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**CONSTRUCTION / DEMOLITION  
MANAGEMENT PLAN**

pro forma

**(CMP)**

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**ALMAX GROUP**

**St John's Wood Park  
Ref: 2018/4763/P**

*Revision 04*

*13 August 2020*

# Contents

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
06 July 2020	01 (Submit)	GPF Lewis PLC – D Musselwhite
13 July 2020	02 (Rev)	Amends with Almax [D Musselwhite]
15 July 2020	03 (Rev)	Amends with Simplyplanning [D Musselwhite]
13 August 2020	04 (Rev)	LBC & consultation Feedback Incorporated (D Musselwhite)

## Additional sheets

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

Date	Version	Produced by
06 July 2020	With CMP	Appendix A - Site Location Plan
06 July 2020	With CMP	Appendix B - Floor Plans & Elevations
06 July 2020	With CMP	Appendix C - 3D Visuals
06 July 2020	With CMP	Appendix D - Programme of Works
06 July 2020	With CMP	Appendix E – Other Local Sites
06 July 2020	With CMP	Appendix F – Vehicle Routing (Wider Context)
06 July 2020	With CMP	Appendix G – Vehicle Logistics
06 July 2020	With CMP	Appendix H – Swept Path Drawings
06 July 2020	With CMP	Appendix I – Site Arrangements
06 July 2020	With CMP	Appendix J – Street Views
06 July 2020	With CMP	Appendix K – Visuals for Welfare Arrangements
06 July 2020	With CMP	Appendix L – Scaffold (Welfare and Access)
06 July 2020	With CMP	Appendix M - Utilities
06 July 2020	With CMP	Appendix N – Scaffold Design
06 July 2020	With CMP	Appendix O – Acoustic Report
06 July 2020	With CMP	Appendix P – Air Quality Assessment
06 July 2020	With CMP	Appendix Q – Pest Control
06 July 2020	With CMP	Appendix R – Asbestos Survey
06 July 2020	With CMP	Appendix S – NRMM Registration
06 July 2020	With CMP	Appendix T – Considerate Constructors Registration
06 July 2020	With CMP	Appendix U – Vehicle Data Sheets
06 July 2020	With CMP	Appendix V – Proposed Tower Crane
13 August 2020	With CMP	Appendix W – Signed Addendum

# 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.

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

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

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

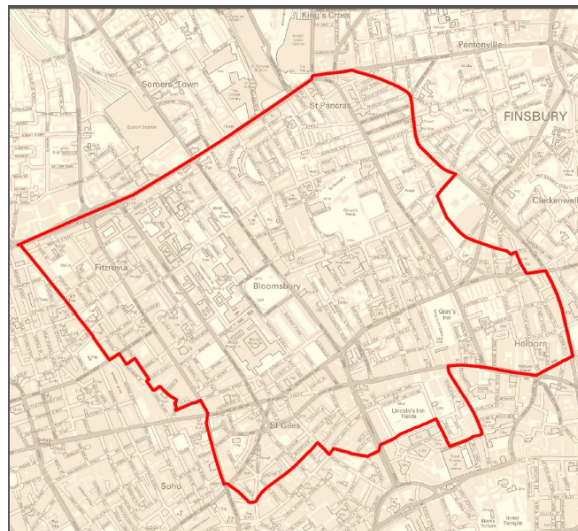
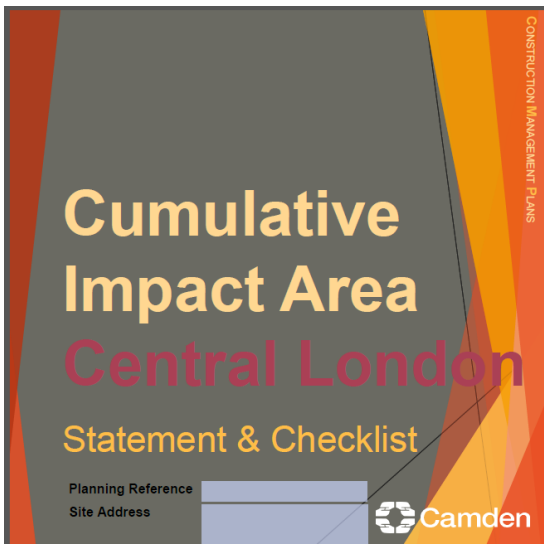
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

**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>

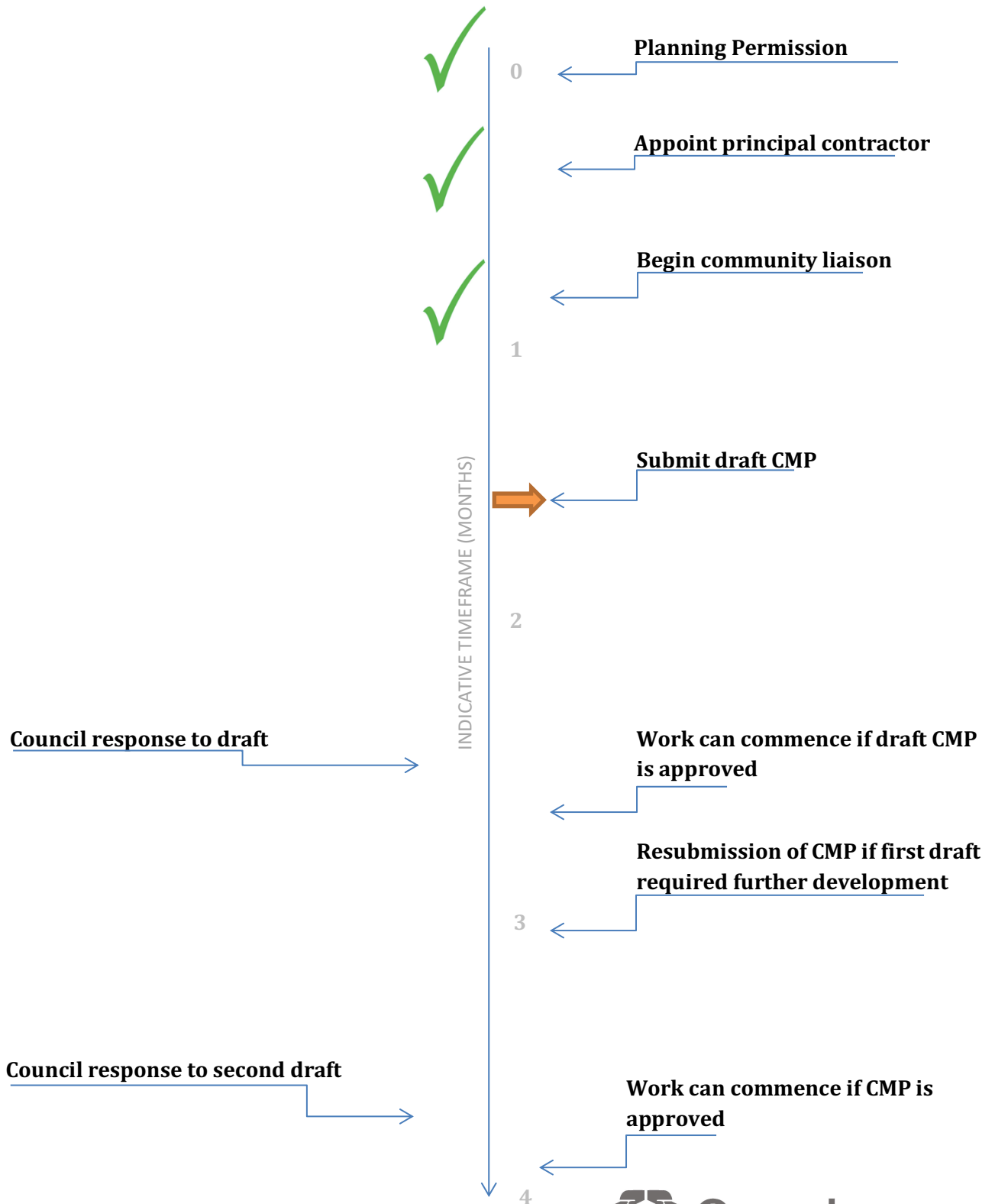


**GPF Lewis PLC note that the proposed St John's Wood Park project does not fall within a Cumulative Impact Area.**

# 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 adjacent to 1 St John's Wood Park, London, NW8 6QS.](#)

Planning reference number to which the CMP applies: [2018/4763/P](#)

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

Name: [Dan Musselwhite \(GPF Lewis – Contracts Manager\)](#)

Address: [GPF Lewis PLC, 3<sup>rd</sup> Floor, Twenty Baltic, 16-22 Baltic Street East, London, EC1Y 0UL](#)

Email: [dan.musselwhite@gpflewis.co.uk](mailto:dan.musselwhite@gpflewis.co.uk)

Phone: [07595 389 832](tel:07595389832)

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: [Tony Sones \(GPF Lewis – Project Manager\)](#)

Address: [GPF Lewis PLC, 3<sup>rd</sup> Floor, Twenty Baltic, 16-22 Baltic Street East, London, EC1Y 0UL](#)

Email: [tony.sones@gpflewis.co.uk](mailto:tony.sones@gpflewis.co.uk)

Phone: [07825 415 838](tel:07825415838)

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: [Tony Sones \(GPF Lewis – Project Manager\)](#)

Address: [GPF Lewis PLC, 3<sup>rd</sup> Floor, Twenty Baltic, 16-22 Baltic Street East, London, EC1Y 0UL](#)

Email: [tony.sones@gpflewis.co.uk](mailto:tony.sones@gpflewis.co.uk)

Phone: [07825 415 838](tel:07825415838)

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: [Martin Fry \(GPF Lewis – Construction Director\)](#)

Address: [GPF Lewis PLC, 3<sup>rd</sup> Floor, Twenty Baltic, 16-22 Baltic Street East, London, EC1Y 0UL](#)

Email: [martin.fry@gpflewis.co.uk](mailto:martin.fry@gpflewis.co.uk)

Phone: [0845 257 3612](tel:08452573612)



# 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 development is an approximately 350 sq/m plot of land adjacent 1 St John's Wood Park, 1-mile South of Hampstead, North-West London. The site is located within a primarily residential area and is bounded by housing on all sides. The location of the site in the wider area is shown below. 322m from Finchley Road, 147m from Adelaide Road, 121m from Boundary Road, 5 minute walk to Swiss Cottage tube station, 9 minute walk to South Hampstead tube station.



The main access to the site is via St John's Wood Park which connects to Adelaide Road (B509) in the North and Queen's Grove to the South-East.

The development relates to the construction of a 6-storey block with basement, comprising of 9 residential units (2, 3 and 4 bed units). The existing site is vacant.

**This CMP is prepared and issued in compliance with Section 106 agreement dated 25 November 2019 (CLS/COM/1800.344), Section 4.3.**

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 development relates to the construction of a 6-storey block with basement, comprising of 9 residential units (2, 3 and 4 bed units). The existing site is vacant.

The site is within a primarily residential area with close proximity to neighbouring properties. Site facilities will require a scaffold gantry with a crane and hoist for material movement.

Party wall agreements will be required to facilitate the works (inc scaffold).

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).

Enabling works phase (Preparatory Operations) Start: **14 September 2020**

Enabling works phase (Preparatory Operations) Finish: **20 November 2020 (10 weeks)**

Main Works Start: **23 November 2020**

Main Works Finish: **25 February 2022 (66 weeks)**

Please find attached supporting programme of works – **APPENDIX D.**

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

It is proposed that the site hours will be:

**08:00 – 18:00 – Monday to Friday.**

**08:00 – 13:00 = Saturdays.**

No Sunday or Public Holiday working is anticipated.

GPF Lewis are regularly reviewing site working parameters in light of the COVID-19 pandemic and are extending working hours by agreement with Local Authorities as appropriate. At the time of submitting this CMP no extended hours are requested however this will be reviewed if necessary and we will contact Camden using the correct procedure.

# 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.

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## Cumulative impact

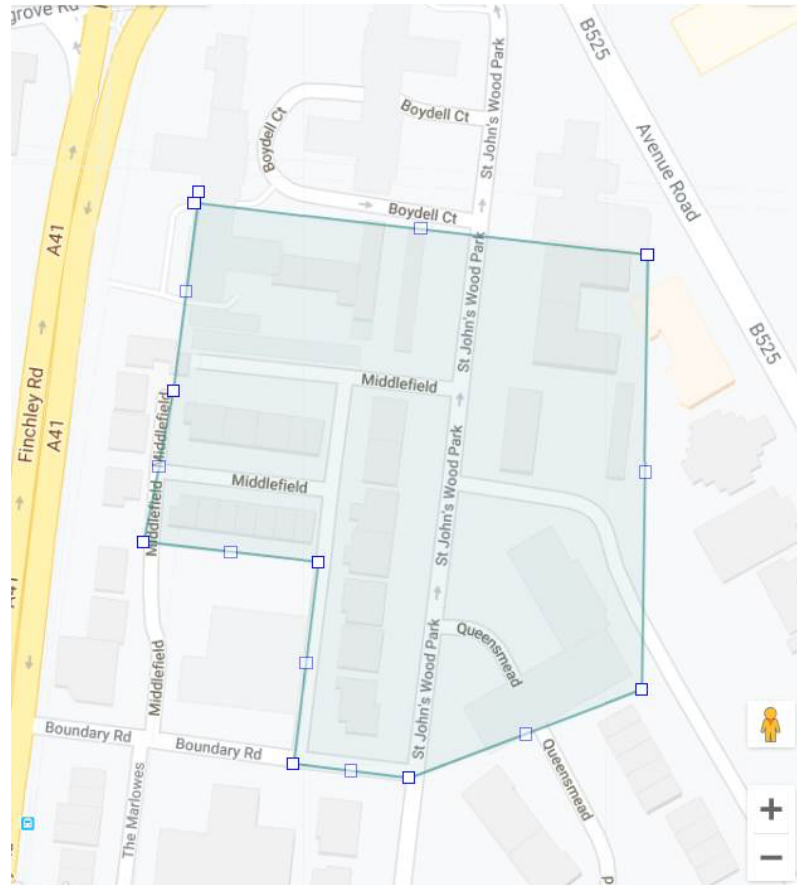
Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

**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.).

We anticipate that the nearest potential receptors will be those within approximately 50m of the site boundary, as shown in the drawing below.



The receptors are those on St John Wood Park, Middlefield and Queensmead.

## 11. Consultation

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

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

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all

the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

The draft CMP has been uploaded to an online portal/website for local receptors to access ([www.park-one.co.uk](http://www.park-one.co.uk)). The website will be used to provide regular updates to the community and the site provides the function for feedback and comments to be provided.

A letter-drop has been carried out advising of how to access the CMP to allow local residents, businesses and groups to review the proposed works and arrangements and provide comment / feedback. We recognise that the community liaison progress would ordinarily occur first and comments would be incorporated into the CMP, however, owing to the unprecedented time we are in the draft is being submitted in parallel with the consultation process.

The Project Team will review all comments received on the CMP and ensure these are factored into the arrangements going forward. The consultation process is expected to conclude on **30 July 2020**.

## **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.

We do not anticipate that these works will be particularly contentious however we will be initiating community liaison to ensure a smooth operation throughout and to action any construction works community issues that are raised. Our Project Manager, Tony Sones, will be designated as our Community Liaison coordinator and we will be producing newsletters to circulate.

The newsletters will be delivered to those identified above and they will also be displayed on our site hoarding. We anticipate quarterly newsletters.

In addition, and as above, the dedicated project website ([www.park-one.co.uk](http://www.park-one.co.uk)) is being communicated to the local community via an introduction letter and will help form a working group where regular updates relating to the project will be issued and comments can be input by the community. This will provide the local community a direct point of contact for the project.

### 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.

GPF Lewis is committed to ensuring the construction industry image is managed and improved and has a companywide process of registering all sites with the Considerate Constructors Scheme. We have registered the site with the Considerate Constructors (enhanced). Reference: SRO15577. **See Appendix T.**

GPF Lewis PLC confirm that we have read and understand the Guide for Contractors Working in Camden. We can also utilise our past-experience of delivering works in Camden and compliance with previous CMP's.

### 14. Neighbouring sites

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

The Camden Planning Team have advised that there are two other projects within a 50m radius, both of which are very small housing refurbishments with very little negative impact on the surround infrastructure. **See Appendix E.**

The two projects are:

**App No:** 2015/5241/P

**Address:** 17 Middlefield, London, NW8 6ND.

*And*

**App No:** 2013/3003/P

**Address:** 23 Middlefield, London, NW8 6ND.

We don't anticipate any adverse effects from these two projects.

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

## CLOCS Contractual Considerations

15. Name of Principal contractor:

GPF Lewis PLC.

3<sup>rd</sup> Floor, Twenty Baltic, 16-22 Baltic Street East,

London, EC1Y 0UL



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](#)).

### **Contracts**

FORS Bronze accreditation as a minimum will be a contractual requirement, 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 (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module OR Work-Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.). CLOCS Compliance will be included as a contractual requirement.

### **Desktop checks**

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

### **Site checks**

Checks of FORS ID numbers will form part of the periodic 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. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when 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 GPF Lewis PLC meets the CLOCS requirements and will pass all relevant information onto the supply chain.

We have read and understand the CLOCS standard and will include this in all contracts to contractors and suppliers.

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

## Site Traffic

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

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

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

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

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

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

Please find attached the appended site access diagrams.

To access the site for loading/unloading we propose to use the existing drop kerb zone and three suspended parking bays to keep vehicles off the main carriageway.

Further access and egress details are contained in the appended diagrams along with swept path diagrams and logistics plans.

**See Appendix A, F, G, H, I, J, K, L, and U for full details.**

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.

The GPF Lewis supply chain and sub-contractors will be informed of the site logistics plans and constraints local to the project. All orders will include our logistics plans and the supply chain will have to confirm they have read and understood the access methodology before contracts become live.

Our supply chain and sub-contractors are well-versed in undertaking construction works in/around London and understand the complexities associated.

All vehicles approaching site are to pre-inform our Project Manager prior to arrival and all deliveries are only permitted if pre-arranged. No unannounced arrivals will be accepted.

Once onto site, all operatives will be given a GPF Lewis induction which will re-emphasise all necessary constraints. This will also include reference to the latest recommendations relative to COVID-19.

Deliveries will be scheduled to avoid peak times wherever possible to minimise disruption.

**See Appendix A, F, G, H, I, J, K, L, and U for full details.**

**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

- Tower Crane (1 delivery after 2-months & 1 collection after 9 months).
- Skip loader (2 per week for the duration of the project).
- Muck away lorries (5 per day for the first 4 months)
- Concrete mixer/lorries (20 per week for the first 8 months of the main works).
- Concrete pump (1 per week for the first 8 months of the main works).
- General deliveries on 7.5T flat-bed (5 per week for the duration of the project).
- 3.5T van for general deliveries (5 per week for the duration of the project).

Copies of vehicle specification sheets are appended to this CMP. **Appendix U.**

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.

As described above, there are two sites recorded within a 50m radius of the works which are small refurbishment projects.

We do not anticipate that these projects will have any adverse impacts. Additional coordination between our project and these works is not expected.

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

Please see appended swept path diagrams.

**Appendix H.**

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

We anticipate the need to suspend three parking bays outside the entrance to the site as per the marked-up attachments. This will ensure no vehicles block the main carriageway during loading or off-loading procedures. **See Appendix I.**

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.

Due to its location, the construction site can only be accessed through the road network.

Deliveries will be scheduled to avoid peak times wherever possible to minimise disruption.

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 vehicles will have to turn off the engines while stationary at the site unless required for the specific activity in progress (i.e. concrete mixers). Our banksmen will request this of all vehicles on arrival to the site.

Where possible, electric or hybrid vehicles will be used.

Deliveries will be combined where possible to reduce inefficient journeys.

GPF Lewis will encourage cycling to work.

GPF Lewis will encourage the use of video conferencing where practical.

**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.

As appended, the access to site is indicated. Vehicles entering site will be limited to tipper lorries, which will follow the same swept path analysis as the concrete lorries and will reverse into site to be loaded via excavator and will then exit the site forwards.

All movements will be controlled by the correct marshals and banksmen to ensure that they are completed in a safe and controlled manner. **See Appendix A, F, G, I.**

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.

Please refer to the appended site access and logistics diagrams. **See Appendix F, G, I.**

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.

Please refer to the appended swept path diagrams. **See Appendix H.**

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.

Muck-away works are required for the project during the forming of the new basement. During these works we will utilise grab lorry's and look to avoid contaminating main carriageway vehicles with the site. The areas will be segregated as much as possible. For vehicles that need to access the site we will use a 'loading area' with a hardstanding to reduce the transfer of muck.

Should the loading area be compromised, they will be cleaned using jet washer located within the hoarded area. The access and surrounding travel way will be cleaned regularly depending on the day's activities.

**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 refer to the appended diagrams detailing the arrangements.

**See Appendix F, G, H, I and K.**

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.

Please refer to the appended diagrams detailing the arrangements.

**See Appendix F, G, H, I and K.**



# 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.

Please refer to the appended diagrams detailing the arrangements.

We have provided marked-up local area maps and street-views to help provide a full appreciation for the surrounding network.

**See Appendix A, F and I.**

## 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](#).

We anticipate requiring three parking bays outside the entrance of the site to ensure vehicles can be kept away from traffic routes during loading and off-loading – this is shown in our appended site logistics diagrams. This will be particularly necessary during the groundworks and structural phases. The application for bay suspensions and the necessary payments will be made prior to the works starting on site. **See Appendix G and I.**

## 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.

We have proposed to install a fully designed scaffold gantry to locate our site welfare facilities. This will require scaffold standards are placed on the footpath and the processing of a licence with Camden but will ensure the footpath can be maintained throughout the works

The scaffold will be designed to ensure service covers remain accessible at all times.

The scaffold design will look to bridge the footpath, be double boarded, contain sheeting to control dust and have safety-fans. The scaffold design will be completed and issued to Camden before any works commence on site and the necessary application processed and payments made. Our logistics plans demonstrate our proposed intent for maintaining the

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.

Utilities services to the new building will be connected into site from St John's Wood Park.

Water, electricity, gas, and BT connections will be delegated to the pertinent parties and these will then deal with the Camden Council in matters of licenses/permits – we have attached the service proposals for confirmation.

Sewer connecting will be carried out by GPF Lewis and inspected/signed off by Thames Water. The scope of works for this specific task will comprise the deviation of the sewer run between the existing manhole MH1 and MH2. The new deviation being via a new sewer line along the South boundary between the new manhole MH3 and the existing MH1.

The works also include the extending of the footway along the West side of the site, by removing the existing cross over and reinstating the kerb line and sidewalk.

**See Appendix M.**

## **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.

Please see attached our proposed logistics diagrams. We do not anticipate requiring any road closures or diversions to facilitate the works. We will use specialist banksmen to control construction vehicles during loading and off-loading works, with temporary control of traffic to ensure safe manoeuvring, but no road closures or diversions will be necessary.

**See Appendix I, K and L.**

## **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.

Please see attached our site logistics proposals. We have included for a scaffold gantry, with a maintained footpath. The scaffold will be designed to ensure service covers remain accessible at all times.

**See Appendix K and N.**

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.

We propose the use of a tower crane to facilitate the structural works in the first 8-9 months of the project. We have appended our proposed crane for the works.

Party wall agreements are being finalised before the use of the crane is finalised.

**See Appendix V.**

## 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.

As noted in item 24 above, utilities services to the new building will be connected into site from St John's Wood Park.

Water, electricity, gas, and BT connections will be delegated to the pertinent parties and these will then deal with the Camden Council in matters of licenses/permits – we have attached the service proposals for confirmation.

Sewer connecting will be carried out by GPF Lewis and inspected/signed off by Thames Water. The scope of works for this specific task will comprise the deviation of the sewer run between the existing manhole MH1 and MH2. The new deviation being via a new sewer line along the South boundary between the new manhole MH3 and the existing MH1.

The works also include the extending of the footway along the West side of the site, by removing the existing cross over and reinstating the kerb line and sidewalk.

We have appended the site services details to this CMP for confirmation.

**See Appendix M.**

# 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 following phases have been considered as having the potential to contain noisy works. We anticipate the most noise will be during the demolition, excavation and structural work phases in the first 8-9 month of the scheme. The demolition is limited with much of the site already cleared.

**Demolition works – 08:00 – 17:00:**

Demolition Crawler  
Track mounted demolition breaker  
Concrete saw cutting  
Excavator  
Dumper  
Tipper lorry

**Excavation works – 08:00 – 17:00:**

Excavator  
Dumper  
Conveyor  
Muck away lorry > Piling rig  
Concrete pump  
Concrete lorry

**Structural / Drainage works - 0800 - 17:00:**

Crane  
Hoist  
Concrete pump  
Concrete lorry  
Concrete saw  
Grinder  
Breaker

**Fitting out / M&E works – 08:00 – 17:00:**

Pallet truck  
General fit-out works.

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

The most recent noise survey was carried out in October 2018 by Hepworth Acoustics, as attached.

**See Appendix O.**

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

The anticipated peak levels will be as following:

- Demolition works (minimum): High Level 75dB to 85dB.
- Excavation works: Normal Level 70dB to 75dB.
- Structural / Drainage works: Normal / High Level 70dB to 85dB.
- Fitting out / M&E works: Normal Level 70dB to 75dB.

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.

In consultation with our acoustic specialists we have developed strategies for mitigating the noise and vibration caused by the works. The key measures to be adopted are as follows:

- Careful selection of site preparation and construction methods and plant used to minimise noise at source as far as reasonably practical;
- Use of electric and electro-hydraulic plant and equipment where practical; Saw cutting of the perimeter at an early stage to reduce structural links; Switching off engines when not in use;
- Regular maintenance and servicing of plant and equipment;
- Use of non-percussive tools and equipment where practical (breaking out undertaken by saw cutting where possible);
- Off-site steel and services prefabrication to limit the welding and cutting of materials on-site;
- Hydraulic construction to be used in preference to percussive techniques where practical;
- Off-site prefabrication to be used, where practical;
- All plant and equipment to be used for the works will be properly maintained, silenced where appropriate and operated to prevent excessive noise and switched off when not in use and where practicable;
- Plant will be certified to meet relevant current legislation and BS5228 standards;
- All trade contractors to be made familiar with current legislation and the guidance in BS5228;
- Noise complaints will be reported and immediately investigated.

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

Our Project Manager, Tony Sones, holds the Site Managers Safety Training Scheme (SMSTS) certificate, which includes reference to BS 5228:2009.

Toolbox talks will be given to all site workers on noise, vibration, impact on neighbours, maintenance of plant and general impact of the works.



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

To help prevent the formation of dust arising from the works we will implement a dust prevention philosophy which will be followed where possible. This philosophy looks to alter the decisions we make with a view to prevent dust forming, with prevention being the key objective. In preventing dust forming we will look to:

- Limit the number of cuts during design/layout
- Use lower energy equipment like block splitters Getting materials cut off site pre-delivery
- Limiting the need for chasing at design stage
- Use a work method that limits the need for chasing Hand cutting natural/fibre cement materials
- Use 1/2 and 1 1/2 tile sizes
- Effect setting out at design stage
- Specify materials that avoid scabbling
- Use high-pressure water jetting
- Limit holes during the design stage
- Use direct fastening or screws
- Use remote control demolition if possible.

This philosophy will be important during the design stage to ensure the designs prepared avoid the need for unnecessary cutting and elements are set-out in a manner than uses full size materials. GPF will adopt this philosophy throughout the project.

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.

With the works contained within the hoarding of the scheme and the constraints of the project restricting the movement of operatives and vehicles, the volume of dust or dirt emitted onto the public highway will be minimised. We expect the primary areas attracting dust will be the loading bay and at the entrance points.

The GPF Lewis management team will ensure the loading bay, gantry and public footpath are swept and kept clear of materials and debris at all times.

A cleaning record will be kept on site.

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

As part of the GPF Lewis health and safety procedure a daily visual inspection of the site will be undertaken which requires the site management team to review the noise, vibration and dust being created on site. As part of this process the inspection will require the site management team to review the actual site conditions with those anticipated and ensure the management strategies in place are relevant to the site. Monitoring equipment will be kept on site for recording the noise & vibration being caused on daily basis.

Our party wall agreements also require monitoring stations are installed which can be accessed remotely. We will install the recommended measurements devices prior to starting on site.

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

Please see attached. **Appendix P.**

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](#).

Please see attached. **Appendix P.**

- 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.

This site is considered low risk as its area is less than 1,000 square metres.

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).

Rentokil has been appointed to carryout regular inspections.

The first inspection was on the 05-05-2020 with positive pest activities.

As a measure of control, 10 auto gate units will be placed on site to allow for full year toxic baiting, as well as a service agreement for 8 routine inspections.

**See Appendix Q.**

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

Green Shield carried out an asbestos Survey in May 2020, and no asbestos was detected.

**See Appendix R.**

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.

GPF Lewis takes a strict no tolerance approach to the conduct of all operatives on site. Our supply chain and sub-contractors have all been through a vetting process which sets out our expectation for conduct on our sites and those employed by GPF Lewis are required to adhere to our site rules. The code of conduct and site rules are emphasised at a site level from the outset at the induction process and will be enforced by our site management team.

Any operatives found to be in breach of the rules will be removed from site.

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

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

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

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

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

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

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

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

- a) Construction time period (mm/yy - mm/yy): **11/20 – 02/22**
- 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: **A NRMM account for the project has been created as demonstrated in the appendices. All relevant machinery will be registered as the works progress. See Appendix S.**
- 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: **I Confirm.**
- 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: **I Confirm.**

 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:** .....13 August 2020.....

**Print Name:** .....Dan Musselwhite.....

**Position:** .....Contracts Manager.....

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

End of form.