthworks	Construction	Trackout
Dust	Low	Low	Low	Low
Health	Negligible	Negligible	Negligible	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

The following specific actions are to be undertaken to mitigate the potential dust issues:

- Use of dust sheeting where required
- Water spray to suppress dust
- All stockpiles of materials (including waste) shall be covered when not in use to prevent them being blown from the area
- Removal of spoil as soon as possible.
- Well managed and maintained site
- Dust extractors or water spray to be used for cutters and saws
- Prefabricated and pre-cut materials used where possible.
- Regular inspections by senior staff to embed and ensure good practice.

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.

It is not anticipated that significant amounts of dirt or dust will be spread on to the public highway. All spoil will be removed from the lane which is a private road. However, the Applicant is committed to ensuring that it is kept clean and tidy and any spoil that does make its way onto the road, will be removed immediately.

A clean-up, removing all debris and visible litter, will be undertaken at regular intervals throughout the day and at the end of day in order to ensure the outside of the site and highway remains in good order.

A Road Sweeper will be hired and used daily to maintain the highway, as well as a jet wash station at the edge of site to wash away any mud left by vehicles when delivering.

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

Details of the monitoring arrangements are above.

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.

The risk assessment in line with GLA Policy has been undertaken

The final risk ratings of the 4 phases by risk type is below:

	Demolition	Earthworks	Construction	Trackout
Dust	Low	Low	Low	Low
Health	Negligible	Negligible	Negligible	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

The mitigating actions recommended by the policy are detailed above in sections demonstrating how dust and vibration will be managed on site. These are also further detailed in the Air Quality Assessment.

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

The site will implement the appropriate mitigating factors for the established risk level of the site. These measures are set in the sections above and are compliant with the GLA Policy.

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

The site is not high or medium risk, so this is not applicable.

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).

As works commence control measures will be implemented if required.

Control measures would include:

- Capping of drainage systems will be carried out where appropriate to isolate old redundant sewers /drains.
- Redundant drains and sewers will be grubbed out and the connection with the sewer effectively sealed.
- Live sewer connections will be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers.
- To prevent rat egress from live drains and sewers to new systems, the live systems will be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.
- Pest monitoring and baiting programmes will be, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene the Health and Safety at Work Act 1974.
- Sewers and drains will be cleared of any remaining building debris.
- While carrying out the connection of new drains to the existing system, any exposed drain shall not be left overnight without capping with a drain stopper to prevent any rodents using the drain runs.
- Contractors will ensure that the construction site is kept as clear and tidy as possible.
- Accumulations of surplus or damaged building materials can act as harbourage for pests, and should be removed and disposed of promptly and safely.
- Construction staff will not leave food debris on site as this will encourage pests to become established.

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

As this is a newbuild, no asbestos survey is required.

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

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

Operatives will not be allowed to loiter around the perimeter of the site during breaktimes.
There will be designated smoking areas and waste will be removed daily.

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

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

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

From 1st September 2015

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

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

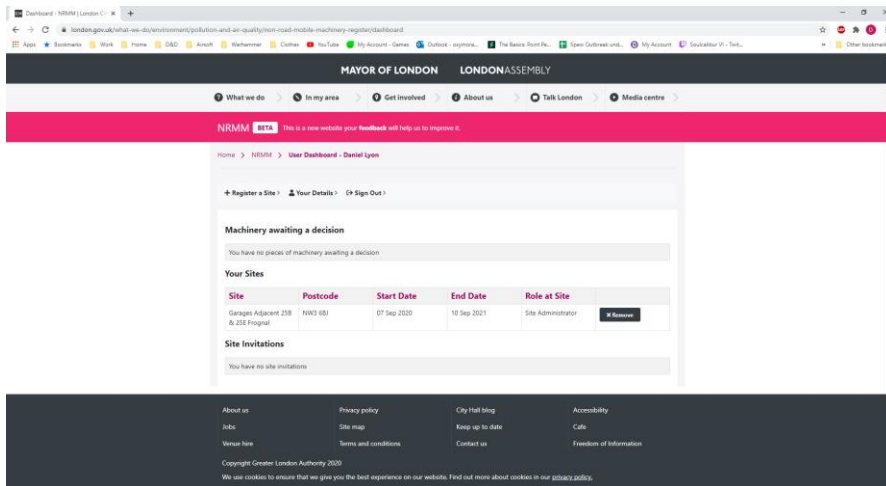
From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): **Anticipated start date unknown as no section 106 and CMP has been agreed yet. The build time is expected to be 12 months.**
- b) Is the development within the CAZ? (Y/N): **No**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **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: **See Screenshot below**



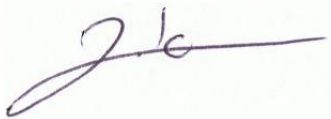
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: **Y**
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: **Y**

 SYMBOL IS FOR INTERNAL USE

Agreement

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

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



Signed:

Date: 20th July 2020

Print Name: Amir Rei

Position: Director

Please submit to: planningobligations@camden.gov.uk



End of form.