

Construction Management Plan



CONTRACTOR BAILEY AND JONES

PROJECT: 32 CREDITON HILL,
LONDON, NW6 1HP

PROJECT ID: C091

DATED: 12/10/2022

REVISION: 03

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Revisions & Appendices

Please list all iterations here:

Date	Version	Produced by
26.08.2022	1	Simon Trout
29.09.2022	2	Simon Trout
04.10.2022	3	Simon Trout
12.10.2022	4	Simon Trout

Appendices

Please note – In addendum to this report, review the documents attached.

Date	Version	Produced by
Sept 2021 Construction Method Statement	DMAG-21- 64-CMS	Davies Maguire
Nov 2021 Basement Impact Assessment	Rev 02	Heather Shaw BSc MSc DIC Giulia Forlati Meng PhD Chris Cadian Meng CEng MICE
Asbestos Report	Rev 00	Darren Chinnery
Statement of Cleanliness	Rev 00	Darren Chinnery
Topographical Drawing	12477/01/01	CADPLAN

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](#)."

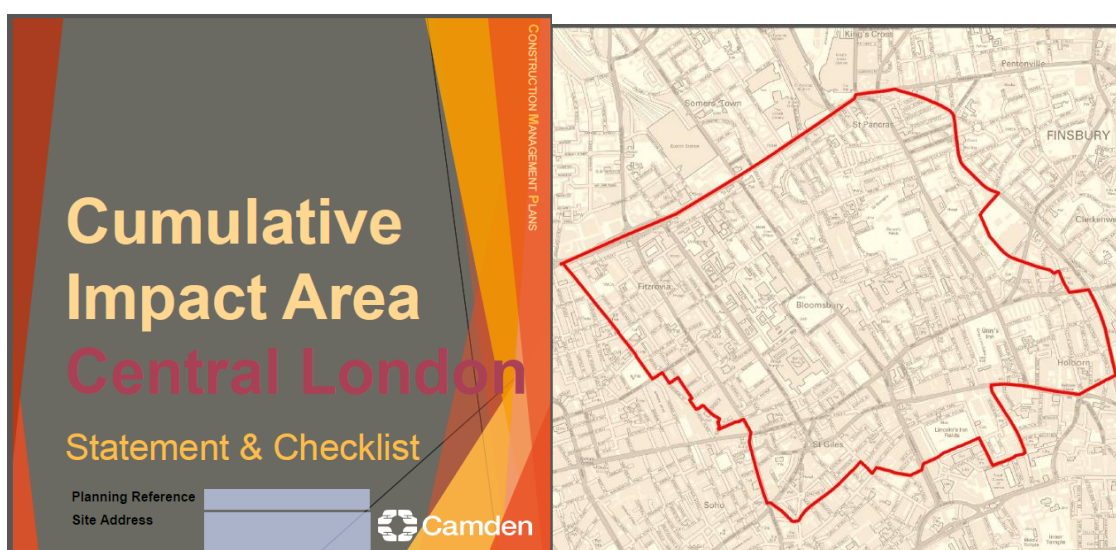
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

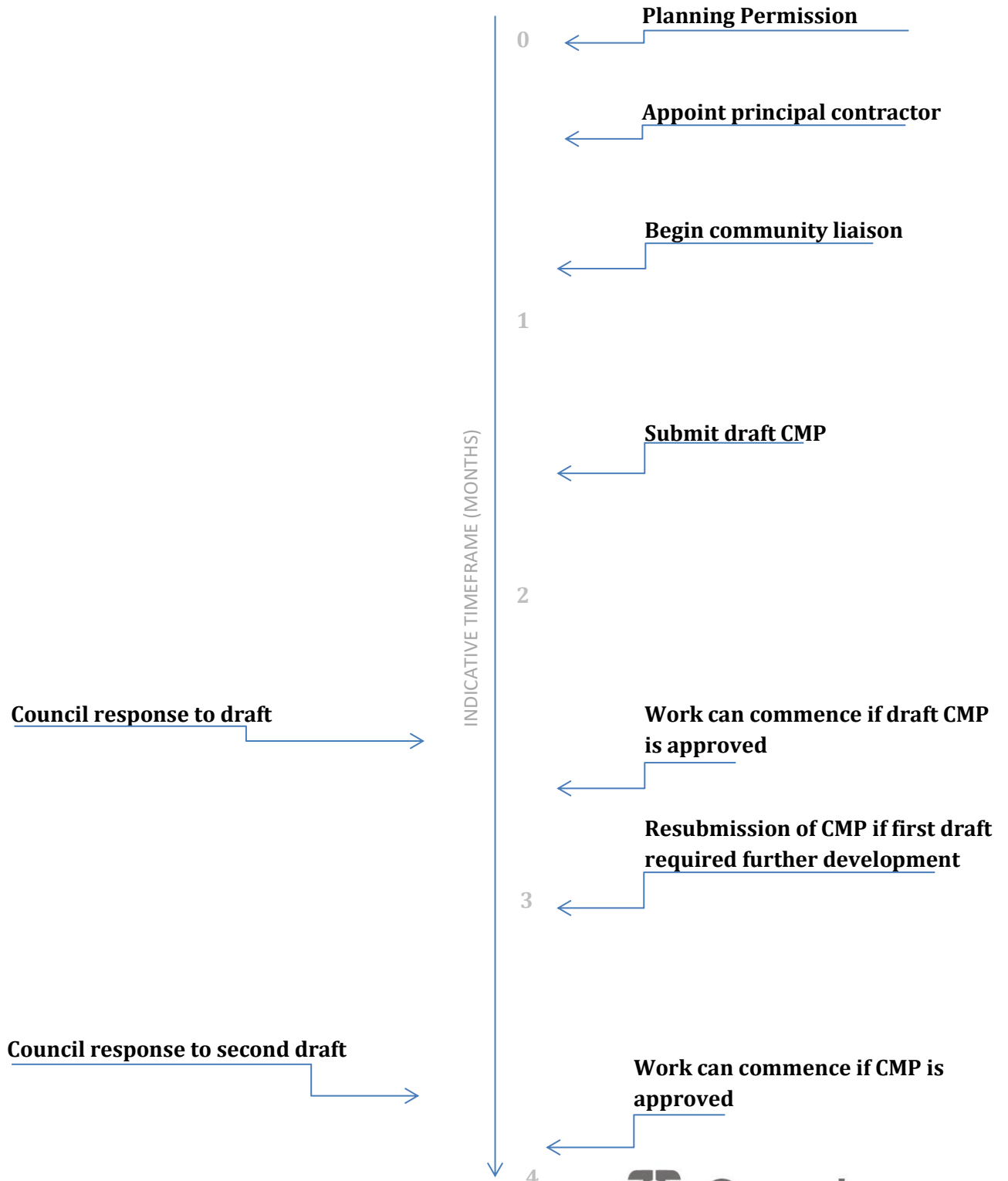
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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: 32 Crediton Hill, NW6 1HP

Application Number – 2021/5564/P

Application Number – 2021/5568/P

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

Name: Simon Trout

Address: Unit 1, River Reach Business Park, 1 Garton's Way, London SW11 3SX

Email: simon@baileyandjones.co.uk

Phone: 07471 079 623

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: Simon Trout

Address: Unit 1, River Reach Business Park, 1 Garton's Way, London SW11 3SX

Email: simon@baileyandjones.co.uk

Phone: 07471 079 623

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: Simon Trout

Address: Unit 1, River Reach Business Park, 1 Garton's Way, London SW11 3SX

Email: simon@baileyandjones.co.uk

Phone: 07471 079 623

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: Simon Trout

Address: Unit 1, River Reach Business Park, 1 Garton's Way, London SW11 3SX

Email: simon@baileyandjones.co.uk

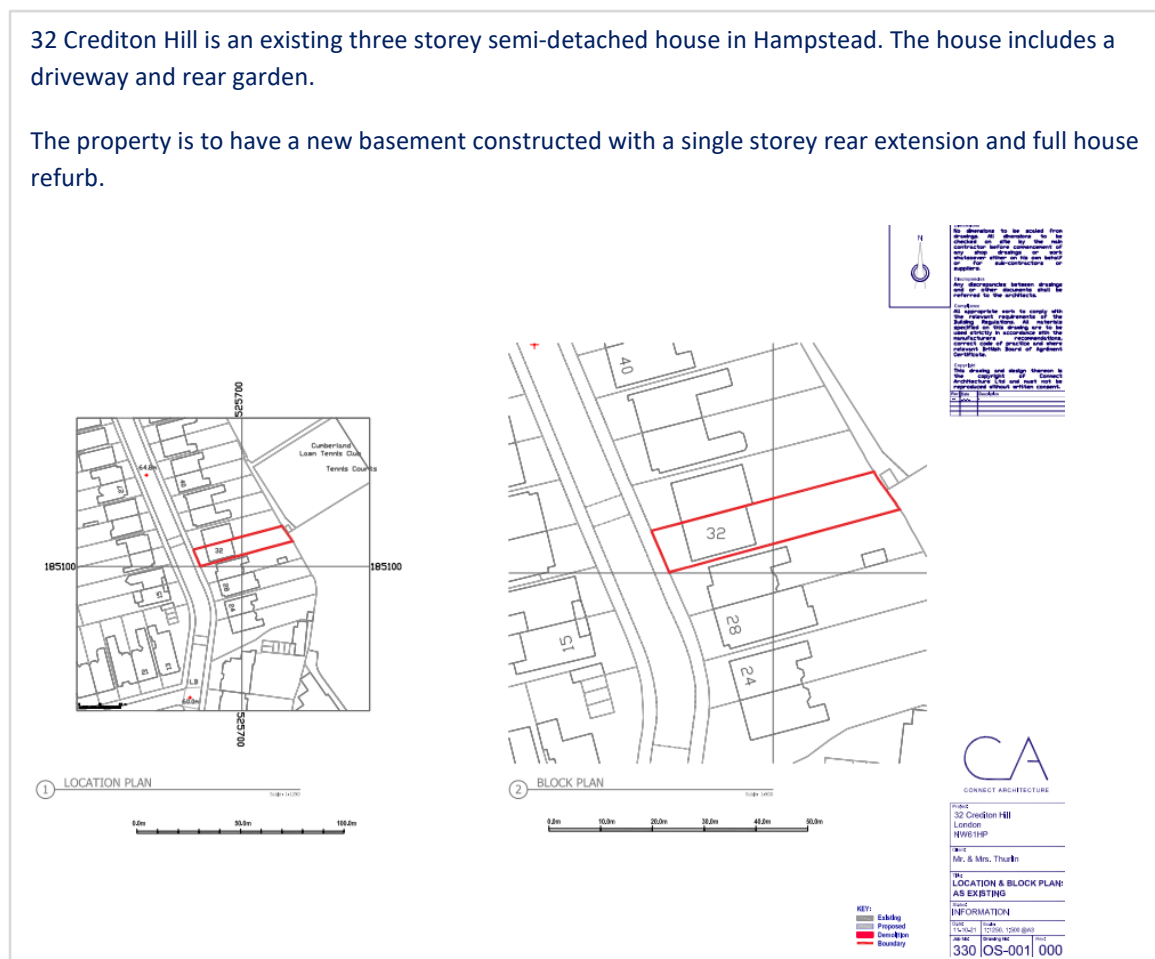
Phone: 07471 079 623

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.

32 Crediton Hill is an existing three storey semi-detached house in Hampstead. The house includes a driveway and rear garden.

The property is to have a new basement constructed with a single storey rear extension and full house refurb.



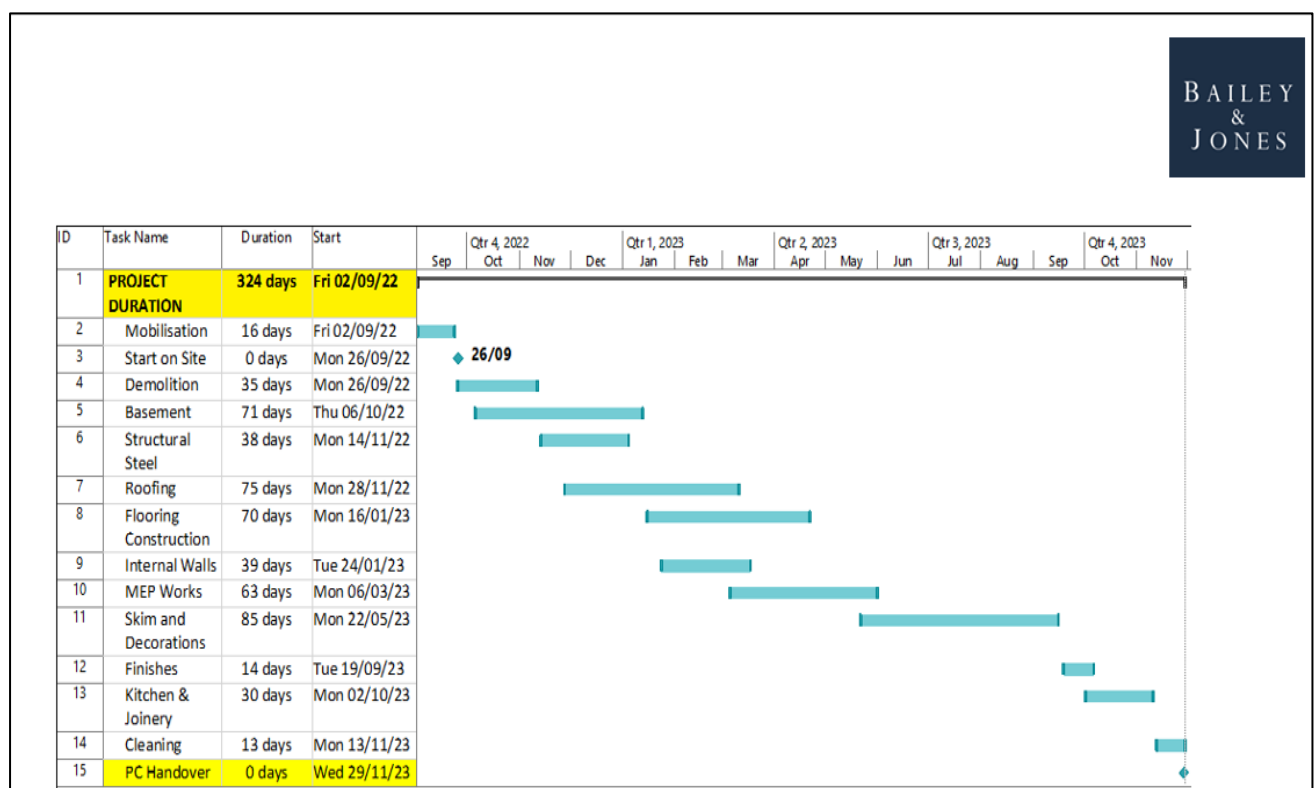
7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The proposed works comprise a new basement beneath the existing building, formed with underpinning and reinforced concrete liner walls. Above the new basement, the existing ground floor will be replaced with a new reinforced concrete slab. In addition, there is a new single storey extension to the rear of the existing ground floor. This will be supported on extended masonry perimeter walls and a new steel portal frame. The portal frame also provides stability to the rear of the building, to allow removal of the existing rear masonry wall. There are a number of changes to existing internal walls at ground and first floor levels, which will require new lintels and steel beams to support superstructure above. A chimney breast on the party wall will also be removed, with the chimney pot retained at roof level supported on steel beams.

Key challenged on site is that the existing carriage-way leading to site is quite tight, so a number of parking bays will need to be suspended in order for the necessary plant to have suitable and clear access during works.

Prior to excavation works, borehole tests will be carried out to ensure no issues with basement construction and ground source heat pump plant

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).



*Note :- Full programme can be issued on request if required

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 5pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

Bailey & Jones Working Hours

- 8.00am to 5pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

Community Liaison

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

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

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

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and**

sign off. This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

House numbers 30 and 34 are at risk during proposed basement construction works.

Hampstead Cricket Club located on Lymington Road

SHHS Sports Ground located on Lymington Road

West Hampstead Hockey Club located on Lymington Road

M&H Driving School located on the corner of Crediton Hill and Lymington Road

All residents on Crediton Hill will be affected by an increase in vehicle traffic during working hours.

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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Neighbouring properties House No. 30 and House No. 34 have been consulted with and agreed to party wall notices regarding works. An independent party wall surveyor will carry out a schedule of conditions of their properties for their record and comfort of ease during course of works.

We have also submitted newsletters to all surrounding properties along street and local cricket club to make them aware of our activities. These newsletters will be monthly so that residents are aware of our activities. We will also work with any sites in nearby vicinity so that vehicle traffic is reduced in area

Refer to attached Appendices

Davies Maguire - DMAG-2164-CMS 2021 – Construction Method Statement – Outlining how structural works will be undertaken and risks mitigated with regards to surrounding dwellings

Milvum Engineering Services – Basement Impact Assessment – Topographical reporting on flood plains with regards to undertaking basement excavation

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.

Prior to commencement of works, the contractor will arrange for letters of commencement to be issued to neighbouring dwellings.

Hoarding shall then be erected around the property with contact details for the main contractor secured to it. The appointed main contractor's site management contact details shall be posted on the hoarding. Should any residents need to contact the site they can do so by contacting the site manager during the construction works.

There will be a regular and proactive liaison with neighbours, Camden local council as appropriate on environmental issues throughout project implementation. A complaints book will be maintained on site and a signing in book as well as to record site personnel and to record any public complaints as well.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#). Please provide the CCS site ID 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 main contractor will follow the guide for working in Camden and all relevant party's shall be provided the information in the link above.

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.

Once planning has been approved, the appointed main contractor will introduce themselves to the site manager of any nearby building sites to ensure contact is maintained throughout the works and especially during high impact phases of work that may have specific transport requirements.

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:

Bailey and Jones

Unit 1, River Reach Business Park

1 Garton's Way

London

SW11 3SX

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

The CLOCS standards shall be monitored as explained on their website to ensure all are following the proposed working methods. All order documents sent from the main contractor to subcontractors and suppliers shall include the CLOCS Standard Version 4 for them to understand what their duties are.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training and will be fitted with blind spot minimisation equipment [Fresnel lens/CCTV] with audible left turn alerts.

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:

The CLOCS Standard shall be included in all contracts to contractors and purchase orders to suppliers.

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.

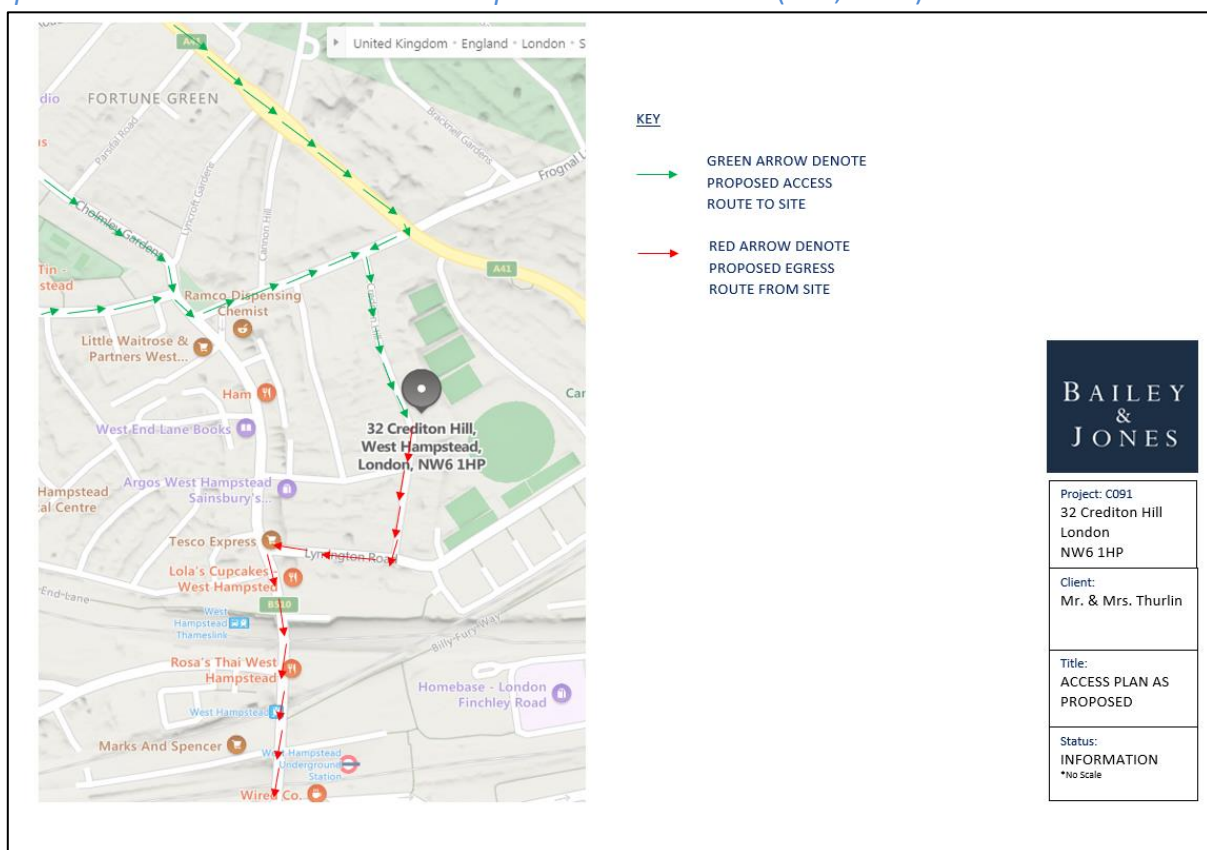
Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

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.

All contractors and delivery companies shall be notified in writing prior to coming to site with a map showing the route to and from the site that they are required to follow. Along with the map they will have a short description explaining the route they are expected to take when accessing the site.

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

SCHEDULE OF POTENTIAL VEHICLE ACTIVITY

START DATE	END DATE	ESTIMATED No. DAILY VEHICLE MOVEMENTS
Week 01	Week 04	1
Week 04	Week 14	2
Week 14	Week 40	2
Week 40	Week 48	1
Week 48	Week 60	1
Week 60	Week 62	2

TABLE OF VEHICLE SIZES EXPECTED

VEHICLE TYPE	LOAD LENGTH	LOAD HEIGHT	LOAD WIDTH	OVERALL LENGTH
7.5T Truck	5.7m	2.3m	2.2m	7.9m
Dropside	4m	N/A	2.1m	6.9m
Double Cab Panel VAN	1.6m	1.3m	1.6m	4.9m
CRAWLER Excavator	2.6m	2.6m	1.8m	8.5m
HIAB LORRY 18T	7.4m	2.5m	2.5m	10m
Ground Line Pump Lorry	8m	3m	2.5m	11m

*Note – residual width of carriage way is 4.2m

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 large construction sites local to our works. When starting the works if there are any other sites that have commenced or are planning to commence locally that affect the construction traffic the main contractor's team shall contact to coordinate future construction traffic. The main contractor site team will be in contact with the relevant people to prevent any issues with construction traffic throughout the construction works.

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

N/A

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.

There is no off site holding areas as deliveries will be coordinated to ensure there is only one construction vehicle loading or off-loading at any one time.

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.

When ordering materials the main contractor shall do their best to order multiple items in a single delivery to help reduce the number of times the suppliers must visit the site. When deliveries are completed ideally full lorry loads shall be delivered subject to storage space on site.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

All vehicles on site that are not in use shall be switched off and not left idling to reduce emissions and for safety purposes.

As the deliveries shall be coordinated and booked in with the site team in advance there shouldn't be any delay with off loading. Before deliveries are brought to site storage space shall be cleared to help prevent any delays once the suppliers vehicle has arrived.

Expected dwell time for vehicles is expected to last from 15 minutes – 60 minutes

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.

N/A

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.

N/A

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.

N/A

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.

N/A

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.

The construction vehicles shall park at the front of the property when loading and off loading. [Refer to site logistic plan shown a few pages below] .There will be a skip located on the front drive and the excavated material shall be next to the skip in the front garden where it is easily accessible by a grab lorry.

During concrete works – after completion of underpins and cube tests on site, a ground line pump lorry will be arranged to finish basement slab and ground floor slab. This lorry will have suspended bays prior and will only take up to one working day per slab

Vehicles will move to allow passage to general traffic where necessary. Deliveries using HGV will also be timed to avoid times of the refuse collection which are presently scheduled on Fridays.

Where deliveries are unable to move such as during concrete pours, bays will be suspended opposite the site to ensure that passage to general traffic is maintained. A sufficient number of bays will be suspended to permit access to another HG V needing to pass site when required.

All major deliverables to site will be consulted with Camden Council prior to engagement of works. Approach to loading to be kept under review and revised if deemed necessary by Camden

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.

During loading and off loading pedestrians shall be asked to cross the road to get past the construction site or wait until the delivery has been completed. Pedestrian barriers shall be located at both ends of the path to preventing any pedestrians walking past as construction vehicles are loading or off loading.

A competent banksman and traffic marshals with appropriate signage will provide aid to site team in managing deliveries and pedestrian traffic . Site team will insure there is enough separation between vehicles and pedestrians to ensure safety.

Moreover, traffic marshals will be guide pedestrians safely around site and vehicles. The traffic marshals shall also help with general vehicle traffic to ensure there is free flowing traffic.

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.

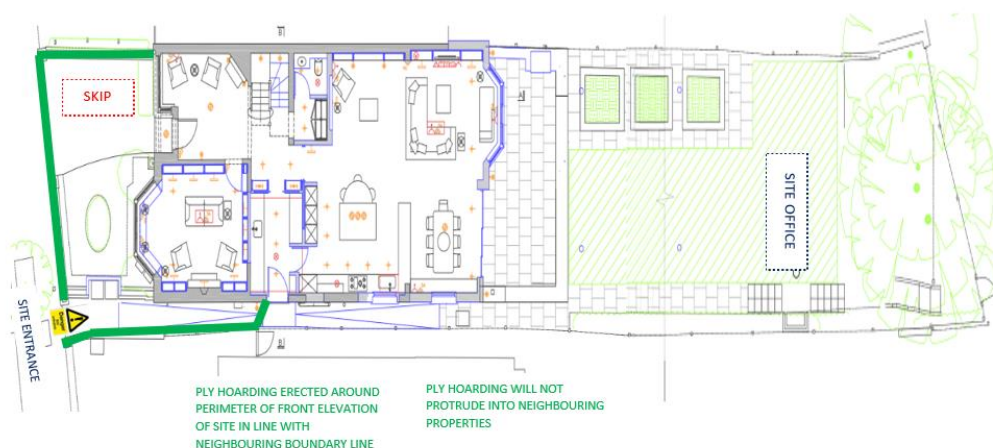
Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.



EXISTING SITE PHOTOS



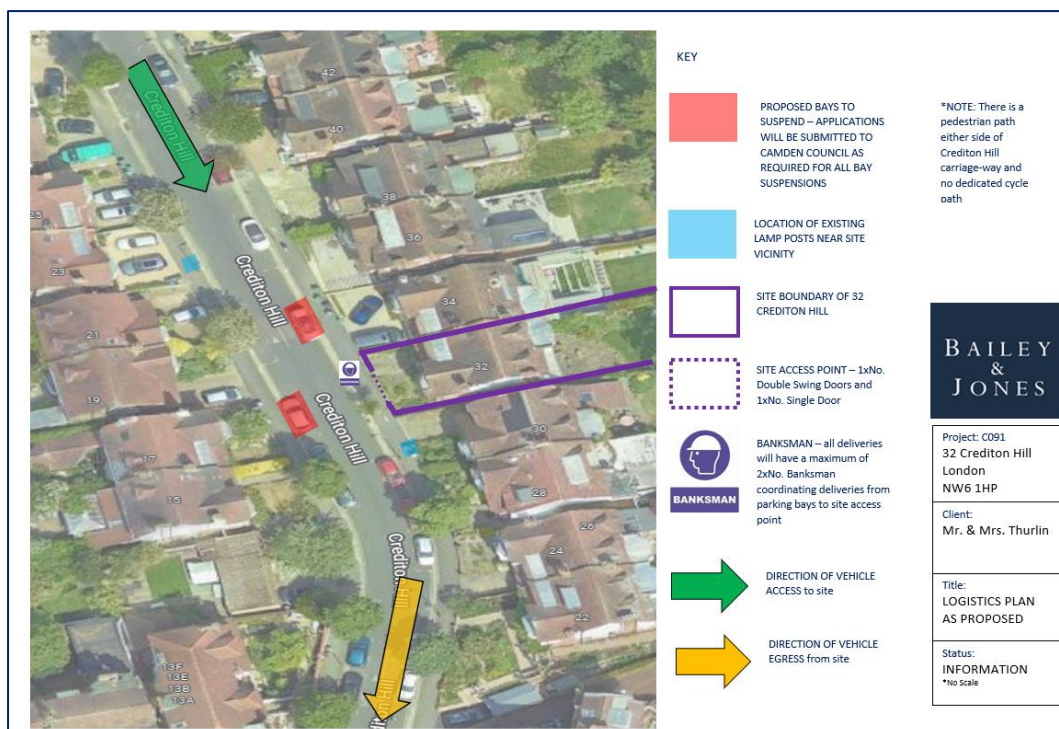
BAILEY
&
JONES

Project: C091
32 Crediton Hill
London
NW6 1HP

Client:
Mr. & Mrs. Thurlin

Title:
SITE SETUP AS
PROPOSED

Status:
INFORMATION
*No Scale



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 - including 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](#).

Up to 2 parking bay suspensions may be required for site deliveries and removal of waste. The bays are required to allow traffic on the road to pass any construction vehicles without any obstructions. These bays shall be required for the duration of the works.

The bays may be require suspension for use of HIAB for installation of crane rooflight [1day] , use of ground line pump for installation of slabs [2 day] and for specialist joinery trades for installation of FFE [1 week]. It is not anticipated that support legs will be required for such vehicles but if required, a detailed traffic management plan will be formulated for works, issued to all neighbouring properties and road suspension application arranged as required for ease of traffic and pedestrian traffic management

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 the proposed occupation of the public highway.

N/A

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.

N/A

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.

N/A

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.

N/A

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.

N/A

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.

N/A

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.

Demolition works using breakers and other tools.

Erection and striking of scaffolding.

Temporary works to protect the building during the construction of the basement.

Excavation for underpinning. Use of an excavator during this construction process.

Underpinning and concreting works for basement construction. Shuttering works and concrete truck and pump.

Backfill each underpin. Use of an excavator and compactor during this construction process.

Mass excavation of basement. Use of an excavator during this construction process.

Excavated material from basement moved from rear of property to front.

Removal from site of the excavated material from the basement by grab lorries.

Concrete pour for basement slab. Concrete lorry and pump required for this work.

Screeding works. Vehicle to deliver screed.

Delivery and installation of steelwork.

Roof structure works.

General material deliveries by HIAB lorry throughout the duration of the works.

Borehole tests

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.

No noise survey has been completed but one shall be booked in prior to the works commencing on site.

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

Noise levels will be at there highest during the construction of the basement as there will be noise and vibrations whilst using excavators and other tools.

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.

When the machinery and tools are not required on site they shall be turned off to reduce noise levels. Works to be completed diligently to prevent unnecessary vibrations.

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

All site supervisors and site managers will have SMSTS and SSSTS certification whereby all works carrying out significant noise will be assessed via a risk assessment schedule and control measures in place such as restricted use of plant and appropriate barriers where necessary between operatives.

An external Health & Safety Auditor will attend site to review current noise control measures employed by site management and advise on any amendments if required.

All new operatives inducted onto site will be expected to adhere to a 5 point PPE system and attend tool talks addressing the following items:

- Likely noise exposure on site and risks to hearing expected
- Importance of control and operation of any noise control measures such as silencers and machine enclosures
- How to and where to obtain hearing protection and how to use it properly, the need to use it during specified activities and how to maintain equipment.

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 a focus on both preventative and reactive mitigation measures.

When works on site create increased dust then the main contractor should water the dry areas to reduce the amount of dust nuisance.

A 'Wetting Down' procedure of materials where required.

The storage of waste materials within rubble sacks before being taken to a skip to ensure no escape of dust.

Where possible tools shall have vacuums attached to reduce spread of dust.

Site shall be swept up everyday

Once the skip is full it shall be exchanged as soon as possible to prevent any rubbish not being disposed of immediately.

Use of dust screens

Switching off plant when not in use

All stock piles and waste skips will be covered to prevent spread of dust

All vehicles leaving site will be made clear of dirt/dust to prevent spread onto public highway

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 hoarding around the property will help to reduce the amount of dirt and dust escaping the site. The hoarding gate shall also be kept closed unless in use to reduce the spread of any dirt or dust.

Cleaning and sweeping of site on a regular basis by attendant site labourer to help prevent any dust or dirt escaping the site. If any dirt or dust does escape the site the site labourer shall sweep it up.

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 client is committed to ensuring that the best practice requirements on dust mitigation and air quality are met as best practicable and in conjunction with health and safety law. The appointed main contractor will be expected to adhere to these conditions. Dust mitigation and air quality measures on site will include:

- The requirement to wear PPE where dust is created, including mask and goggles.
- The use of hand tools where possible to perform tasks.
- The use of dust extractors on power tools that may create dust.
- A 'Wetting Down' procedure of materials where required.
- The storage of waste materials within rubble sacks before being taken to a skip to ensure no escape of dust.
- The safe and correct storage of materials on site as per manufacturer's instructions.
- Cleaning and sweeping of site on a regular basis by attendant site labourer.

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.**

Refer to Asbestos Report for Air Quality Assessment.

Refer to Construction Method Statement – DMAG-21 -64 CMS for dust, noise and air risk assessment and mitigation procedures.

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.)

We confirm that we will utilize all recommended measures from SPG document in reference to dust impact risk whilst construction works are ongoing on site.

In reference to the GLA mitigation measures checklist we have identified as low risk and will employ all recommended measures on site during excessive dusty works such as excavation.

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 an 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.

It is deemed that the dust impact risk level will be low risk. A project manager will be assigned to monitor the dust created during construction works, with an auditor visiting site on weekly basis to review current dust control measures employed by site. The receptors at most risk during works would be neighboring properties to 32 Crediton Hill.

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).

There will be bins located on site where all rubbish shall be collected and then removed to the skip once bins are full. The canteen area shall be kept clean and tidy to prevent rodents. No uneaten food or drink shall be left anywhere on site. Site labour shall clean the site on a regular basis to ensure nothing is left to attract rodents.

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

An asbestos survey has been completed and asbestos was found and has been removed. If anymore asbestos is found during the works a specialist shall be employed to remove it.

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

The site manager will designate a smoking area. The site manager will be responsible to ensure that there is no bad language and shouting on site. If there is any then those responsible shall be spoken to and warned.

All complaints about conduct of builders should be raised with the site manager to resolve.

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 (V4):

<https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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 : 02.09.22 – 29.11.23
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes
- 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: Yes
- 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: Yes

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 the 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.

All construction vehicles shall be turned off when outside the site unless they are loading or off-loading. No vehicles shall be left idling when not in use to reduce air pollution.

The free driver training materials shall be sent to all suppliers and subcontractors to inform all of our responsibilities to reduce air pollution.

 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:*Simon Trout*

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Date: ...October 2022.....

Print Name:Simon Trout.....

Position:Projects Director.....

Please submit to: planningobligations@camden.gov.uk

End of form.