

# Construction Management Plan

pro forma v2.2

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
May 2021	V1	Risha Patel

## Additional sheets

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

Date	Version	Produced by
May 2021	Site Location Plan	Risha Patel
May 2021	Site Access Plan	Risha Patel

# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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 kind 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 [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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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 in relation to the construction of the development. 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 for 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](#)."

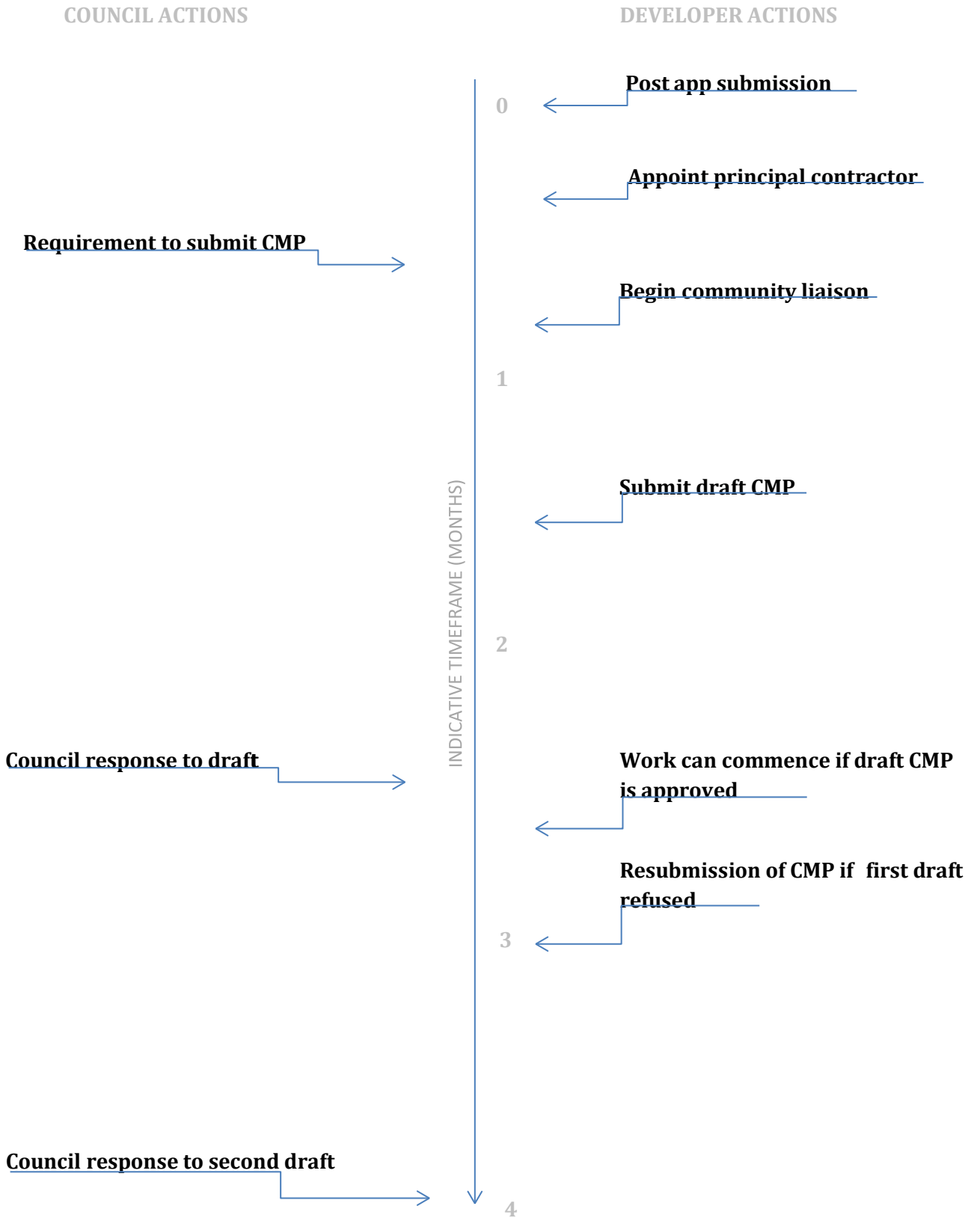
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

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

Revisions to this document may take place periodically.

# Timeframe



# Contact

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

Address: 1 Hurdwick Place, London, NW1 2JE

Planning reference number to which the CMP applies: CMP XXXXXXXX

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

Name: Risha Patel

Address: Suite 1, First Floor, Aquasulis, 10-14 Bath Road, Slough, SL1 3SQ

Email: [planning@gaadesign.co.uk](mailto:planning@gaadesign.co.uk)

Phone: 01753 965100

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: Muhammad Shahbaz (EVOKE)

Address: Suit 32 Challenge House 616 Mitcham Road CR0 3AA

Email: [shahbaz@evoke-db.co.uk](mailto:shahbaz@evoke-db.co.uk)

Phone: 07525340674 / 02035813030

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: Muhammad Shahbaz (EVOKE)

Address: Suit 32 Challenge House 616 Mitcham Road CR0 3AA

Email: [shahbaz@evoke-db.co.uk](mailto:shahbaz@evoke-db.co.uk)

Phone: 07525340674 / 02035813030

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: EVOKE

Address: Suit 32 Challenge House 616 Mitcham Road CR0 3AA

Email: [info@evoke-db.co.uk](mailto:info@evoke-db.co.uk)

Phone: 02035813030



# Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The site currently comprises a three storey dwelling with a commercial property located on the ground floor just off Hampstead Road and adjacent to Mornington Crescent Tube Station.

The site is bordered by commercial and residential properties to the south and east, with Hampstead Road and the ASOS headquarters to the west and Mornington Crescent Tube Station to the north.

Access to the site is via Hampstead Road to the west.

A site location plan is provided in Appendix 1.0

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The proposed works involve the redevelopment and extension of the existing building into a total of 8 no. residential units. These include 2X Studio flats, a self-contained two bedroom flat, and 2X one bedroom flats and associated works. Building adjustments to the residential units, as the location is in a PTAL rating of 6A, the site will be car free. However, public transport is readily available whether frequent services of Bus, or Overground/Underground systems. This allows for a more suitable option to travel into and out of this area.

8. 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.).

Existing noise vibration, dust, fumes, lighting sensitive receptors exist in a number of directions around the development site. The site is bordered by commercial and residential properties to the south and east, with Hampstead Road and the ASOS headquarters to the west and Mornington Crescent Tube Station to the north.

Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

- Standard construction hours. Any noisy operations outside the standard hours cannot be undertaken without prior written approval of the Local Authority. The permitted times of working may be reduced in the case of noisy schedules. All vehicles and plant arriving at and leaving the site should comply with the same restrictions on hours. The main contractor should be held responsible for ensuring these instructions are given to all drivers, including those delivering site materials. Additionally, there should be procedures in place for notifying the owners and or occupiers of the residences and business in the locality in advance of major operations, delivery schedules and amendments of normal traffic arrangements
- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Location plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.
- During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. The Principal Contractor will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
- Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.
- All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. A wheel washing facility will be provided, if required, for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised.
- The Principal Contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.
- Burning of materials on site will not be permitted in order to prevent smoke emissions.

9. 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 and proposed site access locations.

Site Access Plan is provided in Appendix 2.0

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gaant chart with key tasks, durations and milestones would be ideal).

The site has started in 1 Sep 2021 and it is estimated that the construction would finish in Spring/Summer 2022

11. 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

Where residential occupiers are likely to be affected by noise, the hours of work will normally be restricted to:-

- ▶ Monday: Friday: 08.00 – 18.00;
- ▶ Saturday: 08.00 – 13.00; and
- ▶ Sunday and Bank Holidays: No work permitted.

The above is the London Borough of Camden's standard times. However, the times incorporated in the CMP should be specific to the site and related to the type of work being carried out. There are some occasions where the times must be shorter and with break out schedules.

Any noisy operations outside the standard hours cannot be undertaken without prior written approval of the Local Authority. The permitted times of working may be reduced in the case of noisy schedules.

All vehicles and plant arriving at and leaving the site should comply with the same restrictions on hours. The main contractor should be held responsible for ensuring these instructions are given to all drivers, including those delivering site materials.

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

The site has existing utility services that will need to be altered, disconnected, or diverted. New meters will be provided for the proposed flats. The developer is aware of these works and will/have commission(ed) existing utility services surveys. The detailed programme and divert their services as necessary Plan of works will be developed with the respective utility companies to disconnect and/or divert their services, as necessary.

# 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 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 to manage these impacts.

**The Council can advise on this if necessary.**

### 13. 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.

These meeting will take place once further information is available upon consent.

### 14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison 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.

- On commencement the contractor shall call a Working Group meeting with residents should this be necessary.
- 'Meet the Contractor' event will be held on the erection of the scaffolding so that all neighbours can meet the persons responsible
- The contractor shall place a clear signpost with the name and contact number of the person responsible for the site so that the neighbours can contact them with any concerns

## 15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

The site will be registered to the Considerate Construction Scheme and the registration number will be provided within the Detailed CMP.

The Principal Contractor (once appointed) will reinforce its determination to contribute positively to the local environment by registering the project with the Considerate Construction scheme. Particular initiatives within this plan will include:

- Control of the works so that dust and waste from the construction activities cannot blow into surrounding areas;
- Noise minimalization consistent with good construction practice;
- Road cleaning vehicle as necessary;
- Courteous approach to the public by site personnel and security guards; Carefully scheduled deliveries so that lorries do not back up; and,
- Local employment wherever possible.
- A newsletter describing current works will be made available to local residence.

The Principal Contractor will set itself a target of achieving a minimum score for each CCS inspection criteria of 'very good'.

## 16. 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.

Any elevated levels of noise complaints will be mitigated as follows:

- ▶ The Site Manager will investigate the source of the noise and carry out a range of checks at the identified source of the elevated levels if it is found to be originating from within the Site. As part of these checks the Site Manager will consider the need for quantitative noise monitoring;
- ▶ All noise monitoring should be completed with due regard paid towards the methodology prescribed in British Standard 5228+A1 (2014) (BS5228): *'Code of practice for noise and vibration on construction and open sites – Part 1: Noise'*. Noise monitoring locations should be agreed with the Local Planning Authority;
- ▶ The results of any monitoring will determine whether construction activities are causing an unacceptable noise impact at the receptor location; and
- ▶ The Site Manager will then ensure that construction activities are being undertaken in accordance with the manufacturers specifications, to the requirements set out in this Noise and Vibration Management Plan and ensure that any improvements required to minimise the noise levels are made.



# Transport

**This second 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 second 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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this second. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

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

**Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.**

## CLOCS Contractual Considerations

17. Name of Principal contractor:

EVOKE Construction Ltd

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

EVOKE Construction Ltd. will ensure that all drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blindspot minimising equipment (Fresnel lens/CCTV) and audible le turn alerts.

All Operators shall be FORS accredited. FORS Silver operators should already be compliant with CLOCS. Where accredited to FORS Bronze level, written assurances shall be sought that ensure that the above requirements are met.

19. 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. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

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

The Detailed CMP will include a statement confirming that the contractors have read and are aware of the CLOCS standards. The Detailed CMP will be submitted once the contractor is appointed, upon planning consent.

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

## Site Traffic

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

**20. 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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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.

- a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

Please see attached Site Access Plan in Appendix 2.0

- b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Site Access Plan will be issued to contractors, delivery companies and visitors.

All drivers and pedestrians will know and understand the routes and traffic rules on site. Standard road signs will be used as appropriate, induction training will be provided for drivers, workers and visitors and instructions will be sent out to visitors before their visit.

It is expected that all site personnel, visitors, and delivery vehicles will adhere to a stipulated speed limit on approach to the site. Drivers are required to drive in a manner that minimises vehicle noise, emission and to be considerate of other road users.

By using suppliers and subcontractors who are FORS (or similar) members then all delivery vehicles will have:

- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- Have a Class VI Mirror
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

All contractors will be made aware of the controlled zone restriction timings.

**21. 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 are generally acceptable between 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 between 9.30am and 3pm on weekdays during term me. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct me. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue me pressures should be placed upon the driver at any me.

- a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

There is no possibility to get delivery vehicles on site due to restricted access.

Contractor will manage the traffic and working within the unloading point on the road within the delivery bay next to the bus stop which will be used to get deliveries. All deliveries will be booked electronically in advance to ensure single delivery accommodation and coordination with waste removal. There will be 2 to 3 deliveries approximately each day.

Sizes of deliveries will be restricted and kept to a 'just in time'. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details.

- Delivering Plaster Boards and Structural Materials - Vehicles 7.5 Ton
- Finishing Materials – Transit Vans

Deliveries of materials shall only take place during the following times:

Monday to Friday between 10.00am and 2pm

Saturdays between 8.00am and 12.00pm

- b. Please provide details of other developments in the local area or on the route.

Local development under the application with ref no. 2020/5919/P.

The contractor will liaise with their Logistics/Site Manager to coordinate both planning and traffic management in case the development is not implemented at the time ours will progress.

- c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

A vehicle booking system will be utilized on site to control deliveries with the drivers calling in prior to arrival. The booking system allows timings to be booked out so that deliveries do not coincide with peak times such as rush hour. All qualifying vehicles will be required to be FORS registered; rigid and smaller vehicles will be used but articulated lorries will not be allowed. All materials will be on a 'just in time' basis and loaded from the delivery vehicle into the building.

d. Please identify the locations of any off-site holding areas (an appropriate location

outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of me required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Off-site holding areas are not applicable on our site. Should EVOKE ltd deem this to be necessary, then relevant details will be provided.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

Construction material consolidation centres or similar are not applicable on our site. Should EVOKE ltd deem this to be necessary, then relevant details will be provided.

**22. 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)*

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 access and egress routes to and from the site

The construction vehicles will use delivery bay next to the bus and load/off-load the construction material. Then, the materials will be transport by hand to the site.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

It is not expected any vehicles going on site.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

It is not expected any tight manoeuvres.

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.

If any mud or construction debris does get onto the street within the vicinity of the site, then these areas will be kept clean via the use of water hoses and manually swept. In addition, a mechanical road sweeper will be used to clear any debris if necessary.

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

If this is not possible, 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 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 loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Contractor vehicles will make sure use of the suspended Shared Use Loading Bay (Taxi Rank No. 5879 – Location: Harrington Square/Mornington Crescent Station, NW1), outside No. 5 Hurdwick Place).

All loading/unloading will be controlled by banksmen and traffic marshalls with the public protected at all times.

All indicative temporary loading bay is shown in Appendix 02 & 03.



## Highway interventions

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.

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.

### 24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

**Option 1:** Contractor vehicles will make sure use of the suspended Shared Use Loading Bay (Taxi Rank No. 5879 – Location: Harrington Square/Mornington Crescent Station, NW1), outside No. 5 Hurdwick Place)

**Option 2:** A section of the Bus Stop may be taken if additional space is needed.

**Option 3:** Another option, in case it is needed, will be around the corner in Harrington Square. as part suspension of a set meterage of the Residents' Parking Bay

An indicative temporary loading bay is shown in Appendix 02 & 03.

Following a tender process, the contractor will ascertain his requirements for necessary parking. Reference should be made for suspension to the following Camden Council Parking Permission document:

The contractor will need to submit an application to TfL, for the single Shared Use Loading Bay to be suspended in Hurdwick Place, and to Camden Council for a part of the Residents Parking Permit bay to be suspended in Harrington Square, if required. Also, an application to TfL will be necessary if the Bus Stop is to be suspended.



## 25. Scaled drawings of highway works

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. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. 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 accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Indicative temporary loading bay will be provided on Hurdwick Place as per plan in Appendix 02 & 03.

- b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

The Contractors will deploy and use all necessary and appropriate safety signage and barriers to ensure that the public are made aware of and are protected, and the operatives always work safely.

See Appendix 04.

## 26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

It is anticipated that the construction vehicles would load/unload using an indicative proposed temporary bay as shown in Appendix 02 & 03.

## 27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist 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 ramping 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. 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. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

The front of the construction site will have construction security hoarding erected only at basement floor level to ensure that access by the public is curtailed. Relevant construction operational and Health and safety signage will be displayed on the hoarding, with contact details of the site foreman and contractors.

- b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

Scaffolding plan and elevations are shown in Appendix 02, Fig 02. If further scaffolding drawings are needed these can be provided.

● SYMBOL IS FOR INTERNAL USE

# 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.

By its nature demolition and construction works can cause noise, noise being created by; mechanical plant, cutting, drilling, hammering and sawing. All noisy work will be restricted from 9.00am to 16.00pm. We will always seek to not carry out noisy work on a Saturday when we are permitted to work between 8am and 1pm.

The activities that will create "noisy" operation are:

The running of engines for; piling rigs, concrete lorries, screed pumps, etc Drilling & the use of nail guns during the fit out.

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

A noise survey has not been undertaken to date. The Principal Contractor will undertake a noise survey and will submit a copy to the Council.

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

Where possible noise produced by work activities will be reduced or removed by design. When this is not possible controls will be introduced to reduce exposure so as to avoid harm or injury to persons on site or others within the vicinity of the site works.

During demolition & construction works noise will be continuously monitored, this will be compared against the baseline survey carried prior to any works taking place, with the following trigger levels:

Green if 3dB(A) or less above baseline – No action.

Amber if between 3dB(A) & 8dB(A) above baseline – continue works but carry out works assessment and propose mitigation measures.

Red if above baseline by 8dB(A) or more – Immediate in depth review of works and enforce changes to methodology, equipment in order to bring noise to acceptable levels.

The trigger levels described above will continue to be used during length of the Project however the monitoring regime will be then reduced to twice weekly measurements at strategic locations. Records of controls and exposures of persons/environments will be kept in accordance with statutory requirements and Company Procedures.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

- The Contractor shall ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to affect the reduction of noise transmitted from
- site using best practicable means, this will include:

Coordinated delivery times and efficient traffic management to prevent queuing traffic accessing the site.

Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).

Utilising construction techniques that minimise the production of noise. Utilisation of baffle system during the demolition process

- Strict adherence to the site working hours.
- Using acoustic hoarding where necessary.
- Carry out daily noise surveys at perimeter of site and record findings.
- Implement action plan where noise levels exceed acceptable levels.
- Positioning plant away from properties
- Machines in use will be throttled down a to a minimum.
- Cutting operations will be kept off site as much as possible by prefabrication
- Localised shrouding of plant in accordance with BS5228

All works will be carried out to ensure that the ground vibrations are contained within the required limits set out below:

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

The Contractor will demonstrate that managers have amended the Site Managers Safety Training Scheme as run by CITB. All sub contractors supervisors will also demonstrate that they have amended the Site Supervisors Safety Training Scheme as run by the CITB.

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

The Contractors will adhere to the key legislation on noise and vibration as detailed in the:

- Control of Pollution Act 1974
- Environmental Protection Act 1990 (ss79 82)
- BS 5228:1997, Code of Practice on Construction and Open Site.

The Principal Contractor will prepare the Method Statement to confirm the controls, checks and monitoring that will be put in place in connection with the control of dust and noise on site during the demolition if required.

Site operations will be controlled so that all plant and machinery noise emissions (including the provision of ventilation, heating and cooling) shall be designed, installed and operated at noise levels that do not cause noise nuisance to the nearest adjoining residential properties.

The Contractor will, with their demolition and construction contractors implement a Dust Management Plan (DMP) that we will seek input and approval of from Camden. The Detailed DMP will include but not be limited to:

- Monitoring of dust levels – in agreement with Camden
- Reacting to results from dust monitoring
- Establish site recording of levels of dust
- Plan our site management and logistics so that receptors for demolition arisings are not located where they might cause a nuisance to our neighbours Regular
- boundary inspections
- Use scaffold protection screeds
- Clean down hoardings using wet cleaning methods
- Establish hard standing areas for clean down vehicles before they leave site – including wheel washing facilities
- Keep the public highway clear of any debris using wet cleaning methods
- Damp down any stock piled excavated materials on site
- Water suppression will be used during demolition

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.

No dirt or dust will be spread onto the public highway.

In case of some amount of dirt/dust onto public highway, the Contractor will use pressure washes as Jet Wash.

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

While noisy level of activity's are in operation, the contractor will monitor noise level to make sure the levels are within specified limits. Noisy work will be covered under our permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.

Sub-contractors will be encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features. To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk. We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each second of the of the works requirement.

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

Once the risk of dust and air pollution from the construction works has been assessed, these risks need to be managed and appropriate mitigation measures put in place. Consideration should be given to the sing of aggregate stockpiles, based upon such factor as the prevailing winds, proximity of site boundary and proximity of neighbours.

The main principles for preventing dust emissions are containment of dust and suppression of dust using water or proprietary suppressants. Suppression techniques should be properly designed, used and maintained, in order to be effective.

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

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

Due to the level of construction, dust monitors are not expected. However, if the Contractors (once appointed) deem that this would be necessary, then the details of such will be provided within the Detailed CMP.

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 well as being a threat to health and wellbeing rats, mice and birds can have serious structural and financial impact on buildings such as damaging thermal insulation, electrical wiring, drainage systems and other structural components.

Regardless of whether the site has been previously developed the contractors shall take the necessary measures to ensure proper control of rodents. The principal contractor should submit a method statement on how the destruction/dispersion of rodents will be controlled 28 days prior any building works are being carried out. Additionally, the method statement shall demonstrate how the presence of rats and mice has been ascertained and how they will be destroyed if they have been/are found on site. If any rodents are found on site all pest control job receipts will be submitted to the council.

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

Will update later as Survey is not carried out yet

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

All operatives are professional, and any complaints will be taken seriously.

The Contractor will operate a “red card” or similar system whereby any operative found to be acting in an social way or smoking outside of the designated smoking area will be given a “red card” and asked to leave the site immediately.

40. 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 (09/21 - 05/23):
- 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): THE CONTRACTOR WILL ANSWER THIS QUESTION
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: THE CONTRACTOR WILL ENSURE THAT THE RELEVANT EVIDENCE IS PROVIDED.
- 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: THE CONTRACTOR WILL ENSURE THIS WILL BE ADHERED TO.
- 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: THE CONTRACTOR WILL ENSURE THIS WILL BE ADHERED TO.



# 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.

**Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.**

**Signed:** R.Patel

**Date:** 07/05/2021

**Print Name:** Risha Patel

**Position:** Architectural Assistant

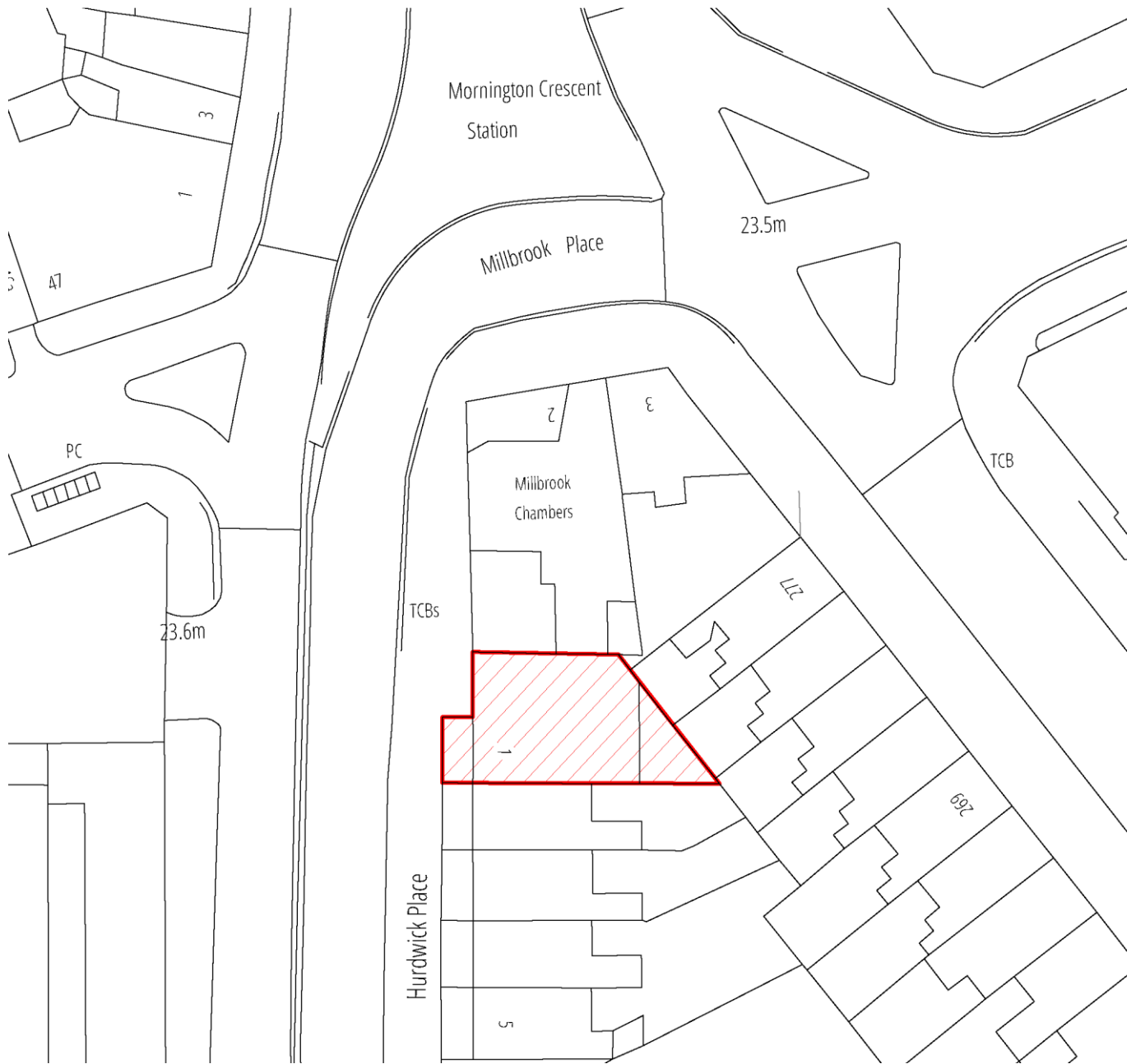
Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.

# Appendix 1.0

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Location Plan



1 Site Block Plan @ 1:500

# Appendix 2.0

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Parking Plan & Scaffolding with Associate Hoarding

Fig 1 - Parking Plan showing shared use parking bay outside no. 5 Hurdwick Place and additional options if required by Contractor.



Fig 2 – Location of scaffolding on Front Elevation and Boundary Hoarding



# Appendix 3.0

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Photos

Fig 1 - Site





Fig 2 – View of the site with proposed loading and unloading bay.

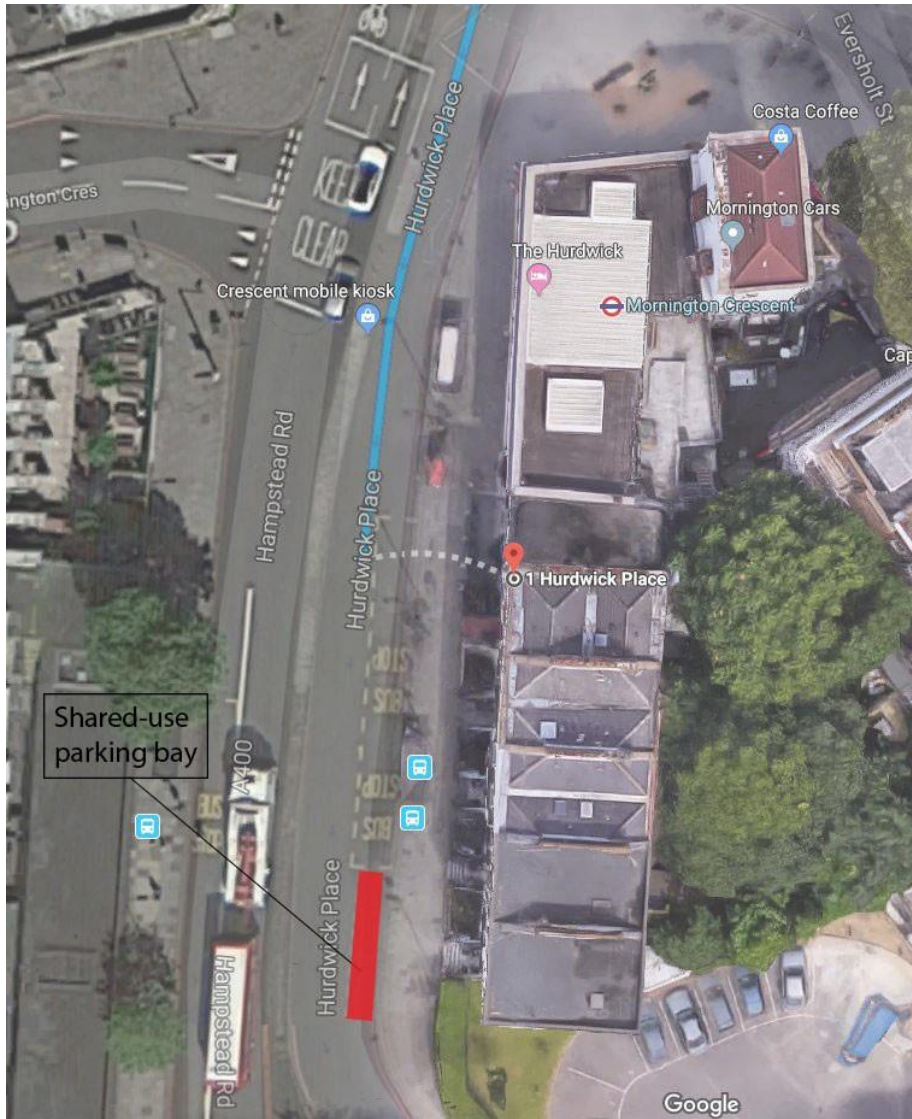


Fig 3 – Photograph showing Bus Stop and space for the Bus



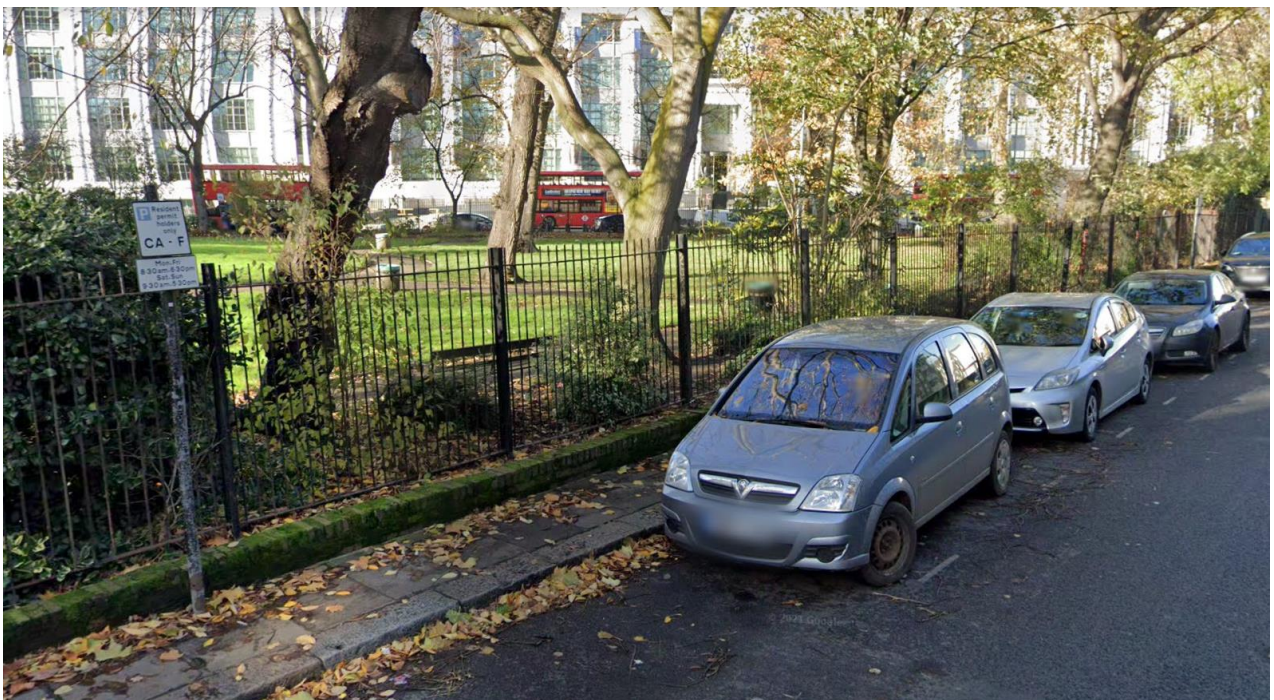
Fig 4 – Photograph showing Bus Stop and loading bay



Fig 5 – Photograph showing Residents Parking in Harrington Square



Fig 6 – Photograph showing Residents Parking Bays on Harrington Square



# Appendix 4.0

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Signage



**A tidy site is  
a safe site**



**Site safety  
starts here**



**Danger**  
Construction site  
keep out



**No  
Unauthorised  
access**



**Danger**  
Construction Site



**Keep out**



**CAUTION**  
Construction site

**Caution**  
Site  
entrance

## SITE SAFETY

Under the health and Safety at work Act 1974 all persons entering this site must comply with all regulations under this act.  
All visitors must report to the site office and obtain permission to proceed on to the site or any work areas.  
Safety signs and procedures must be observed and personal protection and safety equipment must be used at all times



Construction work in progress.  
Parents are advised to warn children  
of the dangers of entering this site



Safety helmets must be worn



Protective footwear must  
be worn



High visibility jackets must be  
worn beyond this point



Unauthorised entry to this site  
is strictly forbidden