

# Construction Management Plan

pro forma

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
13/12/2022	Draft	BCC

## 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.

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

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

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

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

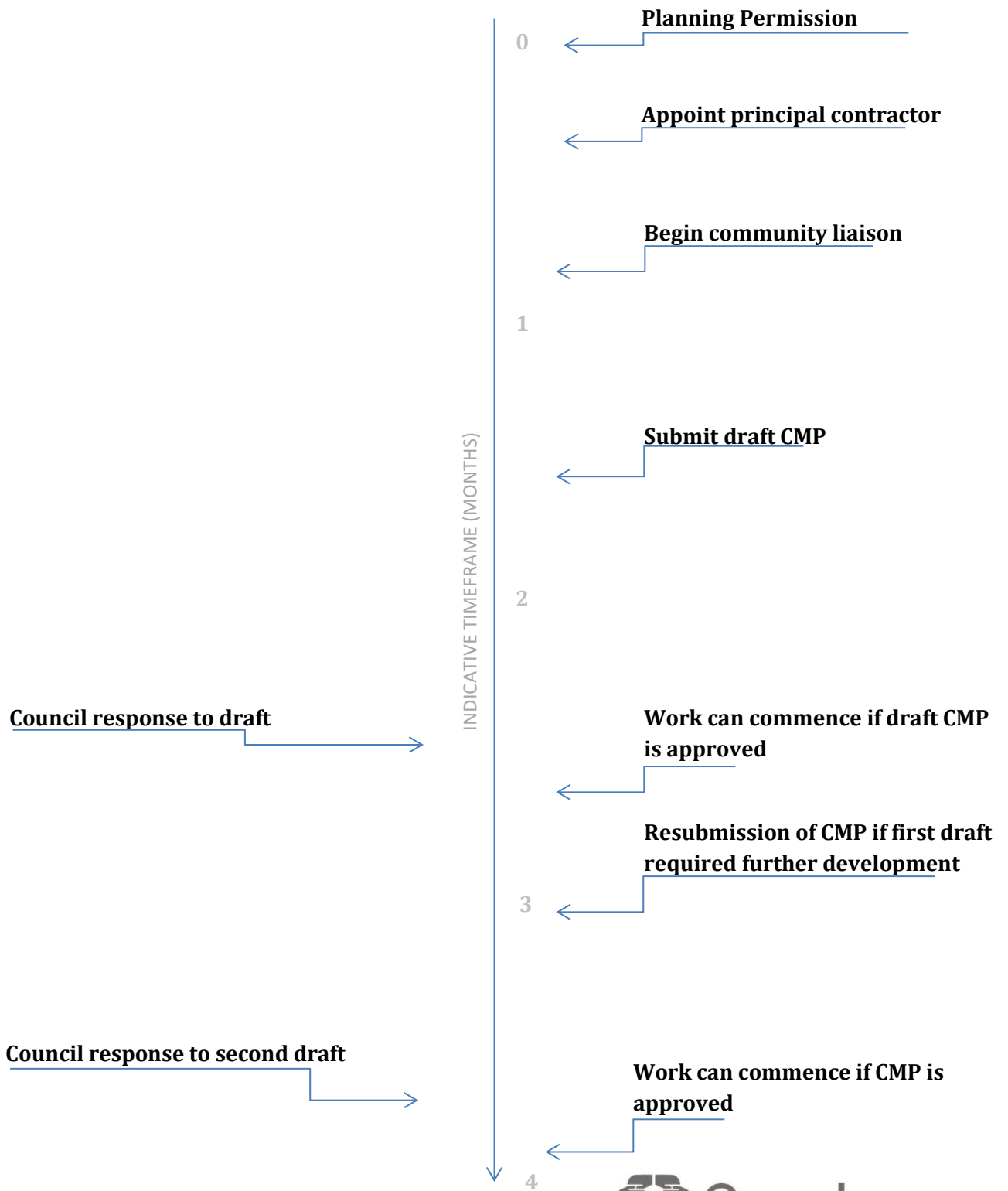
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

# 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: 16 Pilgrims Lane, NW3 1SN

Planning reference number to which the CMP applies: Not known at this stage

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

Name: Ben Chimes

Address: Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY

Email: b.chimes@rgp.co.uk

Phone: 07884053278

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: Edward Wheeler RIBA

Address: Wolff Architects Ltd, 16 Lambton Place, Notting Hill, London, W11 2SH.

Email: info@wolffarchitects.co.uk

Phone: (0)20 7229 3125

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: Mr Andrew Lavery

Address: 16 Pilgrims Lane, London, NW3 1SN

Email: andrew@andrewlavery.co.uk

Phone: n/a

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.

Main contractor not appointed at this stage.



# Site

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

The site is located at 16 Pilgrims Lane, London, NW3 1SN and is consists of a two-storey residential property. The site is located within the neighbourhood of Hampstead, to the north of the A502 Pilgrim's Place. The surrounding site content is predominantly residential in character. The development proposals for which this CMP applies is the extension and external alterations to 16 Pilgrims Lane as illustrated in the proposed site plans attached hereto in **Appendix A**.

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).

Proposed extensions and alterations to property including lower ground floor extension, ground floor front/side and replacement two storey rear extension with new ground floor terrace, first floor rear infill extension and roof extensions including rear dormer extensions, front rooflights and hip to gable roof alteration; and associated hard and soft landscaping works.

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

Anticipated 18-month construction period, commencing July 2023.

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

The construction team shall adhere to the standard working hours for construction sites for Camden, namely:

- 8.00am to 6pm on Monday to Friday;
- 8.00am to 1.00pm on Saturdays; and
- 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.

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## Cumulative impact

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

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

## 10. Sensitive/affected receptors

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

The dwellings adjacent and opposite the site along Pilgrim's Lane and Downshire Hill are the only properties that could be affected by construction activities on the site. Furthermore, Kemplay Road and Carlingford Road both connect onto Pilgrim's Lane.

## 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 draft CMP will be submitted as part of the forthcoming planning application whereby local residents, councilors and other stakeholders shall have the opportunity to respond.

## 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.

Given the quantum of development proposed it is not considered that a construction working group is required.

### 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 principal contractor is not appointed at this stage. However, the operation of the construction site will comply with the Construction Logistics and Community Safety (CLOCS) initiative, details of which are included at **Appendix B** of this report.

### 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.

At the time of writing, the project team are not aware of any ongoing construction projects in the vicinity of the site other than no.12 Pilgrims Lane which has just had a resolution to grant permission for works.

# Transport

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

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

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

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

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

## CLOCS Contractual Considerations

15. Name of Principal contractor:

Principal contractor not appointed at this stage.

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

Routine checks for compliance with the CLOCS standard shall be undertaken in accordance with the principal contractor's standard business operation.

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 principal contractor is not appointed at this stage however, the operation of the construction site will comply with the Construction Logistics and Community Safety (CLOCS) initiative.

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

## Site Traffic

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

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

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

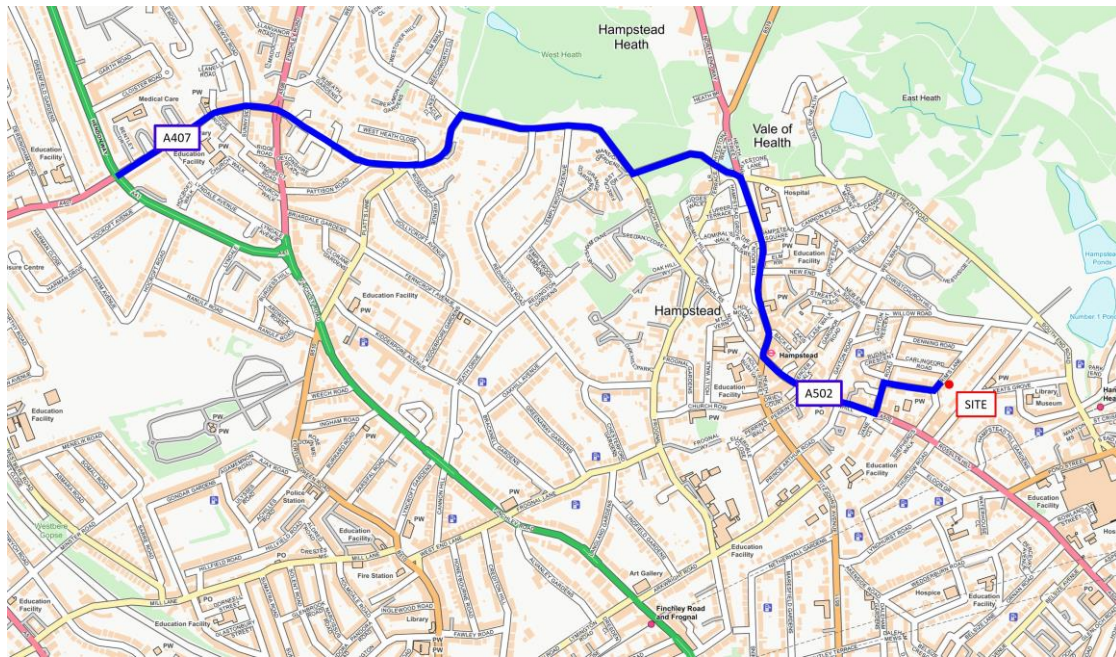
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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

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



The proposed routing plan is set out below.



Inbound construction traffic route:

- Turn left or right from A41 Hendon Way to A407 Cricklewood Lane.
- Continue straight from A407 Cricklewood Lane to Hermitage Lane.
- At roundabout, continue straight from Hermitage Lane to Platt's Lane.
- Turn right from Platt's Lane to West Heath Road.
- Turn right from West Heath Road to A502 Heath Street.
- Turn left from A502 Heath Street to A502 Hampstead High Street.
- Turn left from A502 Hampstead High Street to Willoughby Road.
- Turn right from Willoughby Road to Kemplay Road.
- Turn left from Kemplay Road to Pilgrim's Lane.

Outbound construction traffic route:

- Turn left from Pilgrim's Lane to Carlingford Road.
- Turn left from Carlingford Road to Willoughby Road.
- Turn right from Willoughby Road to A502 Hampstead High Street.
- Turn right from A502 Hampstead High Street to A502 Heath Street.
- Turn left from A502 Heath Street to West Heath Road.
- Turn left from West Heath Road to Platt's Lane.
- At roundabout, continue straight from Platt's Lane to Hermitage Lane.
- Continue straight from Hermitage Lane to A407 Cricklewood Lane.
- Turn right or left from A407 Cricklewood Lane to A41 Hendon Way.

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.

Delivery drivers will be notified of the proposed access arrangements and routing strategy prior to their scheduled delivery time, in order to ensure vehicles adhere to the agreed routes and access arrangements. Traffic Marshals shall be on hand at all times to assist vehicle manoeuvring as required.

**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

- Skip loader: 1 delivery for duration of project
- 18t flatbed: 1 delivery per week for duration of project
- 3.5t van: 2 deliveries/day for duration of project

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.

No nearby sites with which to coordinate deliveries. Furthermore, given the proposed quantum of development this is not considered to be necessary.

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

No constrained manoeuvres identified.

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 or waiting points proposed.

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.

Given the quantum of development proposed it is not considered that a construction material consolidation centre is required.

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

Vehicles being off-loaded with goods at the site shall switch off their engines to avoid nuisance to the adjacent uses and to prevent dust generation.

**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.

It is not proposed that construction vehicles would enter the site.

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.

Given the quantum of proposed development, it is considered that the number of vehicle movements shall be minimal and consequently such controls shall not be required.

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.

**Drawing 2022/6863/001**, attached hereto, demonstrates a typical construction vehicle accessing and egressing the area in a forward gear safely and conveniently.

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.

Since all construction vehicles shall remain within the public highways, it is not considered that wheel washing facilities would be necessary. The appointed Construction Manager would ensure all construction vehicles depart the site in a clean and tidy manner.

**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.

It is proposed to temporary suspend the 2x Resident Permit holder only bays (CPZ Code: CA-H) Monday-Saturday 0900-2000. To accommodate a skip and loading/unloading from transit style vans.

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.

All vehicle manoeuvres and loading/unloading would be assisted by a Traffic Marshal. Traffic Marshals would be situated at the front of the site at all times when construction vehicles are expected to undertake deliveries to direct vehicles, pedestrians and cyclists in the locality.

## 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.

**Drawing 2022/6863/001** attached hereto illustrates the construction site setup, including access points, suspension of parking and storage area.

### **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](#).

It is not considered that any TTO's shall be required as the suspension of on-street parking is not required for longer than 6 months.

#### 24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

No occupation of the public highway or footway closures is proposed only the suspension of 2x on-street parking bays as illustrated in **Drawing 2022/6863/001**.

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 for construction.



## 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.

Given the quantum of development proposed, it is not considered that any motor vehicles or cycle route diversions shall be 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.

None required for construction.

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 for construction.

## 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 for construction.

# Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

All noisy works within a residential environment shall be minimised and the Principal Contractor shall ensure all subcontractors are aware of the site restrictions on noisy work as detailed within subcontract orders and the site rules.

Noisy work will be covered under the permit to work system which will identify the activity, its location, the duration and any applicable control measures necessary to mitigate its effect.

Neighbours shall be informed in advance of any noisy or disruptive activities that may be undertaken and to allow time for the agreement of any reasonable mitigation measures that may be required.

In general, construction activities would be 8.00am to 6.00pm during working weekdays, 8am-1pm on Saturdays and no works on Sundays and Bank holidays. However, we will restrict noisy activities within our operations to the following times:

- 10.00 to 12.00 and 14.00 to 16.00

In addition, delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays. All in accordance with Camden's Guide for Contractors Working in Camden.

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 carried out.

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

As above, no noise survey has been carried out.

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

- The use of 'silenced' plant and equipment (including sound reduced compressors, muffled pneumatic equipment, vehicle exhaust silencers, etc.);
- The provision of temporary screening around plant, equipment or work activities to minimise off-site sound propagation where possible;
- Ensure all plant is shut down when not in use;
- The selection of non-percussive working methods, where practicable. This is considered to be particularly important for any work stages on structures adjoined or in very close proximity to neighbouring properties (to minimise the risks of 'structureborne' sound transfer);
- Optimising the general arrangement of the site layout to locate noise generating activities as far as possible away from sensitive receptors, including the location of vehicle loading/unloading areas; and
- Ensuring vehicles are unloaded in an appropriate and considerate manner to minimise impact noise;

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

The principal contractor not appointed at this stage.

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

The current best practice document for London is The Control of Dust and Emissions During Construction and Demolition SPD. This requires that in the first instance a dust risk assessment is carried out to ascertain the likely levels of dust risk associated with the specifics of the development and to identify the mitigation measures necessary. It is proposed that regular site inspections will be carried out to monitor compliance with air quality and dust control procedures, record inspection results and make an inspection log available to the local authority when asked.

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.

This is not anticipated this this is likely to occur however, the Principal Contractor shall clean any dust, mud and debris from the public highway or footways immediately upon discovery.

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

The Principal Contractor shall record all dust or air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken.

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

This risk assessment shall be undertaken by the Principals Contractor following appointment.

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

This risk assessment shall be undertaken by the Principals Contractor following appointment.

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

This risk assessment shall be undertaken by the Principals Contractor following appointment.

- 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).

General site cleanliness practices shall be undertaken e.g. not leaving food discarded.

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

Not at this stage, an asbestos survey shall be carried out prior to works commencing.

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 Principal Contractor shall advise the Council should any complaints be received, identifying remedial actions should it be necessary.

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

**From 1<sup>st</sup> September 2015**

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

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

**From 1<sup>st</sup> September 2020**

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

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

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



The use of NRMM is not proposed.

● 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:** .....

13<sup>th</sup> December 2022

**Date:** .....

Ben Chimes

**Print Name:** .....

Principal Consultant

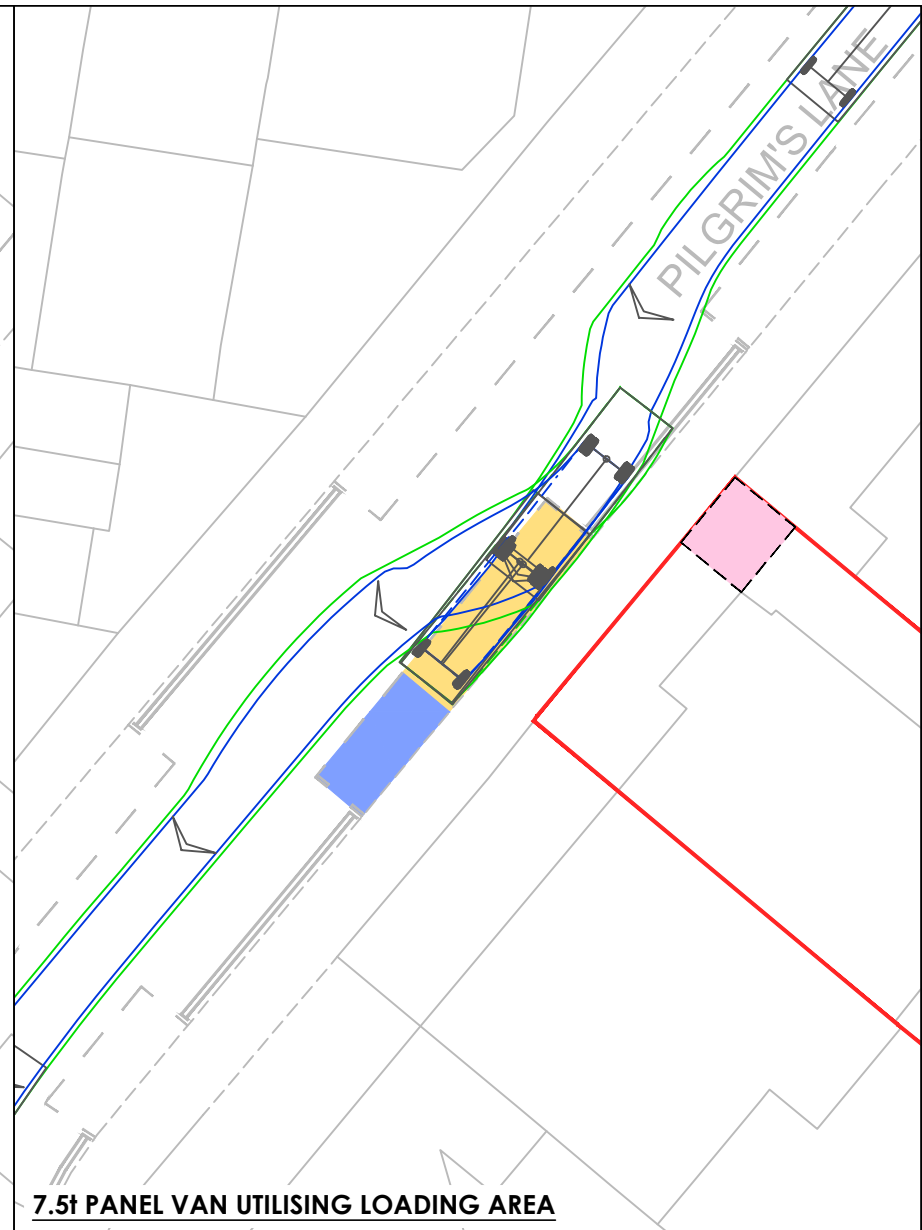
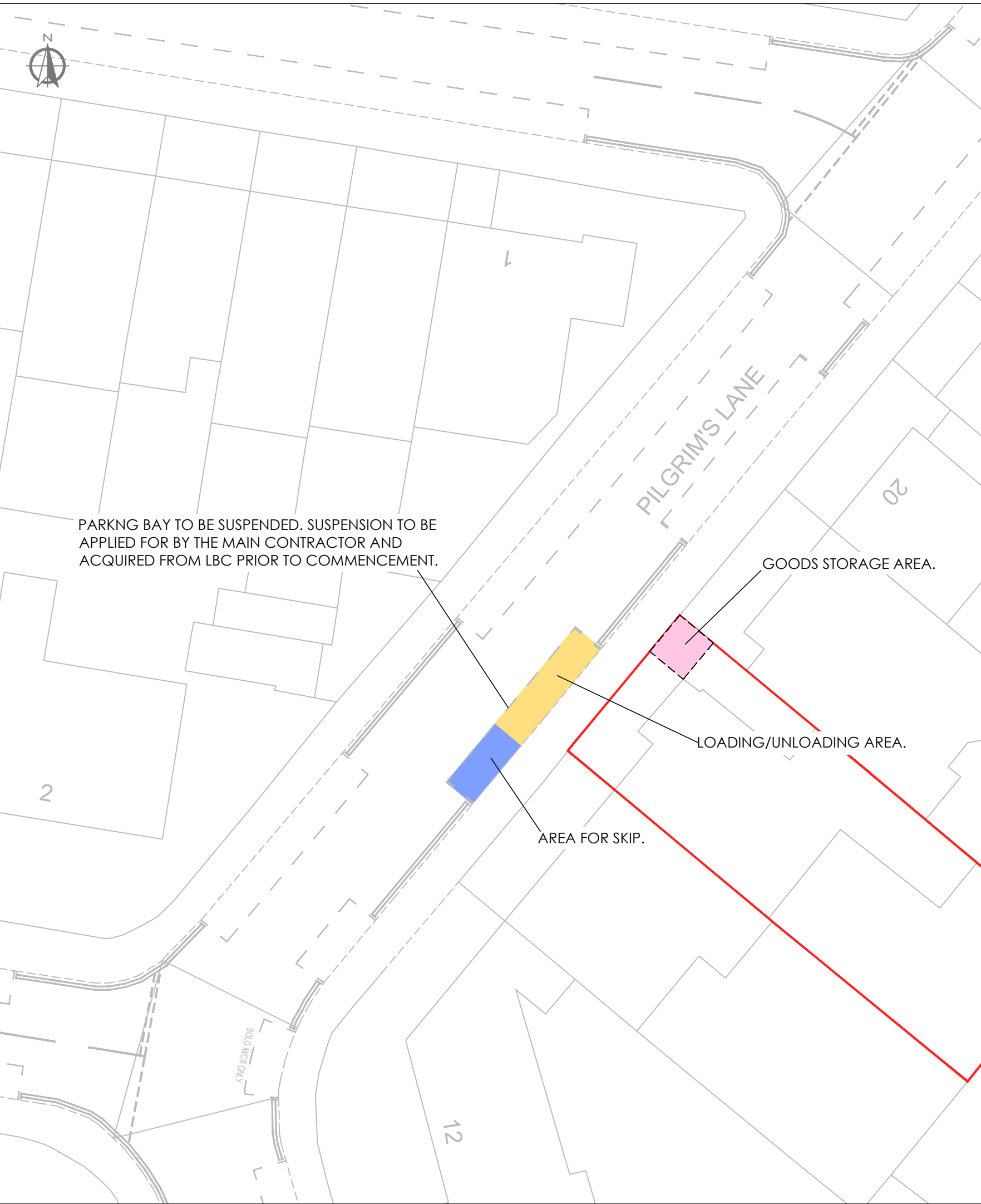
**Position:** .....

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

End of form.



# DRAWINGS



### NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

- SITE BOUNDARY
- SET-DOWN/LOADING AREA
- SKIP LOCATION
- GOODS STORAGE AREA

**7.5t Panel Van**  
 Overall Length 7.210m  
 Overall Width 2.192m  
 Overall Body Height 2.544m  
 Min Body Ground Clearance 0.316m  
 Track Width 1.865m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 7.400m

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### RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

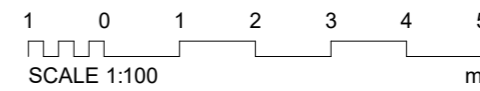
Rev.	Drawn	Comments	Date
P1	DLH	FIRST ISSUE	13/12/22

**RGP**  
 Transport Planning and Infrastructure Design Consultants  
 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY  
 1-2 Paris Garden, London, SE1 8ND  
 Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

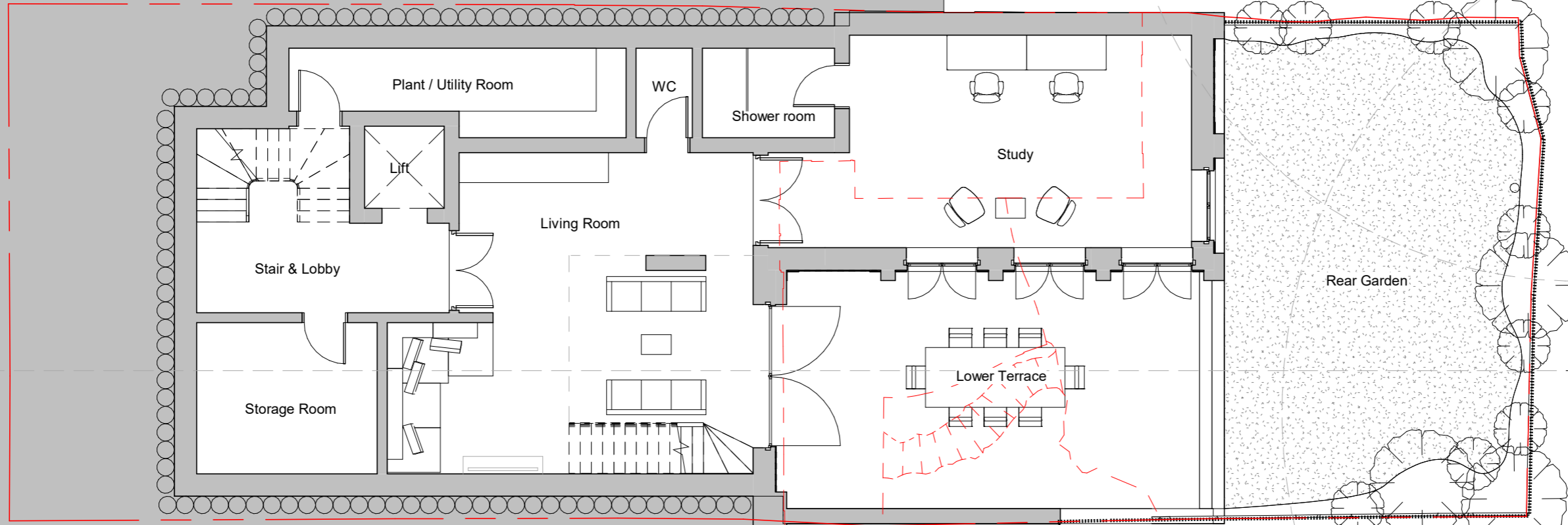
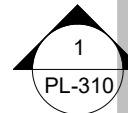
Client	SM Planning		
Project	16 Pilgrims Lane, London		
Drawing Title	Construction Site Set-Up		
Drawing No.	2022/6863/001	Rev.	P1
Scale	1:250	Drawn By	DLH
		Checked By	BCC
			A3



## **APPENDIX A**



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Rev	Description	Date
B	Piling Indicated	30.11.22
A	Rear Facade Line-Pergola	06.09.22
0	Initial Issue	06.07.22

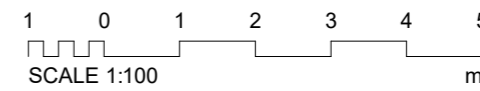
**WOLFF ARCHITECTS**  
 16 Lambton Place  
 Notting Hill  
 London W11 2SH  
 t 02072293225  
 f 02072293225  
 e info@wolffarchitects.co.uk

status:	
PLANNING	
project:	16 Pilgrims Lane London NW3 1SN
drawing title:	Proposed Lower Ground Floor
date:	06/07/22
scale:	1:100
dwg no:	2219-PL-200
rev no:	B

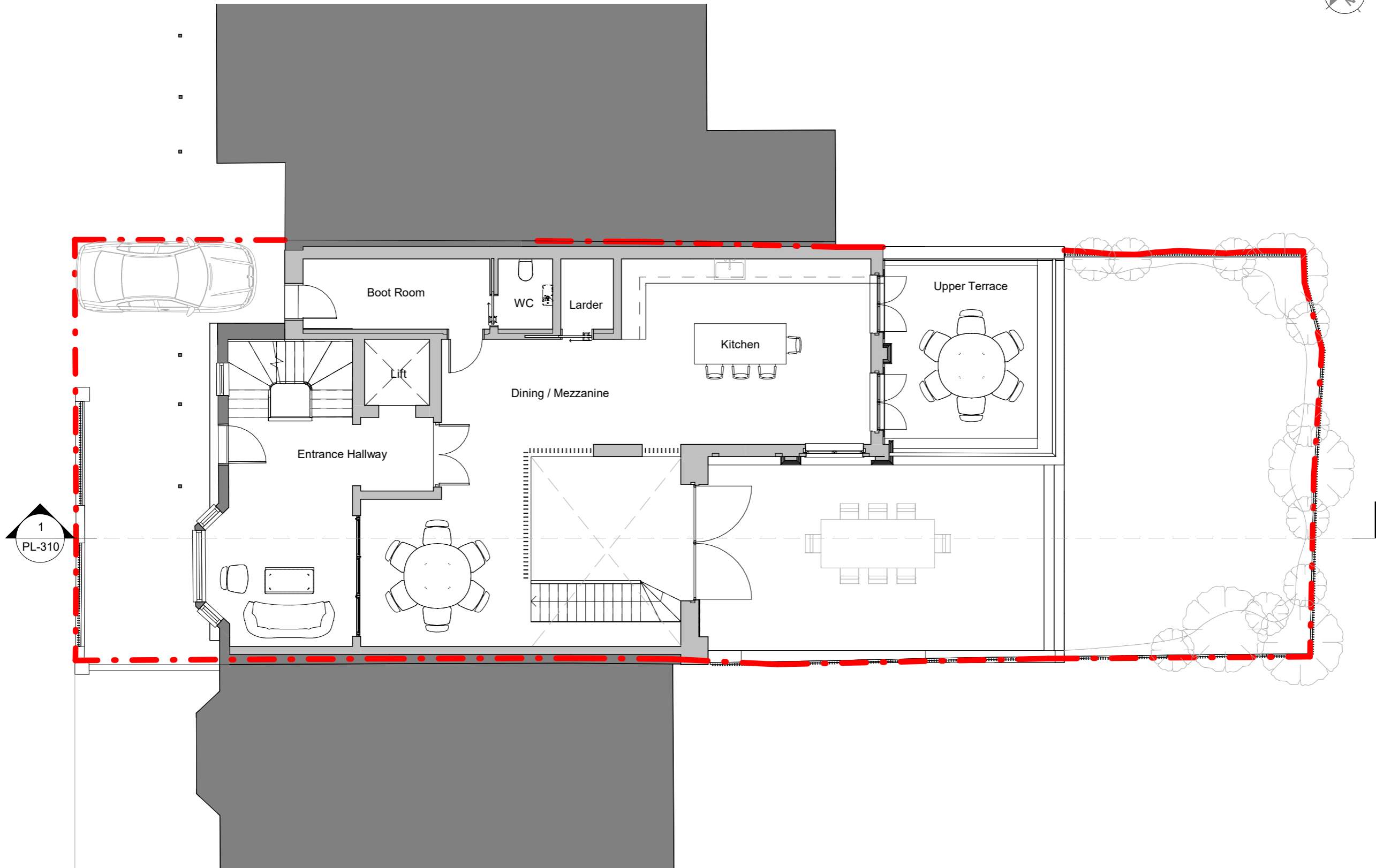
# Proposed Lower Ground Plan

1 : 100

**WORK IN PROGRESS**



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1  
PL-310

B	Piling Indicated	30.11.22
A	Rear Facade Line-Pergola	06.09.22
0	Initial Issue	06.07.22
Rev	Description	Date

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 London W11 2SH  
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 f 02072293225  
 e info@wolffarchitects.co.uk  
 status:

**PLANNING**

project:  
 16 Pilgrims Lane  
 London NW3 1SN

drawing title:  
 Proposed Ground Floor Plan

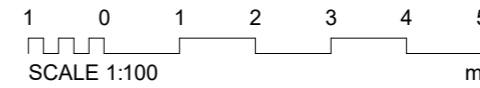
date: 07/05/22 scale: 1:100

dwg no: 2219-PL-201 rev no: B

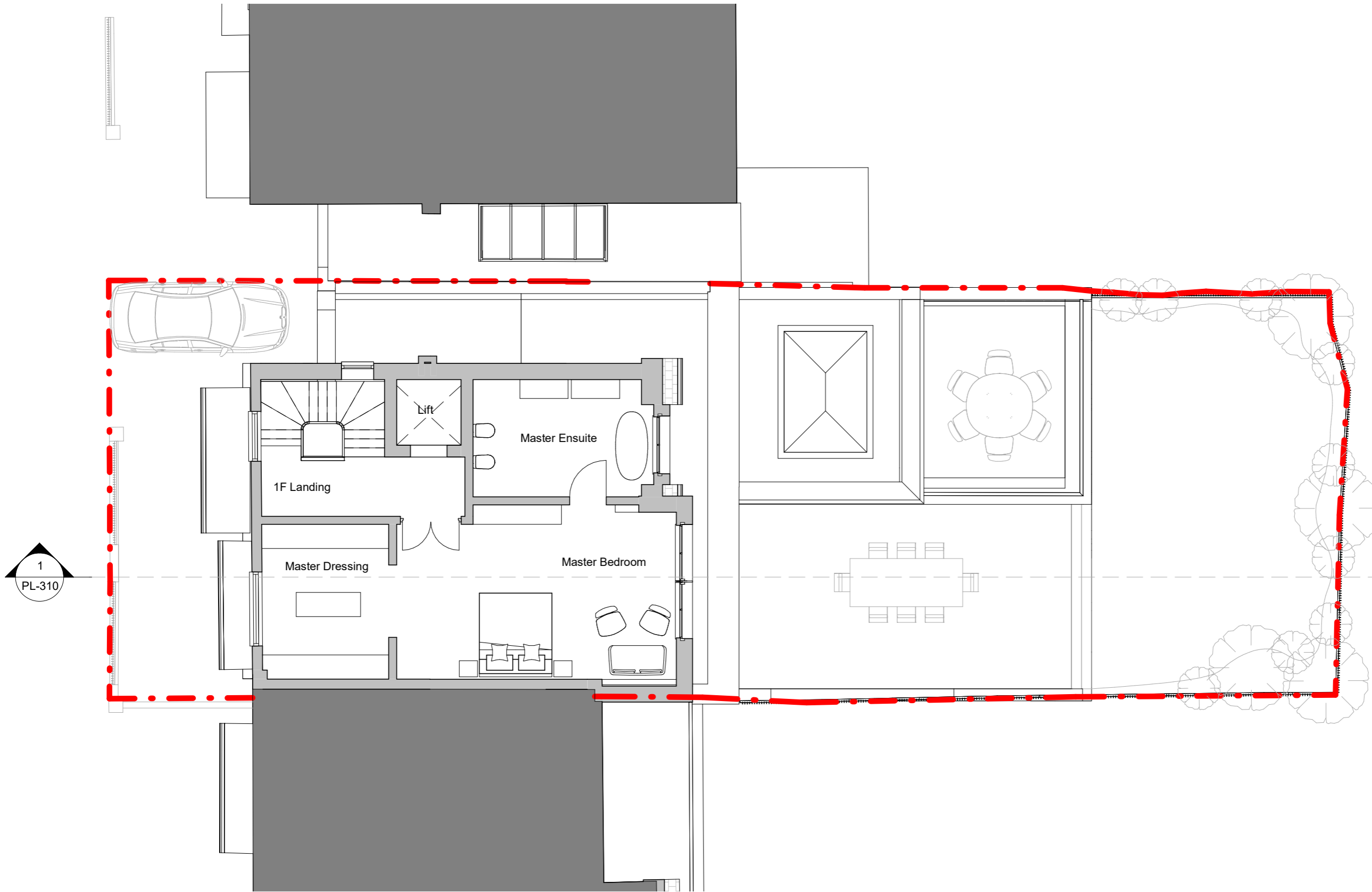
# Proposed Ground Floor Plan

1 : 100

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Rev	Description	Date
A	New screen on the left side of the terrace+ New window	06.09.22
0	Initial Issue	06.07.22

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 f 02072293225  
 e info@wolffarchitects.co.uk

**PLANNING**

project:  
 16 Pilgrims Lane  
 London NW3 1SN

drawing title:  
 Proposed First Floor Plan

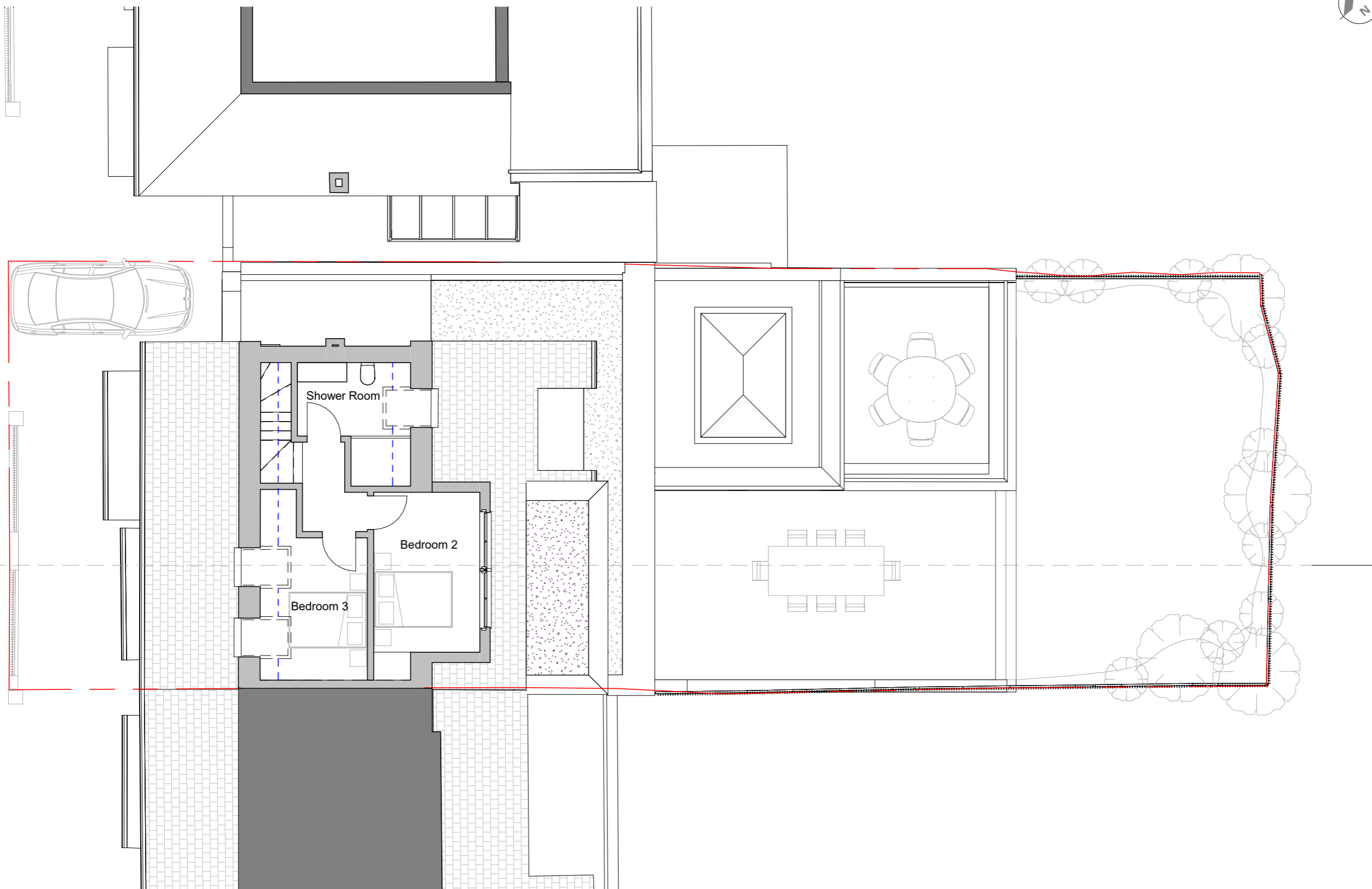
date: 07/05/22 scale: 1:100

dwg no: 2219-PL-202 rev no: A

**Proposed First Floor Plan**  
 1 : 100

**WORK IN PROGRESS**





1  
PL-310

# Proposed Second Floor Plan

1 : 100

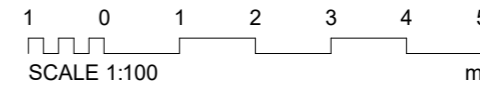
Rev	Description	Date
A	Dormer size + Skylight	06.09.22
0	Initial Issue	06.07.22

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e info@wolffarchitects.co.uk  
status:

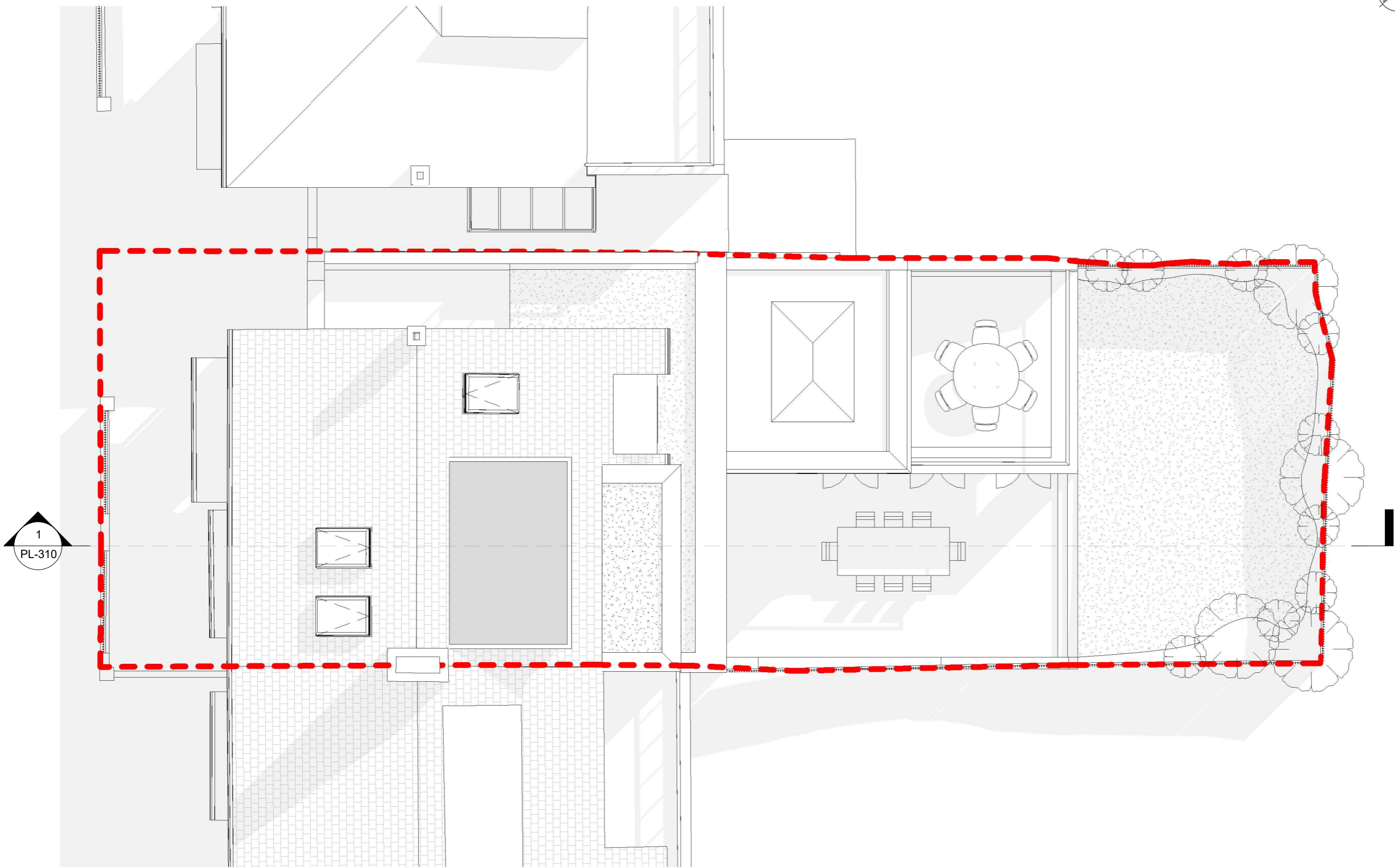
## PLANNING

project:	16 Pilgrims Lane London NW3 1SN
drawing title:	Proposed Second Floor Plan
date:	07/05/22
scale:	1 : 100
dwg no:	2219-PL-203
rev no:	A

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1  
PL-310

# Proposed Roof Plan

1 : 100

Rev	Description	Date
0	Skylights added to roof	06.09.22

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 e info@wolffarchitects.co.uk

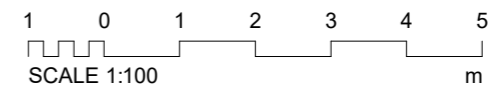
status: **PLANNING**

project: **16 Pilgrims Lane  
London NW3 1SN**

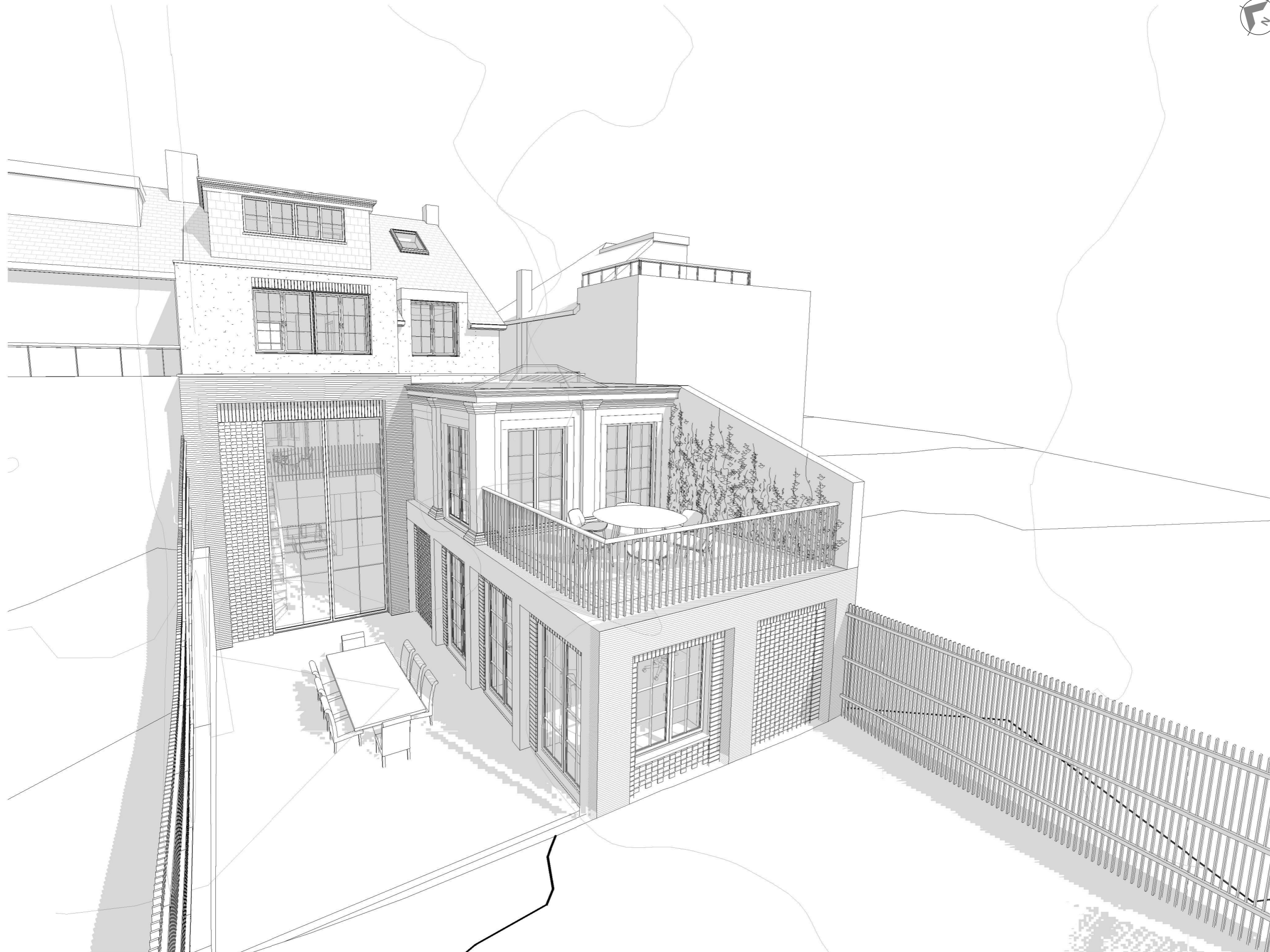
drawing title: **Proposed Roof Plan**

date: <b>07/14/22</b>	scale: <b>1 : 100</b>
dwg no: <b>2219-PL-204</b>	rev no: <b>0</b>

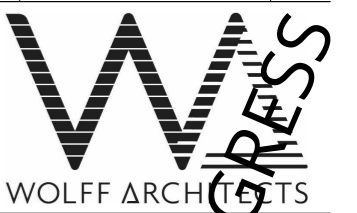
**WORK IN PROGRESS**



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Rev	Description	Date
0	Initial Issue	06.07.22



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 f 0207 2293 225  
 e info@wolffarchitects.co.uk

**PLANNING**

project:	16 Pilgrims Lane London NW3 1SN
drawing title:	Proposed 3D View - Rear
date:	11/19/21
scale:	
dwg no:	2219-PL-300
rev no:	0

WORK IN PROGRESS



**Key:**

1. Proposed Clay roof tile to match existing
2. Metal double glazed windows with integral glazing bars
3. Velux Rooflight
4. White painted rendered wall
5. Cast Iron Rainwater goods throughout
6. London Stock brickwork in stretcher bond
7. Contemporary 440mm linear brick soldier course above door
8. Stone Coping
9. Decorative Timber moulded Orangery
10. Metal balustrade
11. Saw tooth London red brick detailing to lower floor window surrounds.
12. Aluminium door system
13. White Painted timber windows to front elevation
14. London red brick to match existing property

**Proposed Front Elevation (North)**

1 : 100

Rev	Description	Date
0	Skylights added to roof	06.09.22



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London W11 2SH  
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f 02072293225  
e info@wolffarchitects.co.uk  
status:

**PLANNING**

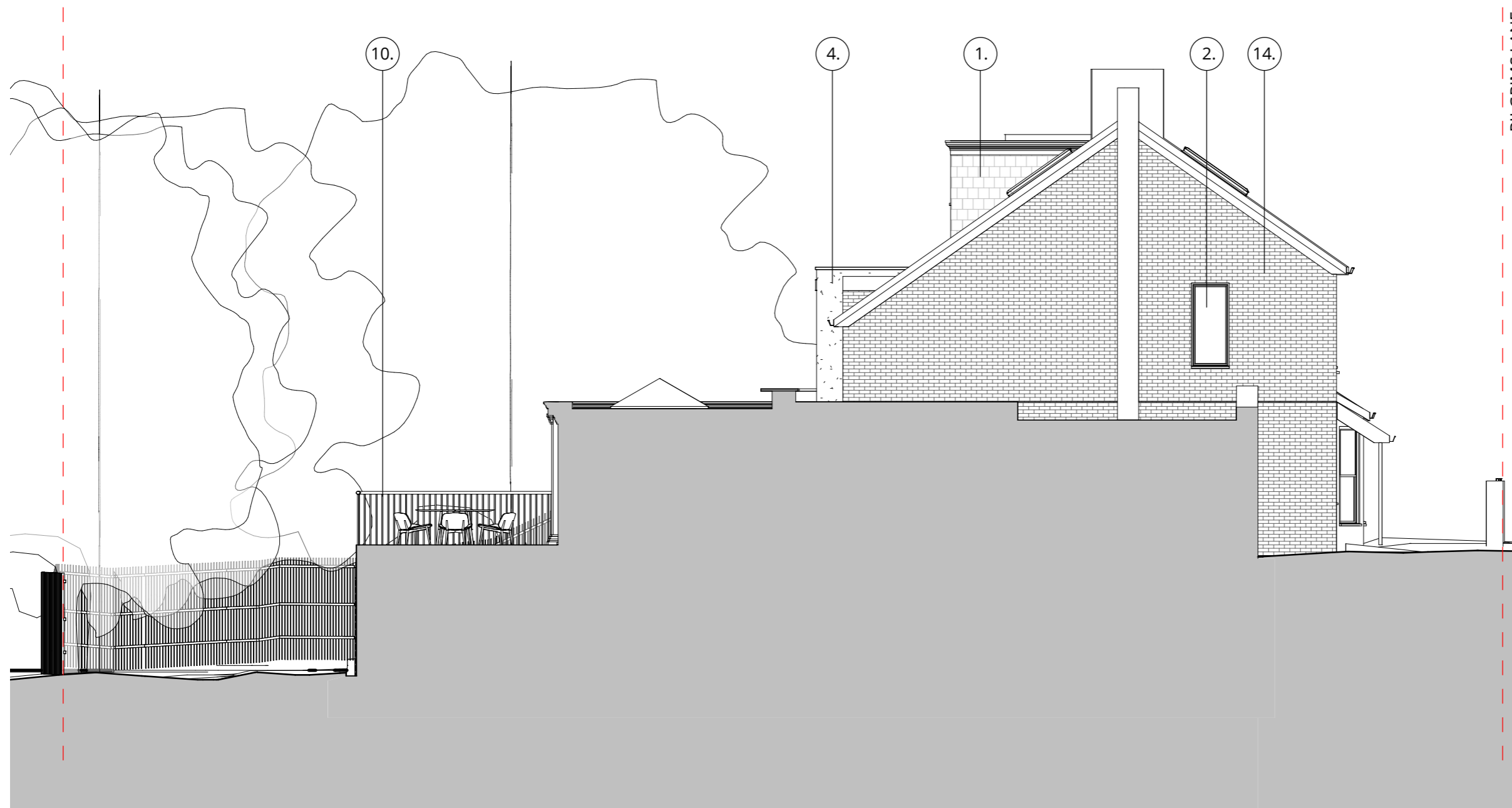
project:  
**16 Pilgrims Lane**  
London NW3 1SN

drawing title:  
**Proposed Front Elevation**

date: **07/14/22** | scale: **1 : 100**

dwg no: **2219-PL-301** | rev no: **0**

**WORK IN PROGRESS**



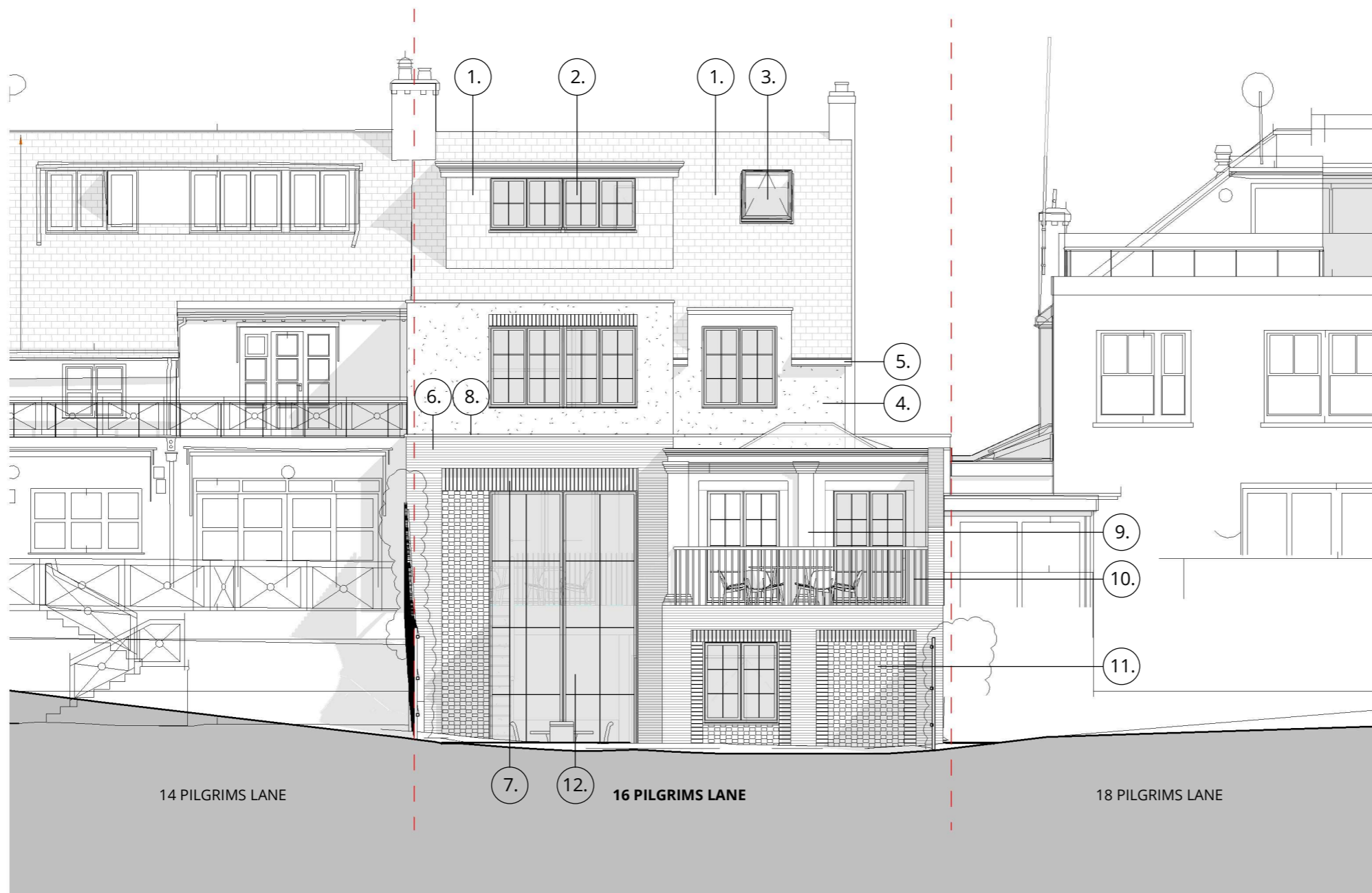
**Key:**

1. Proposed Clay roof tile to match existing
2. Metal double glazed windows with integral glazing bars
3. Velux Rooflight
4. White painted rendered wall
5. Cast Iron Rainwater goods throughout
6. London Stock brickwork in stretcher bond
7. Contemporary 440mm linear brick soldier course above door
8. Stone Coping
9. Decorative Timber moulded Orangery
10. Metal balustrade
11. Saw tooth London red brick detailing to lower floor window surrounds.
12. Aluminium door system
13. White Painted timber windows to front elevation
14. London red brick to match existing property

**Proposed Side Elevation (East)**

1 : 100

Rev	Description	Date
<p>16 Lambton Place Notting Hill London W11 2SH t 02072293225 f 02072293225 e info@wolffarchitects.co.uk</p>		
<p>status: <b>PLANNING</b></p>		
<p>project: <b>16 Pilgrims Lane London NW3 1SN</b></p>		
<p>drawing title: <b>Proposed Side Elevation (East)</b></p>		
date: <b>07/21/22</b>	scale: <b>1 : 100</b>	
dwg no: <b>2219-PL-302</b>	rev no:	



**Key:**

1. Proposed Clay roof tile to match existing
2. Metal double glazed windows with integral glazing bars
3. Velux Rooflight
4. White painted rendered wall
5. Cast Iron Rainwater goods throughout
6. London Stock brickwork in stretcher bond
7. Contemporary 440mm linear brick soldier course above door
8. Stone Coping
9. Decorative Timber moulded Orangery
10. Metal balustrade
11. Saw tooth London red brick detailing to lower floor window surrounds.
12. Aluminium door system

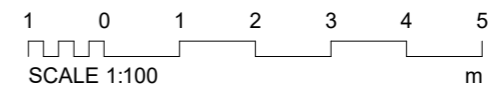
**Proposed Rear Elevation (South)**

1 : 100

Rev	Description	Date
0	Rear Facade Line-Pergola	06.09.22

**WOLFF ARCHITECTS**  
 16 Lambton Place  
 Notting Hill  
 London W11 2SH  
 t 0207 2293 225  
 f 0207 2293 225  
 e info@wolffarchitects.co.uk  
 status: **PLANNING**

project:	16 Pilgrims Lane London NW3 1SN		
drawing title:	Proposed Rear Elevation		
date:	07/13/22	scale:	1 : 100
dwg no:	2219-PL-303	rev no:	0



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**Proposed Section AA**  
 1 : 100

Rev	Description	Date
 <b>WOLFF ARCHITECTS</b>		
16 Lambton Place Notting Hill London W11 2SH t 02072293225 f 02072293225 e info@wolffarchitects.co.uk		
status: <b>PLANNING</b>		
project: <b>16 Pilgrims Lane            London NW3 1SN</b>		
drawing title: <b>Proposed Section AA</b>		
date:	11/19/21	scale: 1:100
dwg no:	2219-PL-310	rev no:



## **APPENDIX B**



# APPENDIX: CLOCS Standard for construction logistics: Managing work related road risk (WRRR)

CLOCS Requirement	Further Information
<b>Operations</b>	
<b>Quality operation</b> – current certification with the Fleet Operator Recognition Scheme (FORS) Bronze accreditation (or equivalent)	<a href="http://www.fors-online.org.uk">www.fors-online.org.uk</a>
<b>Collision reporting</b> - Conduct collision reporting, investigation and analysis	Included as part of FORS: CLOCS Manager is a free collision reporting tool available to all operators: <a href="http://www.clocs-manager.org.uk">www.clocs-manager.org.uk</a> Free <b>collision reporting toolkit</b> available: <a href="http://www.clocs.org.uk/clocs-guides/">www.clocs.org.uk/clocs-guides/</a>
<b>Traffic routing</b> – adhere to any client specified routes	Follow client instruction
<b>Vehicles</b>	
The following <b>vehicle safety equipment</b> shall be fitted to vehicles over 3.5 tonnes:	<b>CLOCS Guide:</b> Vehicle safety equipment <a href="http://www.clocs.org.uk/clocs-guides/">www.clocs.org.uk/clocs-guides/</a>
<b>Prominent signage</b> warning other road users not to get too close to the vehicle	Further information and discounts on stickers and other equipment available through FORS: <a href="http://www.fors-online.org.uk/cms/contractors/fors-offers/">www.fors-online.org.uk/cms/contractors/fors-offers/</a> <a href="http://www.fors-online.org.uk/cms/discount-equipment/">www.fors-online.org.uk/cms/discount-equipment/</a>  Other services: <a href="http://www.fors-online.org.uk/cms/discount-services/">www.fors-online.org.uk/cms/discount-services/</a>
<b>Side-guards</b> on both sides of exempt vehicles	
<b>Class V and VI 'close proximity' mirrors</b> to exempt vehicles	
<b>Close proximity warning system and/or camera system and/or vision-aid fitted to HGVs</b>	
Left turn <b>audible vehicle manoeuvring warnings</b>	
<b>Drivers</b>	
<b>Approved driver training</b> in vulnerable road user safety	<b>SUD courses</b> and other approved courses detailed on FORS website: <a href="http://www.fors-online.org.uk/cms/training-discounts/">www.fors-online.org.uk/cms/training-discounts/</a>
<b>Driver licences checked</b> through DVLA	Free through <b>DVLA online check</b> <b>Discounts</b> on DVLA license checking services available through FORS: <a href="http://www.fors-online.org.uk/cms/discount-services/">www.fors-online.org.uk/cms/discount-services/</a>

