

Construction/ Demolition Management Plan



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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
04.11.2020	1	J&Z 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

Introduction

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

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

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

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

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

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

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

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

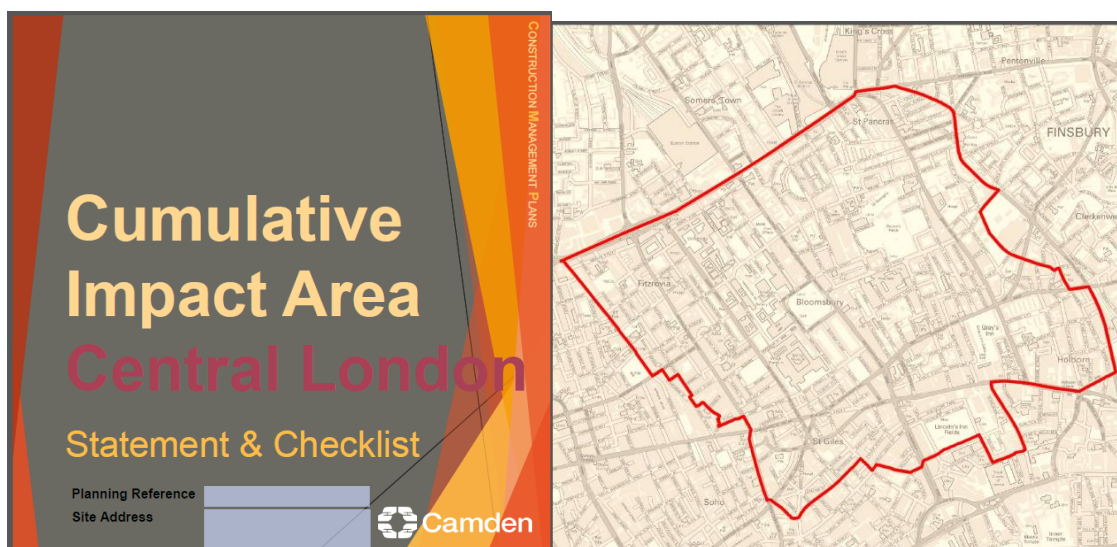
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

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

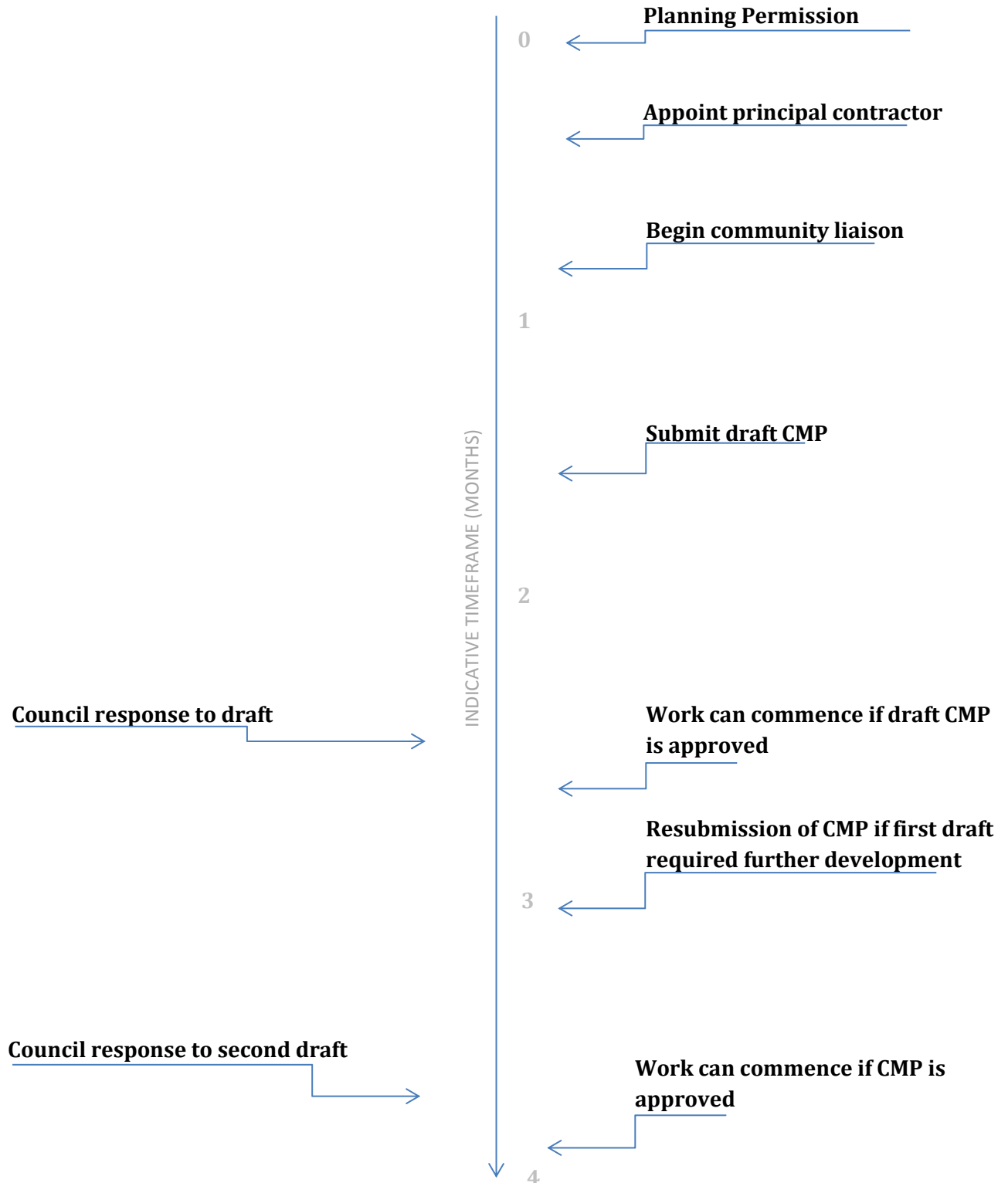
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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: 75 Lawn Road, London NW3 2XB

Planning reference number to which the CMP applies: 2018/2136/P

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

Name: Zbigniew Niemiec on behalf of J&Z Construction Ltd

Address: Unit 14, 715 North Circular Road, London NW2 7AQ

Email: mail@jandzconstruction.co.uk

Phone: 02088305038

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: Greg Rys

Address: TBC

Email: gelo74@live.co.uk

Phone: 07828140380

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: Zbigniew Niemiec on behalf of J&Z Construction Ltd

Address: Unit 14, 715 North Circular Road, London NW2 7AQ

Email: mail@jandzconstruction.co.uk

Phone: 02088305038

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: J&Z Construction Ltd

Address: Unit 14, 715 North Circular Road, London NW2 7AQ

Email: mail@jandzconstruction.co.uk

Phone: 02088305038

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.

For a site plan, please refer to APPENDIX 1.

75 Lawn Road – the project is located in a residential area with neighbouring building No 76 & adjacent building No 74. There is a residential parking area in front of the building.

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).

Formation of new basement level with w front and rear lightwells, single storey rear infill extension, part single, part two storey side extension, side and dormer windows, front and rear landscaping, alteration to driveway and associated works.

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).

Site preparation/mobilisation & H&S Documents	2 weeks
Demolition	6 weeks
Underpinning, excavation & basement forming	32 weeks
Frame building	6 weeks
Internal fit out	26 weeks
Estimated start date:	16/11/2020
Estimates completion date:	06/05/2022
Duration of the project:	72 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

8.00am to 6pm on Monday to Friday
8.00am to 1.00pm on Saturdays (excluding noisy works)
No working on Sundays or Public Holidays

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The nearest receptors likely to be affected are the neighbours – No 74 & 76.

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.

Before the planning permission was obtained, Kias Services Ltd acting on behalf of the client issued letters and a Draft CTMP the residents listed below:

- No 7, 24, 73, 74, 76, 80 & 82 Lawn Road, London NW3 2XB
- NO F 2@18, 20 & 24 Downside Crescent, London NW3 2AP

We as a main contractor have already issued introductory letter (please refer to APPENDIX 2) to the residents above, informing them about planned works.

Party wall awards are being prepared by the client's appointed party wall surveyor.

26.11.2020 R1 comment: One phone call has been received so far as a reply to our introductory letter. One of the neighbours wanted to be assured that no noisy works will be carried out on Saturdays. We confirmed that no noisy works will be carried out on Saturdays.

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 will issue an introductory letter to any building sites based nearby our project and send to them CTMP in order to coordinate site logistics in order to minimise disruption to the residents.

The introductory letter to the residents has already been issued, stating work stages and their duration.

We will inform the likely affected residents about upcoming works either via letter drop or an email.

In case any concerning matters would occur, by means of a notice board provided on the access gate, anyone concerned will have immediate access to contact names and telephone numbers for both information, emergency or complain.

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.

Consideration Construction Scheme – site reference No is : 122956

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.

As far as we are aware of, there is no other construction sites on Lawn Road at this time. In case a new building works start, we will communicate with the other contractor/s and do our best to coordinate the works/logistics as mentioned in point No 12 above.

Transport

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

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

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

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

J&Z Construction Ltd

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

All of our suppliers and sub-contractors will be required to comply with the CLOCS standards as a mandatory contract condition. A dedicated person on site who will be fully trained in the required CLOCS operating standards will carry out spot check at the site entrance and vehicles or their drivers who found in breach of contract will be refused entry. The results of the checks will be recorded and action/retraining request taken accordingly.

Collision reports will be requested from the delivery operators and acted upon whenever necessary.

Regular site arrangements self assessment checks will be carried out to ensure that the CLOCKS standards are maintained.

26.11.2020 R1 comment: Whenever a vehicle over 3.5T is involved, we will seek upfront confirmation that the operating driver has undertaken SUD training and that the vehicle will be fitted with blindspot minimisation equipment.

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:

This is confirmed and taken into account while planning our site traffic management plan.

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

Site Traffic

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

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

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

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

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

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

Please refer to APPENDIX 3

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 delivery rout plan will be distributed to our suppliers and sub-contractors together with our CTMP. We will also issue a schedule of deliveries indicating which time slot is preferred.

Where and whenever possible deliveries will be scheduled in the off-peak period and ideally, avoiding school drop off and pick-up times.

26.11.2020 R1 comment: Lawn Rd closure 7-9.12.2020 acknowledged. As this is the week when we are planning a site set up, there will be only one/two deliveries required not involving any large vehicles.

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 vehicles listed below will be required to undertake deliveries to and from site.

- Skip lorry: 4 wheels, 20T, 6.1x2.3m
- Concrete mix & deliver vehicle: 8 wheels, 32T, 10x2.6m
- Grab lorry: 4 wheels, 20T, 6.1x2.7m
- Flatbed delivery lorry: 6 wheel, 24T, 8.2x3.1m
- Rubbish lorry: 4 wheels, 6.1x2.5m

Estimated frequency during various stages of the works:

Site strip out, demolition and excavation: 2No of grab lorry/week – once a day, 1No of delivery lorry/week, muck away lorries – 5-7/week – 1-2/day

Structure: 2-3 No of skip lorry/week, 2No of concrete lorry/week, 3No of delivery lorry/week

Fit out: 2No of rubbish lorry/week, 1-2No of general building materials lorry/week, 2No of sundry materials lorry/week

Estimated dwell time: spoil removal lorries 20-30 min, material lorries 10-20 min, concrete lorries 30-40 min.

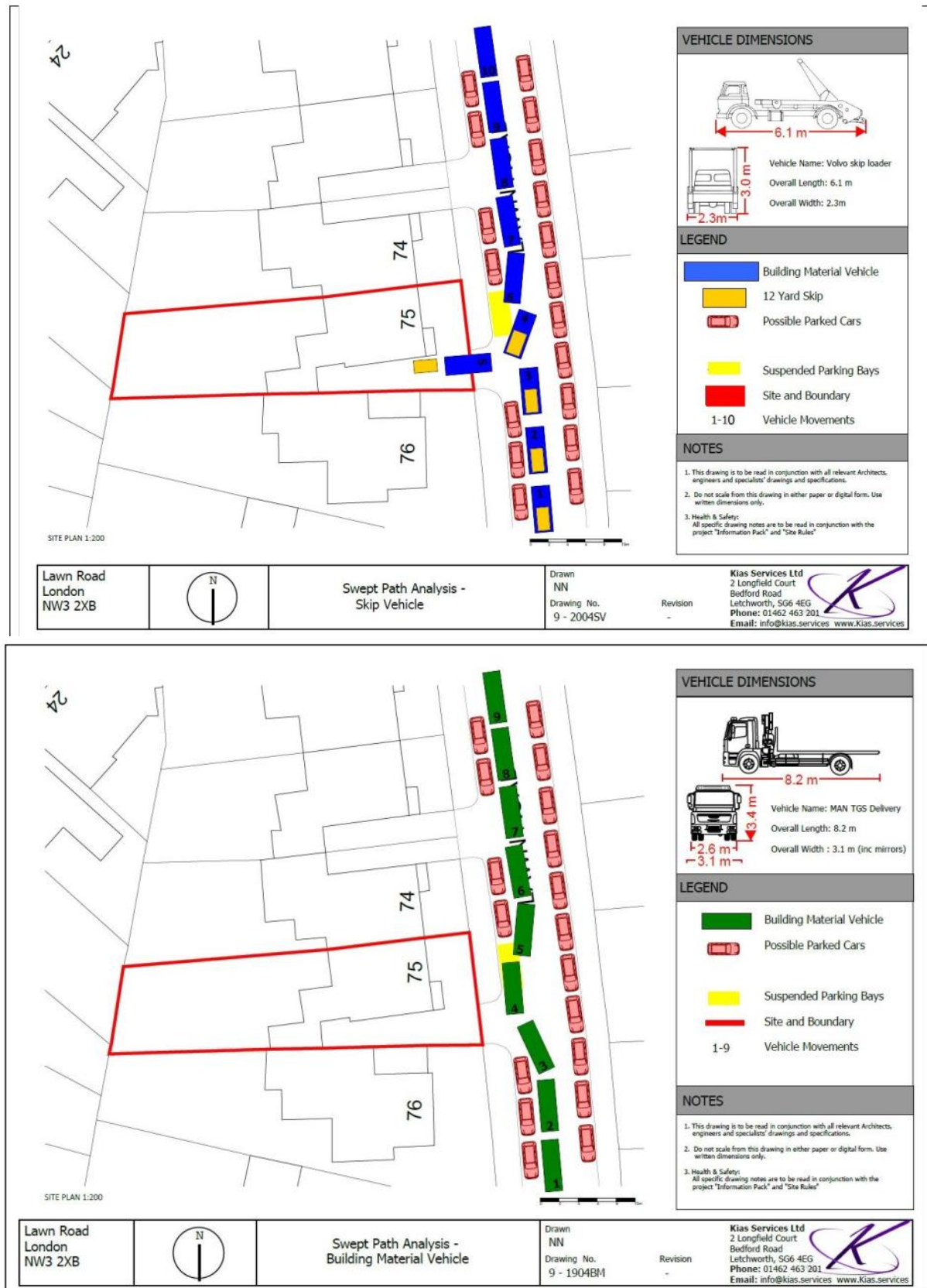
26.11.2020 R1 comment: Where and whenever possible deliveries will be scheduled in the off-peak period and ideally, avoiding school drop off and pick-up times. We will make every effort to minimise deliveries during peak hours.

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

There are currently no major construction sites on the proposed route.

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

The swept path drawing as per the CMP draft created by Kias Services Ltd



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.

No off-site holding area is required.

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.

Whenever possible we will make sure that all deliveries will consist of full loads (avoiding part loads) in order to reduce number of deliveries to site.

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 our supplier and sub-contractors will be provided with delivery schedules & plans beforehand. All deliveries will be pre-booked and drivers will be requested to contact site 30min before arrival. Site management will make sure that loading/offloading area is kept clear, however, in a situation when a delivery cannot take place due to the site being already occupied, the delivery will not proceed to site. On street waiting or stacking on road will not be allowed and all parties involved will be informed about this in advance.

During deliveries, the engines will not be kept idling.

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 per details shown on a delivery route plan (APPENDIX 3) delivery vehicles will be requested to approach the site from Harvestock Hill and then turning onto Upper Park Road. Once on the Upper Park Road, the vehicles will turn left onto Lawn Road and then the site will be on the left hand side at No 75 Land Road. Once the delivery is finished, the vehicle will leave and continue on Lawn Road towards Fleet Road.

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.

A designated site team member will ensure that traffic flow is maintained all the time and the disruption to other road/street users is kept to a minimum. The delivery process will be under strict control in order to make sure pedestrians are safe all the time.

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 a swept path drawing provided above.

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.

Wheel washing facilities should not be required as no lorries will enter/leave site. The site team will monitor condition of the road and foot path and these will be swept/cleaned on regular basis (daily if necessary).

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.

A strict delivery regime will be followed. All delivery companies and sub-contractors will be asked to confirm delivery dates and comply with time slots given. Loading and unloading will take place on the Lawn Road on a designated suspended parking bay. A designated site operative will supervise all deliveries in order the traffic flow is kept along with the safety of other road users.

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.

Safe pedestrian passage will be maintained all the time and all deliveries will be supervised by a designated site operative. A warning signage will be in place indicating directions of movement. A dedicated banksman will control and direct vehicles and the process of loading/offloading and then transporting the material to site. The passage will be kept free from obstructions and checked for any possible hazard at all times.

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.

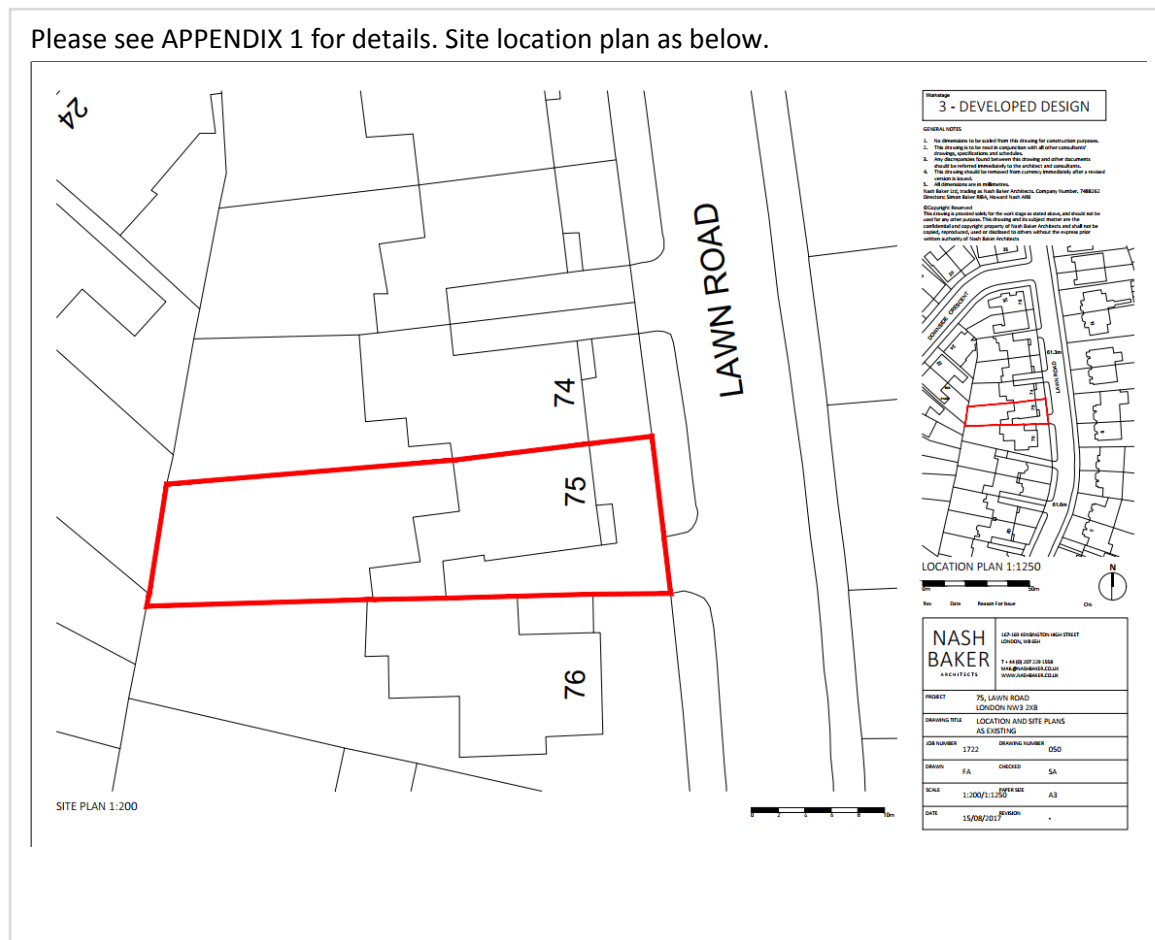
If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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 see APPENDIX 1 for details. Site location plan as below.



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](#).

In order to minimise disruption related to the works, one parking bay in front of 75 Lawn Road will be suspended for loading/offloading purposes.

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.

No occupation on the public highway will be required.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

No highway works are required to enable construction works.

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.

There will be no diversions required during the construction period.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

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

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

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

No diversions will be required and strict delivery regime will be implemented with a supervision of a dedicated site operative in order to minimise disruption and keep the safety of other road users in place.

Site will be fully hoarded and all materials will be stored within site boundary.

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

There will not be temporary structures overhanging the public highway.

27. Services

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

We will contact the services providers (Thames Water, Cadent and UKPN) in due course in order to arrange particular works to be carried out. Field surveys will be pre-booked in order to assess and establish the most practicable way of undertaking the works and keeping disruption to minimum. These works will be coordinated with the council department in case any road closures or further parking suspensions are required.

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.

All works to be carried out in accordance to Camden Council guidance.

Works permitted hours: 8am to 6pm -Mon-Fri & 8am to 1pm on Saturday (excluding high impact - Noisy Works). No works to take place on Sunday.

Noisy works during the duration of project are: pilling, demolition and power tool works. Please refer to Noise, Dust & Vibration mitigation plan issued for this project (APPENDIX 4) for more details.

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 APPENDIX 4 for noise predicted levels, monitoring regime and mitigation details. Base line reading survey being arranged – result TF

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

Please refer to APPENDIX for noise & vibration predicted levels, monitoring regime and mitigation details.

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.

We will implement best practice measures to minimise disturbance to local residents. These measures will include: detailed programming of work to make maximum use of existing barriers to noise, careful selection of demolition/construction methods and plant, switching off plant when not in use, regular maintenance/servicing of the equipment, where practicably possible new machinery/equipment generating the lowest noise level to be used, keeping records of plant used on a daily basis, acoustic silencers to be used where possible, erecting enclosure around machinery which generates excessive noise, location of noise generating tools/plants to be as far as practically possible from the neighbouring property, limiting daily time of noisy activities.

Appointing acoustic consultant to monitor noise levels. Noise, dust & vibration mitigation plane (see APPENDIX 4) to be strictly followed during construction works.

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

We have already appointed our H&S consultant to train our site team, covering all aspects of this expected standards, BS 5228:2009 certificates to follow.

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

We will implement best practice measures to minimise dust disturbance. These measures are as follows: erecting dull site boundary, using water spray to wet material and suppress dust emission, weather conditions and prevailing wind direction will be take into account when organizing site operations to prevent and minimise dust nuisance to the neighbours, staff to be trained and made aware of dust management measures, appropriate PPE to be used on site to provide dust protection, effective barriers/sheets to be erected where possible for any dusty activities.

Noise, dust & vibration mitigation plane (see APPENDIX 4) to be strictly followed during construction works.

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.

A hose and pressure washer will be on site and in case any dust spreads on the public highway, this will be immediately cleaned.

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

Please see details of monitoring proposal & mitigation measures in APPENDIX 4

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.**

We confirm that the risk has been assessed and mitigation plan issued accordingly (see APPENDIX 4)

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](#).

We confirm that the mitigation measures will be implemented once works start on site and GLA's "highly recommended" measures have been addressed.

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

Note: real-time dust (PM₁₀) 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 (PM₁₀) 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.

Dust mitigation measures to be implemented on site accordingly to the dust, noise & vibration mitigation plan issued by our consultants (see APPENDIX 4)

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).

We will seal and cap all drainage, making sure any new drainage works are properly ended. No food waste to be kept on site and eating & drinking only permitted in a designated place (canteen).

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

The asbestos survey was carried out in 2018. The asbestos was found in two areas and removed by an authorised asbestos removal company.

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

All site operatives will be inducted and the best code of practice will be required/expected from any one on site and beyond the site boundary. Smoking will be permitted only in a designated smoking area.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): 11/2020 – 05/2022
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): N
- 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

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: ...04/11/2020

Print Name:ZBIGNIEW NIEMIEC

Position: DIRECTOR

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5