

Construction Management Plan

8A Fawley Road

West Hampstead London

NW6 1SH

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
December 2019	1.0	MF Construction
June 2020	2.0	MF Construction
October 2021	3.0	MF Construction
November 2021	4.0	MF Construction
November 2021	5.0	MF Construction

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](#)."

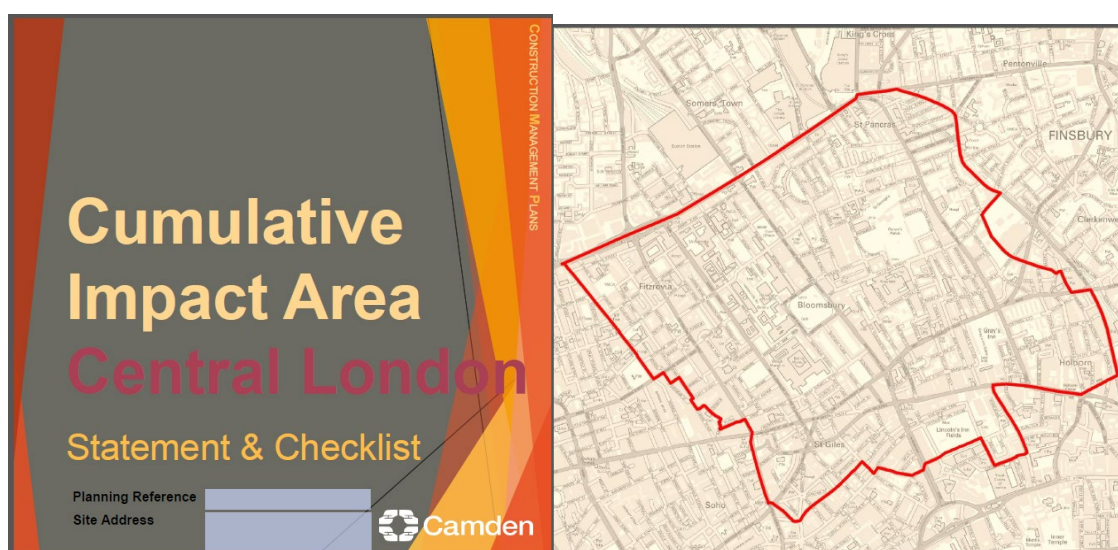
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

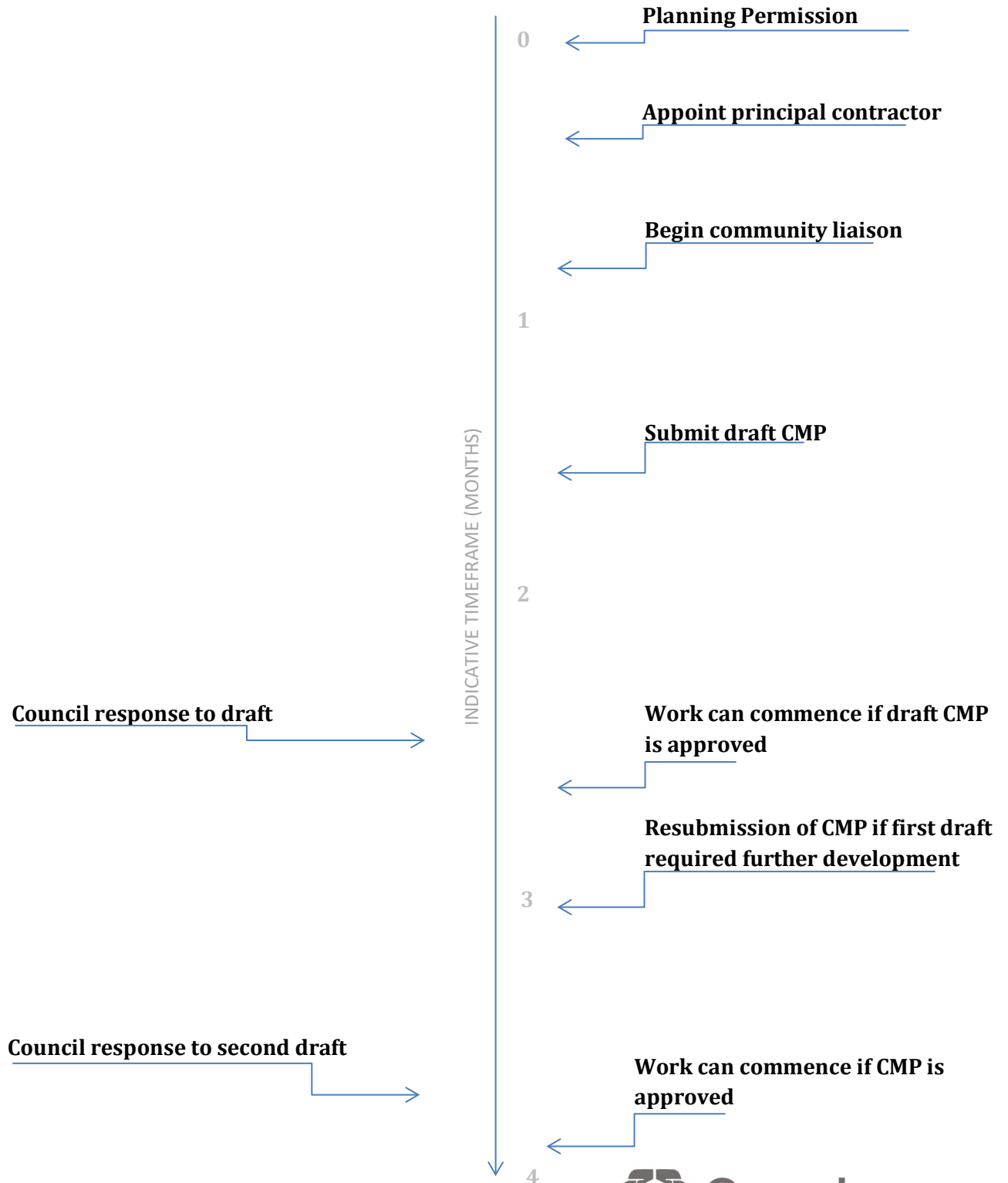
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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: 8A Fawley Road, West Hampstead London NW6 1SH

Planning reference number to which the CMP applies: 2020/0455/P

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

Name: Matthew Julius Arundel Cooper

Address: 8A Fawley Road, NW61SH London

Email: matt.j.a.cooper@gmail.com

Phone: 07919200921

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: Matthew Pritchard

Address: 51 Firs Park Gardens, Winchmore Hill, N212PX

Email: m.pritchard@live.com

Phone: 07837773961

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: Matthew Julius Arundel Cooper

Address: 8A Fawley Road, NW61SH London

Email: matt.j.a.cooper@gmail.com

Phone: 07919200921

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: Matt F Construction

Address: 51 Firs Park Gardens, Winchmore Hill, N212PX

Email: m.pritchard@live.com

Phone: 07837773961

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.

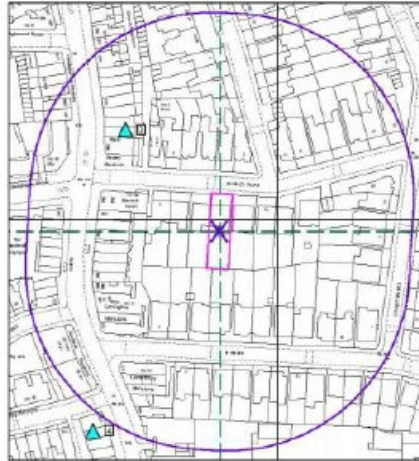


Figure 1. Site Location Plan

(National Grid Reference: TQ 255 850)

8a Fawley Road is a single storey flat within a two-storey residential property with a loft conversion, located on the southern side of Fawley Road at approximate postcode NW6 1SH. The residential dwelling has three levels of accommodation; ground, first floor and loft conversion, with front and back gardens. The site covers an approximate area of 0.05 Hectares with the general area being under the authority of the London Borough of Camden. The site is located on the southern side of Fawley Road with residential properties to the south, west and east. The site surrounding areas are predominantly residential.

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 development involves the excavation of a single storey basement beneath the current footprint of the existing property (approx. 500sqf) and the unification of the existing and new spaces into a single residential dwelling.

It is understood that the proposed basement is at a level of approximately 3m below ground level. The area underneath the property is already partially excavated to a depth of circa 1m.

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).

Prelims 13/9 – 18/9

Excavate & remove spoil - 13/9 – 30/11

Cast reinforced concrete L' shaped pins for the lightwell 13/9 – 30/11

Cast reinforced concrete L' shaped pins under existing walls & dry packed joints 13/9 – 30/11

Install steel framework & encase the base of the box frame in concrete 13/9 – 30/11

Install all underground Drainage 13/9 – 30/11

Excavate, Install & commission 2No Delta pumps 7,800.00

Cast reinforced concrete Base Slab 13/9 – 30/11

Install all Delta waterproof tanking system and alarm 1/12 – 12/12

Insulate & 50mm wet self-levelling screed over the base slab 1/12 – 12/12

Construct 100mm timber wall liner around the basement perimeter 1/12 – 12/12

Construct 100mm timber walls to create the rooms in the Basement 1/12 – 12/12

Install soft wall timber stairs with timber handrail & balustrading 1/12 – 12/12

Fit out: 13/12 – 31/01

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
- No working on Sundays or Public Holidays

Community Liaison

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.).

Flats at 8 Fawley Road (B, C, D, E, F)- noise, vibrations. Residential premises.

6 Fawley Road - noise, vibrations. Residential premises.

10 Fawley Road- noise. Residential premises.

11. Consultation

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

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

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

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

The project is of domestic scale and is expected to impact immediate neighbours only, and as such does not warrant formal meetings, as per Camden's specifications. Notification of intention to carry out the work was given to all freeholders prior to planning application submission.

Specifically, in Autumn 2019 the freeholders at number 6 Fawley Road were visited in person. Phone records have also been kept of communications with the freeholders at 8E and 10 Fawley Road.

Camden as a freeholder has been kept abreast of all communications through Roger Proudfoot (Project Manager). Ward Councillor Shiva Tiwari (West Hampstead Councillor) has been engaged for a number of years now on this project, and helped navigate the various internal processes and departments. Nilva Thompson (Housing Manager) has been in charge of liaising with Camden tenants through formal written communications drafted by Camden – specifically, she informed residents about the potential impact of construction and requested feedback in Autumn 2019.

Version 2.0 of the CMP (uploaded by Planning team) has been publicly available online through the Camden portal since July 2020

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

Not applicable due to location and size/scope of project as per Camden's specifications

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

The guide has been read and will be abided by

CCS registration: SRO23552



14. Neighbouring sites

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

The size and nature of the proposed development is such that vehicle movements and numbers of operatives will be small. Community impact will therefore be local and limited to the site itself.

A review of the Planning Portal indicates no current schemes of this nature in the immediate neighbourhood.

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:

Name: Matt F Construction

Address: 51 Firs Park Gardens, Winchmore Hill, N212PX

Email: m.pritchard@live.com

Phone: 07837773961

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

Contracts

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.). CLOCS Compliance will be included as a contractual requirement.

Desktop checks

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

Site checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

Yes, confirmed

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.

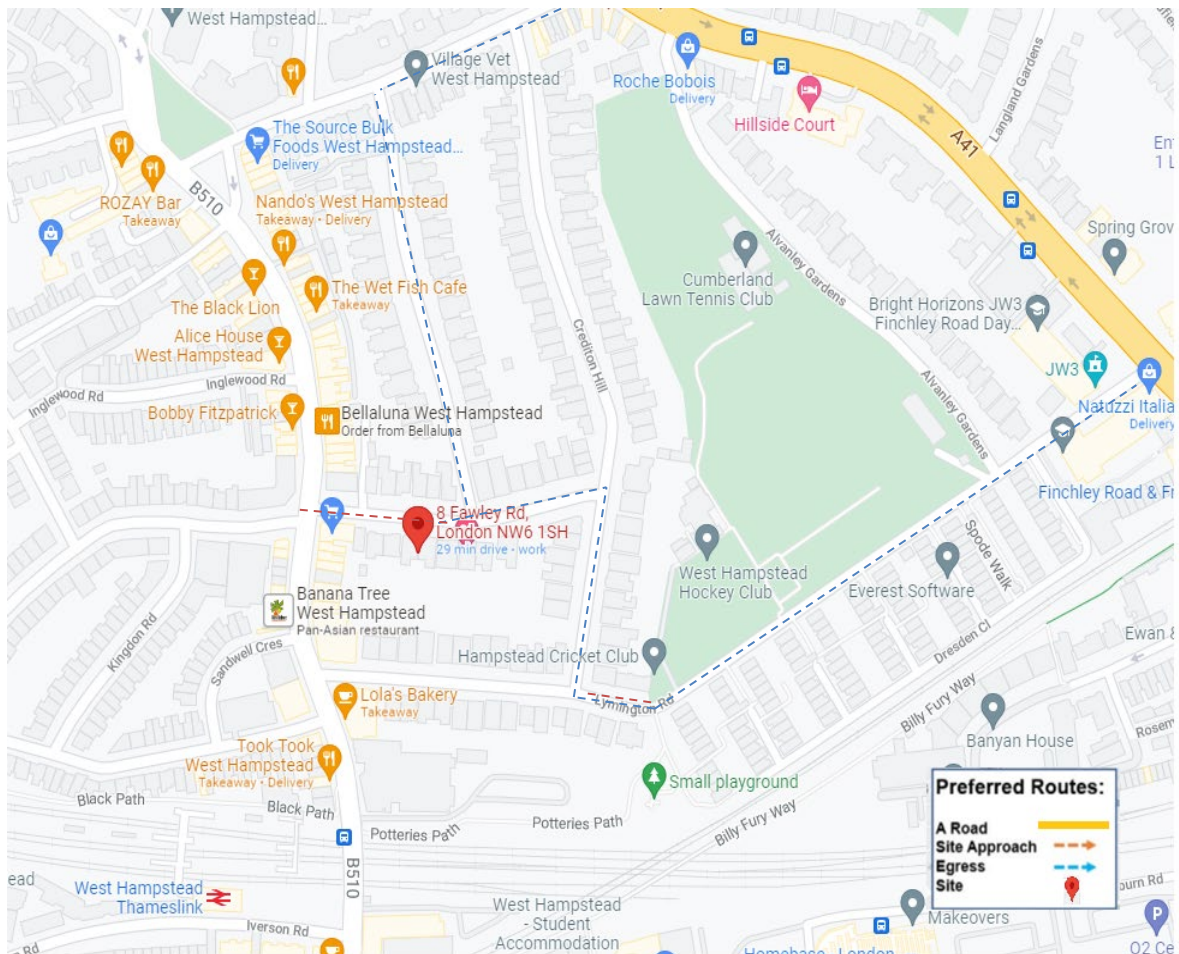
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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



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.

Traffic plans will be discussed at prestart meetings with sub-contractors and suppliers, and the agreed traffic routing included in all sub-contracts and supply orders. Any changes to the plan will be communicated through regular progress meetings.

The contractor will undertake regular audits and visual checks to ensure that suppliers comply with the agreed routing.

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

Typically, vehicle movements will be limited to 1-3 lorries per week. During excavation works a peak of 2-4 grab trucks can be expected in week. Peak time deliveries will be minimised wherever possible. The approach to loading and bay suspensions is to remain under review and will be revised if deemed necessary by the council under Q21

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 no known pending sites of any size in Fawley Road or surrounding streets, although this will be kept under constant review by the development team and the contractor.

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

Vehicles delivering to site will be small, proportionate to the scale of the project and navigating the local streets. As such there should be no constrained manoeuvres. Should this situation be changed, for occasional delivery of construction equipment for example, the Contractor will provide a detailed delivery plan and swept path analyses. For occasional delivery, what is intended is 2/3 small lorries at the start of the project.

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 areas will be required for this project. Deliveries will be managed on a "Just in Time" basis through a delivery management system.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

The use of a consolidation centre is not considered appropriate due to the small scale of the project.

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).

Delivery vehicles will be managed by traffic marshals to ensure that engines are not left idling during offloading and the use of horns and reversing alarms is limited to Highway Code guidelines.

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.

The site does not require vehicle access

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.

The site does not require vehicle access

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.

The site does not require vehicle access

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.

The site does not require vehicle access

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.

Parking for servicing and deliveries is expected to be infrequently needed and will be managed through the use of specific parking permits and occasionally the use of local pay and display bays

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.

One marshal deployed during reversing manoeuvres.

Street Works

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

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

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

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

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

22. Site set-up

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

Site set up impact on the highway is limited to a hoarding across the existing private front garden of 8A Fawley Road adjoining the pavement.

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](#).

No long-term parking bay suspensions are envisaged. No skip is required, therefore no short term parking bay suspensions will be required.

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 such use is proposed

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.

None required

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.

None required

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.

A hoarding will be required at back of pavement across the existing gateway. The hoarding is erected within the site perimeter on private property.

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.

None required

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.

None required. The existing utility connections will be maintained.

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.

Site hours will be as stipulated by the council at Q11:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays. Following requests from neighbours we have voluntarily agreed to minimise noisy work between 8.00 and 9.00 am on Saturdays

Stripping out and minor structural demolition will be undertaken using hand tools or handheld mechanical breakers.

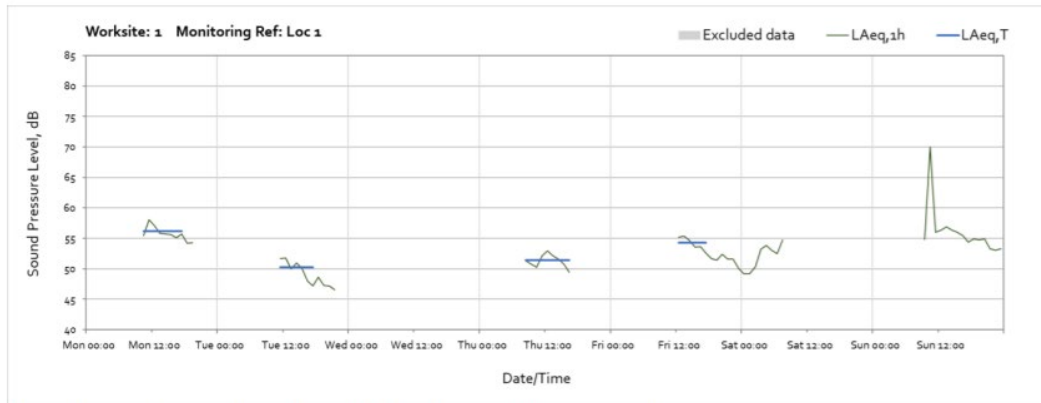
A mini excavator will be used to drive trench sheets for earth retention for the rear section of basement (subject to further engineering investigation and design).

Excavation will be by hand and mini mechanical excavator.

Concrete pours will involve the use of mechanical vibrators, typically pouring on one day of each working week during the structural phase.

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 was carried out prior to the commencing of the work. Noise levels were deemed compatible with the residential location within which the property is located.



Note – Missing data over the week due to a loss of power at the noise monitor.

Results for week 6-12 September 2021

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

The average ambient noise level over the duration of the project is not predicted to exceed 85 dBA as an 8-hour time-weighted average, as compatible with typical levels registered at most small building sites. The Contractor shall also normally limit vibration levels arising from site activities to a peak particle velocity of 1.5mm/second in the vertical direction.

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.

Building work will only be conducted between 0800 and 1800 hours weekdays, 0800 to 1300 hours Saturdays

The quietest and newest vehicles/plant machinery available to the Contractor shall be used at all times.

All vehicles and mechanical plant used for the purpose of the works shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

Site hoardings will be solid timber, which will assist to contain noise within the site. Noisy operations will be contained within the existing building which will assist in limiting noise break out.

Externally, delivery vehicles will be managed by the traffic marshal to ensure that engines are not left idling during offloading and the use of horns and reversing alarms is limited to Highway Code guidelines.

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

The contractor can supply evidence of BS 5228:2009 training for on-site staff

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with focus on both preventative and reactive mitigation measures.

The site consists of London Clay and dust generation will thus be limited.

The dust on site will be suppressed when breaking through concrete and excavation of soil in dried conditions by fine water spray.

When necessary, public roads and access routes will be cleaned using wet sweeping methods.

Unavoidable stockpiles of excavated material held on site will be held within the hoarding and sprayed periodically. All stock and waste piles held on site will be covered and dampened during dry weather.

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.

The mini diggers will remain within the site and will not therefore spread site material on their wheels.

Handheld jet wash equipment will be maintained on site for emergencies and the highway will be periodically washed down.

Where possible, (mini) excavation plant will be loaded and unloaded directly onto a flatbed lorry by means of Hiab lifting, and will not therefore, come into contact with the highway.

If any spoil falls onto the highway, it will be cleaned immediately.

All vehicles carrying waste from the site will be appropriately covered to prevent pollution spread onto the highway.

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

The Contractor will demonstrate the management, monitoring, auditing and training procedures that are in place to ensure compliance with the Camden Minimum Requirements.

The Contractors' nominated Site Manager will have the responsibility of monitoring all site activities and ensuring environmental standards are maintained.

The Contractor will maintain on site, a system for recording any incidents and any ameliorative action taken for inspection by Camden's representatives.

The Contractor will ensure as far as is reasonably practical, that necessary action has been taken and steps to avoid recurrence have been implemented.

A contact number will be provided to all nearby residents and reasonable attempts will be made to suit particular requests from neighbours (if any are received).

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 \(SPG\)](#) (document access at bottom of webpage), 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.**

This is a small site in the context of the GLA SPG and dust risk is Low.

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. (See Appendix 7 of the SPG document.)

Confirmed

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.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

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.

We confirm that the site is not classified as High Risk under the SPG description and does not, therefore, require real time dust monitoring.

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).

Rodent traps will be set out prior to any demolition or construction. Site welfare will be controlled such that waste food does not accumulate.

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

A full asbestos survey was carried out by Camden Council prior to the commencement of Major works in 2019. No asbestos was found on site

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.

Site personnel will be briefed at induction on acceptable behaviour. A suitable smoking area will be identified at commencement and all personnel to be made aware not to smoke directly outside the site boundaries or near local schools.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide: <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

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): 10/09/2021 – 31/01/2022
- 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): Y
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Y
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Y
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Y

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to

avoid idling their engines wherever possible. Free driver training materials are available from the website: <https://idlingaction.london/business/>

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

Vehicle engines will not be left idyl

• SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.6