

# **Construction/ Management Plan**

10 Glenmore Road

NW3 4DB

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
13.10.20	1	Andre Sousa / M H Costa Construction Ltd
09.11.20	2	Andre Sousa / M H Costa Construction Ltd
10.11.20	3	Andre Sousa / M H Costa Construction Ltd

## Additional sheets

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

Date	Version	Produced by
13.10.20	Dust Risk Assessment – Appendix A	M H Costa
13.10.20	Noticeboard Template – Appendix B	M H Costa
13.10.20	Consultation Letter – Appendix C	M H Costa
13.10.20	Site Location Plan – Appendix D	M H Costa
13.10.20	Site Boundary Elevation – Appendix E	M H Costa
13.10.20	Site Arrangement Plan – Appendix F	M H Costa
13.10.20	Basement Impact Assessment – Appendix G	M H Costa
13.10.20	Movement Monitoring – Appendix H	M H Costa
13.10.20	Site Access & Egress Plan – Appendix I	M H Costa

# 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](#)."

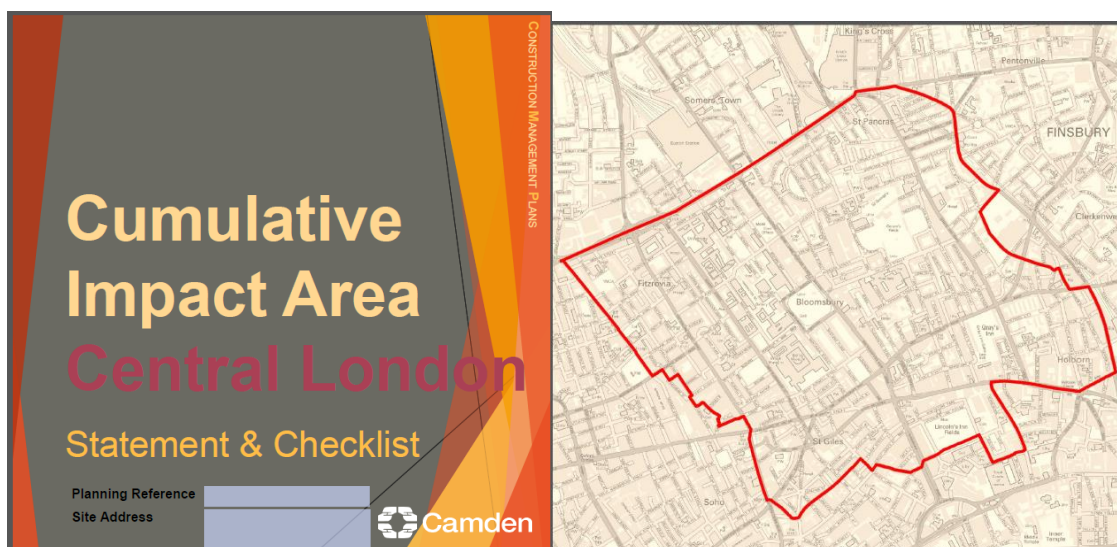
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

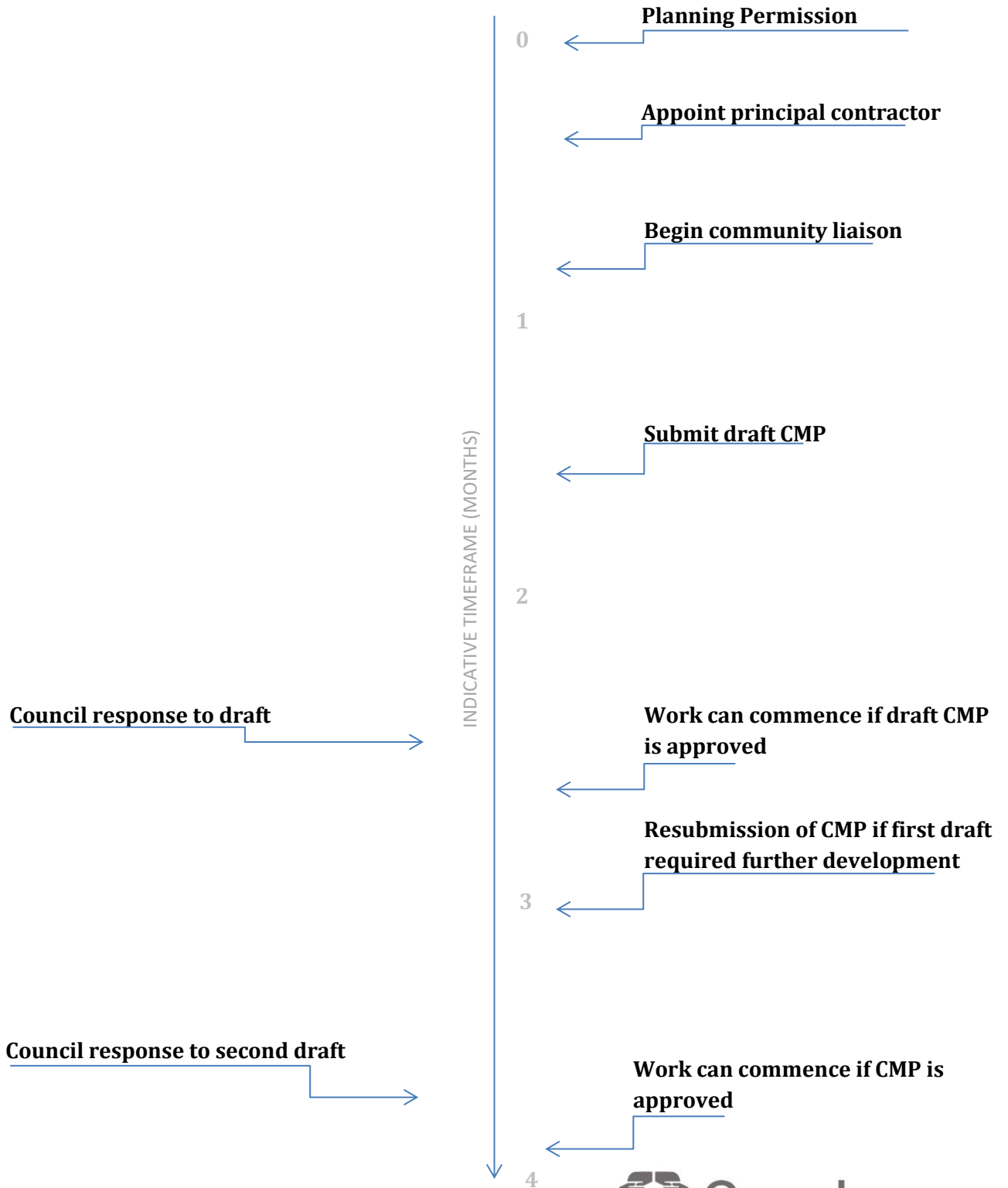
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



# 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: 10 Glenmore Road, NW3 4DB

Planning Ref: 2019/4822/P

Type of CMP: Section 106 Planning Obligation

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

Name: Andre Sousa / M H Costa Construction Ltd

Address: 9 Mill Hill Industrial Estate, Flower Lane, London, NW7 2HU

Email: andre@mhcosta.com

Phone: 020 8450 7341

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: Andre Sousa / M H Costa Construction Ltd

Address: 9 Mill Hill Industrial Estate, Flower Lane, London, NW7 2HU

Email: andre@mhcosta.com

Phone: 020 8450 7341

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: Andre Sousa / M H Costa Construction Ltd

Address: 9 Mill Hill Industrial Estate, Flower Lane, London, NW7 2HU

Email: andre@mhcosta.com

Phone: 020 8450 7341

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: Andre Sousa / M H Costa Construction Ltd

Address: 9 Mill Hill Industrial Estate, Flower Lane, London, NW7 2HU

Email: andre@mhcosta.com

Phone: 020 8450 7341



# 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.

Site Location Plan: Attached (See Appendix D)

Glenmore Road is a residential road, close Belsize Park Underground Station. The immediate road system and surrounding network is open ended.

Excavation to lower front part of existing basement floor and to extend it further to rear under house; alterations to the front garden to enlarge light-well and install new doors for basement floor; installation of replacement front garden wall with hedge; alterations to the rear/side elevations with reconfiguration of existing ground floor rear extension.

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).

Excavation to lower front part of existing basement floor and to extend it further to rear under house; alterations to the front garden to enlarge lightwell and instal new doors for basement floor; installation of replacement front garden wall with hedge; alterations to the rear/side elevations with reconfiguration of existing ground floor rear extension

The majority of the works occur within the lower ground and ground floor which total approximately 1,700 sqft. As a mid-terrace property a key concern is neighbouring dwellings

- Programme: 30 Weeks
- Preliminaries & Site Setup: 2 Weeks
- Demolition & Strip Out: 2 Weeks
- Structural Works: 4 Weeks
- Construction Fit Out: 22 Weeks

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).

- Programme: 30 Weeks (Anticipated Start/End Month: November 20 / May 21)
- Preliminaries & Site Setup: 2 Weeks
- Demolition & Strip Out: 2 Weeks
- Structural Works: 4 Weeks
- Construction Fit Out: 22 Weeks

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

Confirmed

# 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.).

There are a number of properties in the vicinity of the site.

The property is between No'S 8 & 12 Glenmore Road.

The construction works will be undertaken in a way to minimise the disruption to these neighbouring properties. **Appendix E** details how the site will be protected by lockable hoarding and sheeting, preventing erroneous ingress into the site and minimising the potential impact on neighbours and road users. This will contain all relevant signage and lighting as required by highway regulations and any forthcoming licence.

## 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.

Neighbour consultation letter: **See Appendix C**

Our consultation letter has been sent to the following parties (access to the draft version of our CMP has also been made available):

- Glenmore Road – All Properties (Houses & Flats)
- 13 Glenloch Road
- 15 Glenloch Road
- 17 Glenloch Road
- 19 Glenloch Road
  
- Belsize Ward Councillors

Ongoing liaison with neighbours will continue via noticeboards.

## 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 intended during the construction period, neighbours will be kept up to date with the progression of works. Just before the commencement of works and on a periodic basis throughout, it is proposed to prepare and circulate a newsletter detailing key upcoming elements of site. Items that will be included are a detailed programme, showing key dates such as commencement and completion of phases and times and durations of activities that may impact on the neighbour.

A template for the newsletter is attached (See Appendix B)

Contact details will be included with the newsletter so that anyone with concerns can contact the site to discuss how to mitigate any potential problems.

## 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.

The site will be registered with the Considerate Constructors Scheme (CCS) prior to any works commencing on site.  
As required by the CCS scheme, full details will be displayed at the front of the site throughout the duration of the works.

#### 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.

Ongoing or upcoming projects in Glenmore Road not applicable

It is not expected that nearby sites will have an impact on our project.

## 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:

M H Costa Construction Ltd  
9 Mill Hill Industrial Estate  
Flower Lane  
London, NW7 2HU

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

In order 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.

It will be a contractual requirement for all sub-contracts that undertake construction vehicle movements will 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, elearning, Van Smart, on-cycle training etc).

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. Results from these checks will be logged and retained, and enforced upon 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:

Andre Sousa    **Andre Sousa**

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

## Site Traffic

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

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



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

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

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

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

See Appendix I

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.

Contractors, delivery companies and all known visitors will be provided with a verbal briefing and issued with a copy of the on-site restrictions and routeing 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 type and method of deliveries will be undertaken by the following:

**Waste Skip Trucks - Removal of Excavation**

This will be a vehicle with a length up to 6.997m in length with a width of 2.5m. Maximum weight 18.0 Tonnes.

We anticipate on average 2 deliveries a week for the first 4 weeks of the works with an anticipated dwell time of approximately 20 minutes per vehicle. Skips will be required on an ad-hoc basis for the removal of non-soil refuse.

**Flat Bed Truck – Standard Construction Materials**

This will be a vehicle with a length up to 7.2m in length with a width of 2.3m. Maximum weight 7.5 Tonnes.

Deliveries will take place during the first 15 weeks of the works programme. The vehicles will have an estimated off-loading time of approximately 30 minutes for each vehicle. We expect 8-12 movements over the 30 week construction programme. Vehicle engines will be turned off during dwell/discharge time to help with reduction of 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 3-4 deliveries per week throughout the project with an anticipated dwell time of approximately 30 minutes per vehicle.

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.

Not applicable

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

Not applicable

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.

It is not required to have a holding area given the volume of vehicles attending this site. Also all compliance checks will be able to be completed within the average loading/unloading times detailed in Q19a.

Parking Bay Suspensions will be in place. See Q24.

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 Client and Principle Contractor understand the potential disruption caused by construction traffic and wish to minimise the impact of this development on the neighbours and the surrounding area.

There are a number of additional steps, beyond the other mitigating actions already proposed in the CMP that they are willing to implement to reduce this impact.

All vehicle's will switch off their engines whilst waiting at the site unless it is required to operate them. This reduces both the noise and pollution impact.

All vehicles will kept to minimum size practical. This decision will be balanced against increasing the number of required trips by using vehicles that are too small.

Where possible, deliveries will be combined and where possible larger orders of materials will be made and stored on site to reduce the number of trips required.

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).

We understand the potential disruption caused by construction traffic and wish to minimise the impact of this development on the neighbours and the surrounding area.

There are additional steps, beyond the other mitigating actions already proposed in the CMP that they will implement to reduce this impact:

- All vehicle's will switch off their engines whilst waiting at the site unless they are required for operation. This reduces both the potential for noise and pollution impacts.
- All vehicles will be kept to a minimum size where practical. This decision will be balanced against increasing the number of required trips by using vehicles that are too small.
- Where possible, deliveries will be combined and where possible, larger orders of materials will be made and stored within the designated storage areas to reduce the number of trips required.

**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.

Vehicle access and egress is not required at this project

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

Not applicable

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Not applicable

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that

wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Not applicable

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Please see enclosed plan **Appendix F** illustrating the area where the loading area will be sited. Spoil will be removed by the process of skip exchange.

As the plan details, for the majority of the development it is proposed to use 2No. 4m length long suspended residential parking bays. This is the minimum required to house skips & construction vehicles.

A 3m clearway will remain between the loading area and the parking bays opposite in order that the free flow of traffic will be maintained at all times. The road space required will be under constant review to ensure the free flow of traffic along Glenmore Rod.

Waste will be removed by PB Donoghue. Their waste carriers licence is CB/WM3546FM and they possess a silver FORS award.

Materials and plant will be stored within the rear garden throughout the construction period. The site will be surrounded by hoarding as illustrated within Appendix E.

There is no vehicular access onto the site. Deliveries will be unloaded within the loading area before being transported manually and stored within the site. A suitably qualified banksman will be present at all times to ensure the free flow of pedestrian movement and to prevent injury to the public and workers.

Deliveries will be carefully scheduled to ensure that adequate room is maintained within the site for their storage. They will be unloaded and moved immediately into the site so there will be no storage of materials on the public highway.

Waste will be bagged inside the confinements of the site and unloaded in to the designated skip by hand.

Marshals will oversee the transfer of materials between the site and delivery vehicles. Deliveries will pause to allow passage to pedestrians where possible. Where this isn't possible, marshals will hold pedestrians until it is safe to proceed.

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.



Movements across the footpath will be monitored by a qualified banksman to ensure pedestrian safety and will be kept to a minimum.

## 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.

Site Location Plan contained within Appendix D

Site Arrangement Plan within Appendix F

### 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](#).

See Q21a

## 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.

2No. Residential Parking Bays (outside of No 10)

Skip Storage

To allow for loading and unloading whilst minimising any disruption to the highway for both pedestrian and vehicle movements

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.

Not applicable

## 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.

Not applicable

## **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.

See Appendix B

- Hoarding within property boundary
- Scaffolding within property boundary

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

Not applicable

## 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.

UK Power Networks – Relocate existing electrical supply  
(Excavation to the footpath/highway not required)

All works within property boundary

# 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:

- Breakout of hard material
- Excavation

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

8am – 5pm 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.

Please refer to Q28 & Q30

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

The site has been categorised as a Category 2 development. The site will be subject to control through consent under s61 of the Control of Pollution Act 1974. This will be applied for prior to works commencing on site. Please see Noise & Dust Risk Assessment: Appendix A

The Project Manager is the environmental co-ordinator of the project and as such is responsible for ensuring the instruction of workers, and the implementation and overseeing of the works. They are responsible for operating a clean and safe site. The Project Manager will monitor the effectiveness and accuracy during the routine site visits with the Site Manager.

Noise levels from the site shall be within a daily limit of 70 decibels (LAeq, 10hr) for airborne noise, measured at the nearest occupied premises/site boundary.

The applicant is committed to ensuring the site is well managed and operates in the best practicable means as defined by Section 72 of the Control of Pollution Act 1974. To this end, noise and vibrations emanating from the site will be strictly controlled and monitored, where needed.

Noise emanating from the site will be controlled in a number of ways. Working hours will be contained to those allowed under Environmental Health legislation so as not to be unsociable.

The main contractor will be requested to carefully select any equipment needed to carry out the works to keep noise to a minimum. This may include choosing to use manual labour rather than machinery to carry out some tasks if the machinery required is considered to be unneighbourly.

An inventory of equipment to be used on the site will be prepared. All relevant equipment will bear the CE marking and the indication of the guaranteed sound power level and will be accompanied by an EC declaration of conformity.

Air compressors which are required for some machinery will be located within the site, and if required, will be kept in purpose-built acoustic enclosures. Compressors and generators will be isolated from the floor to prevent the transmission of ground-borne vibration and noise into adjoining properties. This will be implemented by the main contractor.

All mechanical plant will be switched off when not in use and will be subject to regular maintenance checks and servicing to mitigate noise impact.

All fabrication and cutting of steelwork shall take place off-site where practical.

All vehicle engines will be switched off during delivery/dwell time in order to minimise any potential for noise disturbance. Contractors' vehicle engines will comply with Ultra Low Emissions Zone 2 requirements.

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.

Movement Monitoring will be deployed at this project. See Appendix H

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.  $1\text{mm s}^{-1}$  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.
- Sound reduced compressors will be used and/or fitted within acoustic enclosures where necessary.
- The use of and noise from, percussive tools will be limited as far as reasonably possible.
- 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.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel.
- 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 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.

Please see Noise & Dust Risk Assessment: Appendix A

Dust and dirt will be controlled by the Site Manager and qualified Traffic Marshalls. The site will be kept clean and tidy at all times and, in the unlikely event that any debris does make its way onto the pavement or highway, it will be removed without delay. A tidy site will also seek to help control dust emanating from the project. The use of dust sheets and the use of water sprays will be engaged should they be required in order to dampen dust.

A record will be kept of any complaints in relation to dust and dirt. All complaints will be responded to within three working days. Records of any complaints or incidents will be kept on site for inspection by the local authority.

The Site Manager will make frequent site inspections during dust generating operations and at least once daily during general works to ensure that there is no dust release caused by site operations.

The frequency of any site inspections will be increased when site activities have a high potential to generate dust and during prolonged dry and windy weather.

As construction vehicles will not enter the site and will remain on the highway at all times, it is not considered necessary to provide wheel wash facilities. All vehicles visiting the site will comply with the Low Emission Zone (LEZ) and Ultra Low Emission Zone (ULEZ). They will also meet European

Emission Standards pursuant to the EC Directive 98/69/EC of Euro 4 for petrol vehicles and Euro 6 for diesel vehicles and Euro VI for all Lorries and specialist heavy goods vehicles.

All necessary protection measures shall be employed in order to avoid damage to the road and pavements. In addition, no existing installations will be impacted by the works as the works are all contained wholly within the site.

The site and its immediate surroundings will be regularly cleaned throughout the working day and a final end-of-the-day clean-up will be undertaken.

Air compressors which are required for some machinery will be located within the site and, if required, will be kept in purpose-built acoustic enclosures. This will be implemented by the main contractor.

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. There is no vehicular access to site, except for the excavator and piling rig. Both items of plant will enter site and then remain on site until that element of works is complete, thus minimising the potential for transfer.

If any material does end up on the highway, a banksman will be present at all times to remove it immediately and prevent it from being spread wider. A clean, removing all debris and litter will also be undertaken at the end of day in order to ensure the outside of the site and highway remain in good order.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

See Above

See Appendix H

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 \(SPG\)](#), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

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

	<b>Demolition</b>	<b>Earthworks</b>	<b>Construction</b>	<b>Trackout</b>
<b><i>Dust</i></b>	Low	Low	Low	Low
<b><i>Health</i></b>	Negligible	Negligible	Negligible	Negligible
<b><i>Ecological</i></b>	Negligible	Negligible	Negligible	Negligible

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of dust impact 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 establish risk level of the site. These measures are set in the sections above and are compliant with the GLA Policy.

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: real-time dust (PM<sub>10</sub>) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM<sub>10</sub>) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

**Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.**

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 a current dwelling house there is not rodent issue at the site.

Typical control measures will 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. .
- 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.

Site hygiene

- 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 within buildings under construction, 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.

An intrusive asbestos survey has been completed and no asbestos is believed to be present. If any is found it will be removed in accordance with legislation

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 site will implement effective site rules which will combat antisocial behaviour.

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

All scaffolds will be sheeted and regularly maintained and any vantage points will be shielded to prevent overlooking into neighbouring properties. Our site rules will clearly establish the code of conduct expected from site operatives and we operate a yellow and red card system for rigorously implementing the code.

Please see Q31 for further details

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): **09.11.20 - 04.06.20**
- 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): **N/A**
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **N/A**
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: **N/A**
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: **N/A**

● 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:** Andre Sousa

**Date:** 09.11.20

**Print Name:** Andre Sousa

**Position:** Senior Project Manager / Principal Contractor

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

**End of form.**

V2.5