


<b>CONTENTS</b>	<b>PAGE NO.</b>
<b>Introduction</b>	<b>Page 1</b>
<b>Section 1 – Site Contacts</b>	<b>Page 2</b>
<b>Section 2 – About the Site</b>	<b>Page 4</b>
<b>Section 3 – Transportation Issues Associated with the Site</b>	<b>Page 7</b>
<b>Section 4 – Traffic Management for the Site</b>	<b>Page 9</b>
<b>Section 5 – Environmental Issues</b>	<b>Page 11</b>
<b>Section 6 - Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site</b>	<b>Page 14</b>
<b>Queries: <a href="mailto:planningobligations@camden.gov.uk">planningobligations@camden.gov.uk</a></b>	
 <b>Camden</b>	

# CONSTRUCTION MANAGEMENT PLAN

## INTRODUCTION



## Section 1 – Site Contacts

**Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.**

Site Address: 42, Avenue Road, NW8 6HS

Planning application reference:

Type of CMP – Section 106 planning obligation

**Q2. Please provide contact details for the person responsible for submitting the CMP**

Name: Alan Everett

Address: Knowles & Associates Ltd

Tel: 01344 886898

Email: alan@knowles.uk.com

**Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.**

Name: Alan Everett

Address: Knowles & Associates Ltd

Tel: 01344 886 898

Email: alan@knowles.uk.com

**Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.**

Name: Neil Corbett

Address: Knowles & Associates Ltd, 1 Burwood Place, London W2 2UT

Tel: 0203 755 2876

Email: neil@knowles.uk.com

**Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the responsible Camden officer.**

Name: Alan Everett

Address: Knowles & Associates Ltd, Unit 2, Silwood Park Business Centre, Ascot, SL5 7PY

[Tel: 01344](#) 886 898

Email: alan@knowles.uk.com

**Q6. Please provide full contact details of the person responsible for community liaison if different to above.**

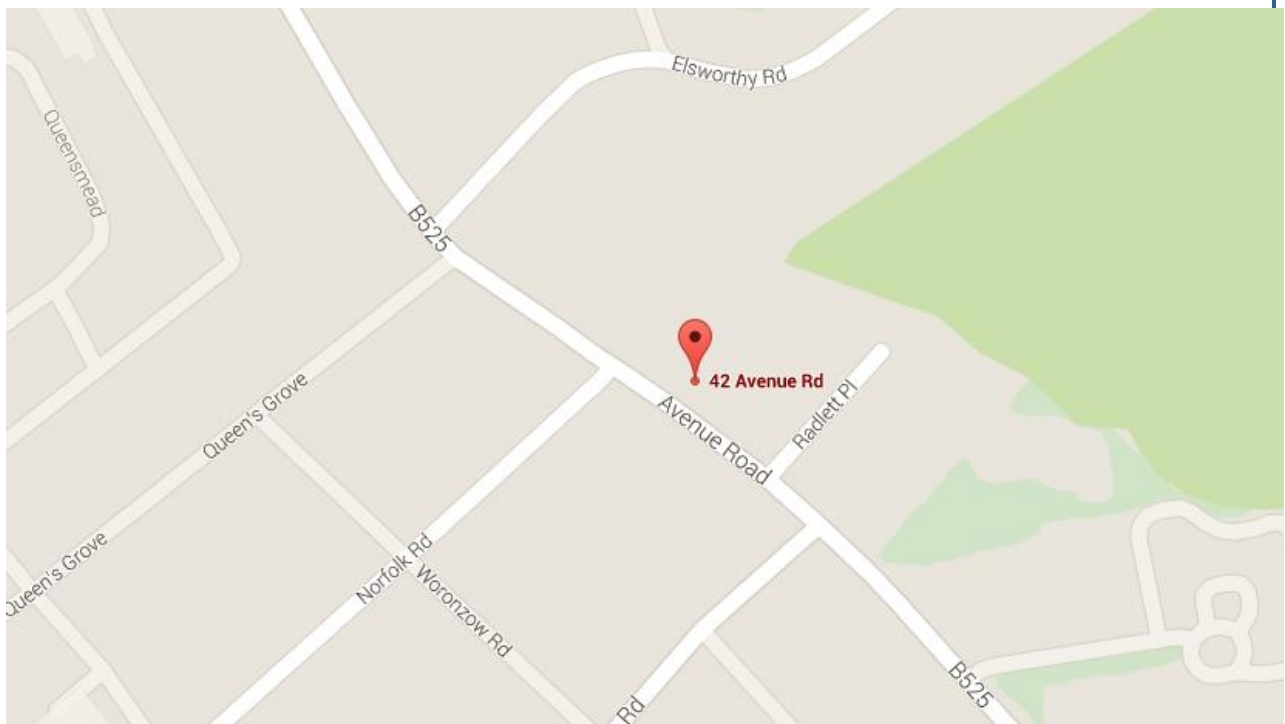
Name: As above  
Address:  
Tel:  
Email:

**Q7. 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: Alan Everett  
Address: Knowles & Associates Ltd, Unit 2, Silwood Park Business Centre, Ascot, SL5 7PY  
Tel: 01344 886 898  
Email: alan@knowles.uk.com

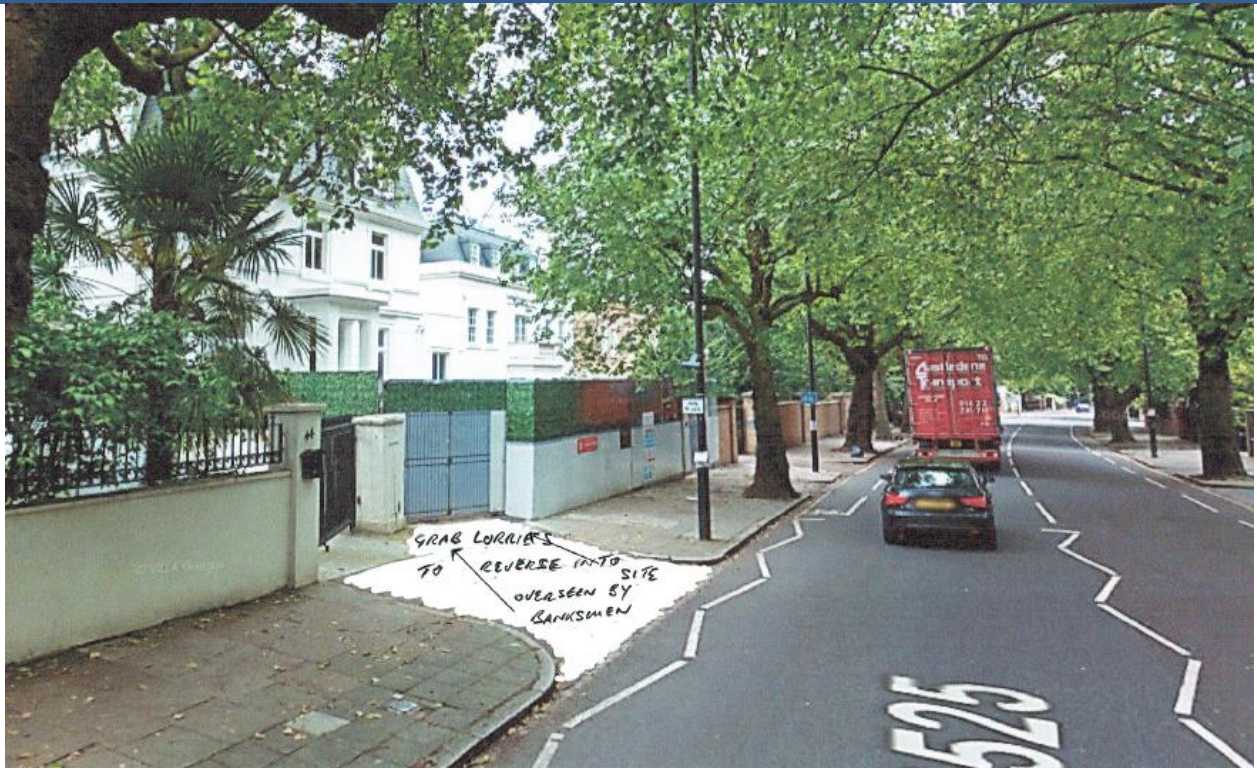
## SECTION 2 – ABOUT THE SITE

**Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.**



**Site Location within Camden of 42, Avenue Road**

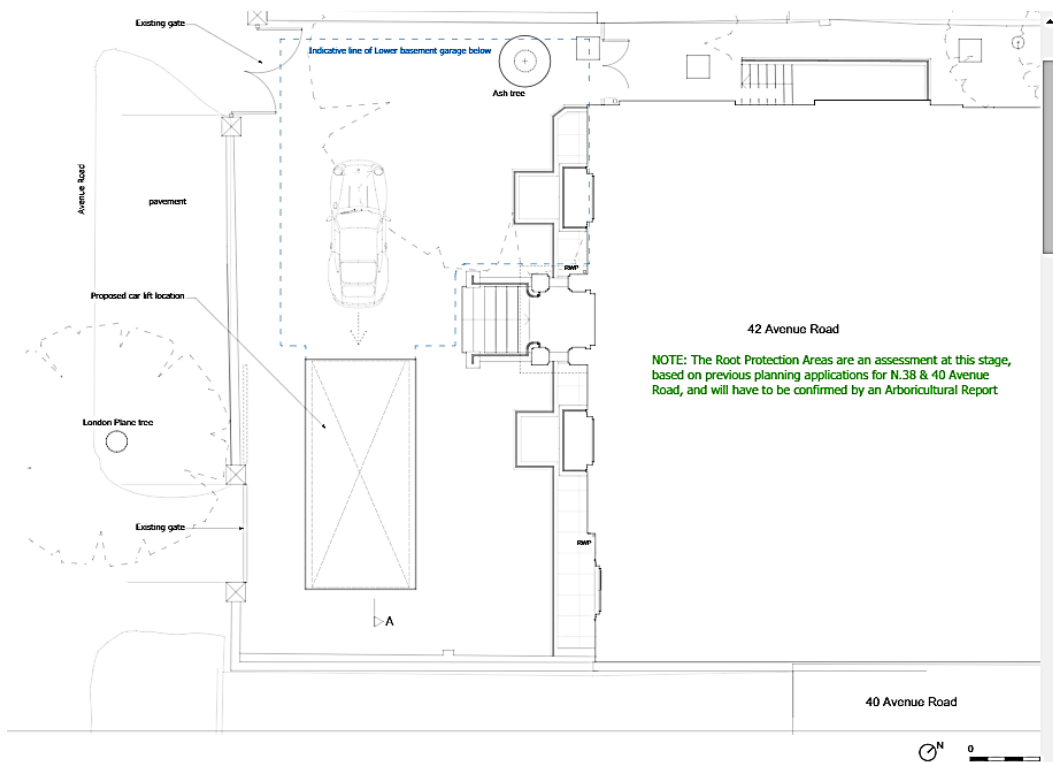




Site works are to excavate behind the hoarding, at the front of the house to create a below-ground garage.

**Q9. 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).**

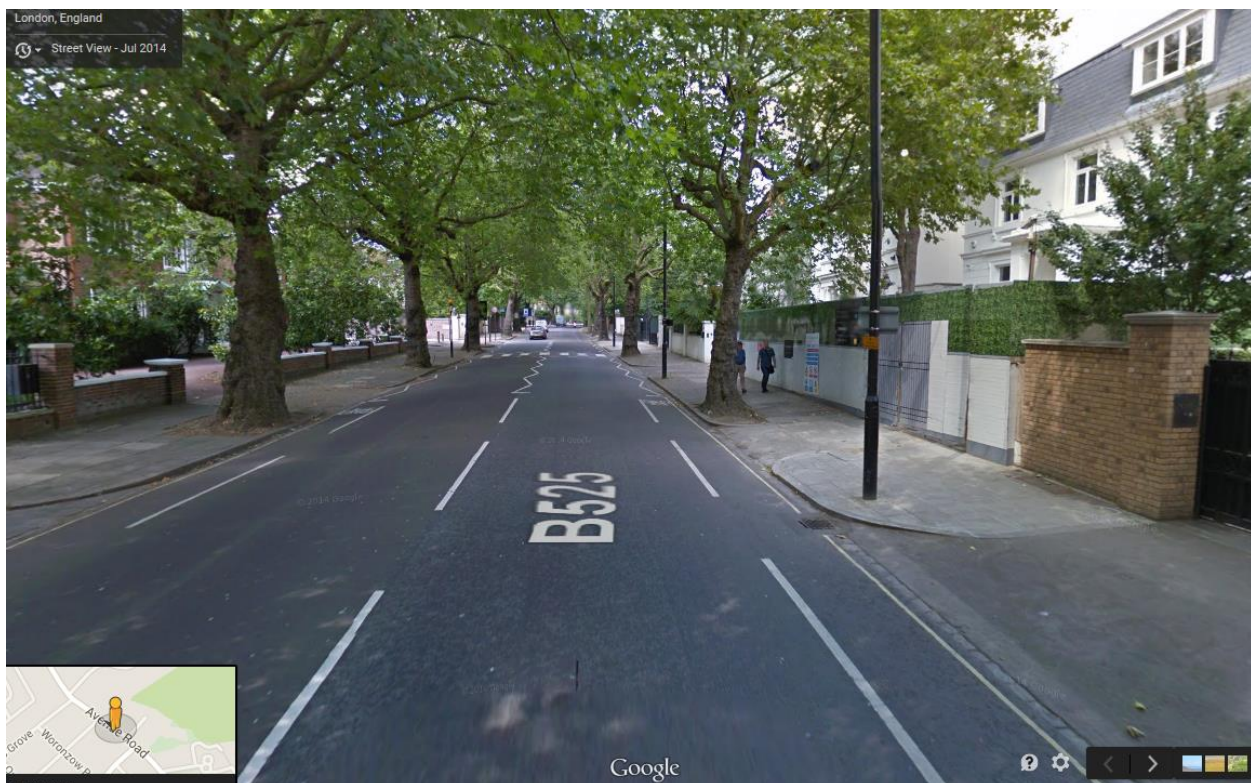
Installation of a car lift within existing front forecourt and excavation at sub-basement level to provide two car parking spaces – see below



**Q10. 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.).**

These are substantial properties with 30 metre frontages – there is a house on each side of number 42, but each is set back a fair distance, and number 40 already has a similarly installed car-lift and garage below ground. The road outside is a very broad, leafy, B-road, with a moderate amount of traffic. Knowles & Associates have been used to working on this site for the last 18 months and are extremely familiar with managing noise, dust, vibration and work activities within the locale.

**Q11. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.**



Cycle lanes on either side, with no parking bays – footways are broad and will be unrestricted by our activities behind the hoarding.

**12. 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 useful).**

The start date is anticipated to be upon receipt of approval, with no discernible phases evident other than initial site mobilisation – with a six month time-scale envisaged.

**Confirmed - site hours will be as above.**

**Q14. 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 envisaged as new services were recently already installed.

**Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.**

An asbestos survey was undertaken when the house was refurbished last year – the proposed works will not require further investigation as undisturbed soil and subsoil only are being excavated and no extant building demolished or refurbished...

### Section 3 – Transportation Issues Associated with the Site

**Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the [Guide for Contractors Working in Camden](#)). Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.**

There is no school in the vicinity therefore heavy goods vehicles (in excess of 3.5 tonnes) will look to service the site between 9.30am and 4.30pm. We would anticipate that lighter vehicles would be able to service the site between normally permitted working hours.

**Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.**

**Q13. Please confirm the standard working hours for this 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



In the first 2 weeks, site set-up will be requiring 2/3 HGV's for delivery – 2.6m x 9.5m  
Excavation period; 20 weeks will require average 6/7 Grab Lorries per week – 2.6m x 8.0m  
1 x Steel delivery vehicles once a week - 2.6m x 9.5m  
2 x Concrete delivery vehicles per week – 2.6m x 8.0m  
Final 4 weeks; Machinery and concrete delivery on average one each day – 2.6m x 9.5m  
Banksmen will attend all arrivals and departures of HGV's

**Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)**

N/A

**Q19. Please provide details of hoarding requirements or any other occupation of the public highway.**

N/A

**Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). Use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.**

N/A

**Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.**

N/A

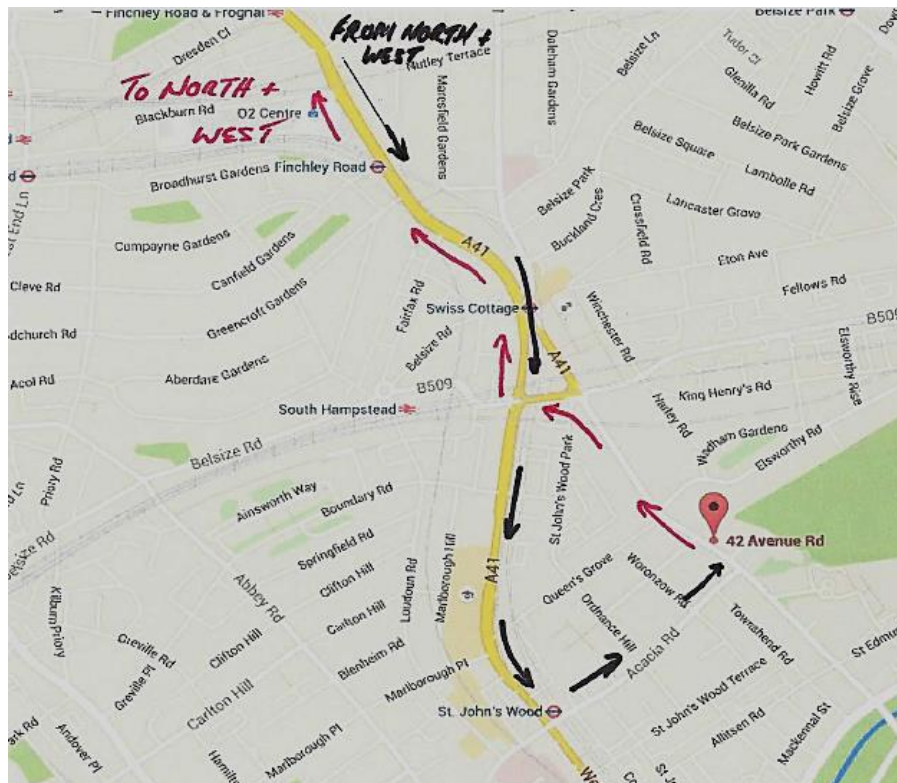
## Section 4 - Traffic Management for the Site

**Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.**



We do not anticipate the need for any alternative arrangements or diversions of any significance to either road users, pedestrians or vulnerable footway users, who will be attended to by trained banksmen when vehicles approach the site. They will be on hand to oversee the arrival and departure of all vehicles arriving at site – a crossing licence will be obtained to facilitate passage from highway to the site. The site will be protected from access by a lockable hoarding and the street and pavement swept clean after each visit.

- Q23.** Please detail the proposed access and egress routes to and from the site, showing details of links to the [Transport for London Road Network](#) (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.



HGVs will enter from the North or West via the major arterial roads to join the A41, Finchley Road – at St John's Wood they will turn left into Acacia Road to the junction with Avenue Road. Here, they will turn left to meet the site on their right-hand side, to enable an easy reversing manoeuvre onto site, as per the swept-path diagram below. Arrivals will be advised in advance by mobile telephone such that Banksmen can manage the manoeuvre onto site and oversee other road traffic and pedestrians whilst vehicles reverse onto site. Leaving site, HGV's will be able to head out in a forward gear, supervised by banksmen, as they cross the road to head north back up to the A41.

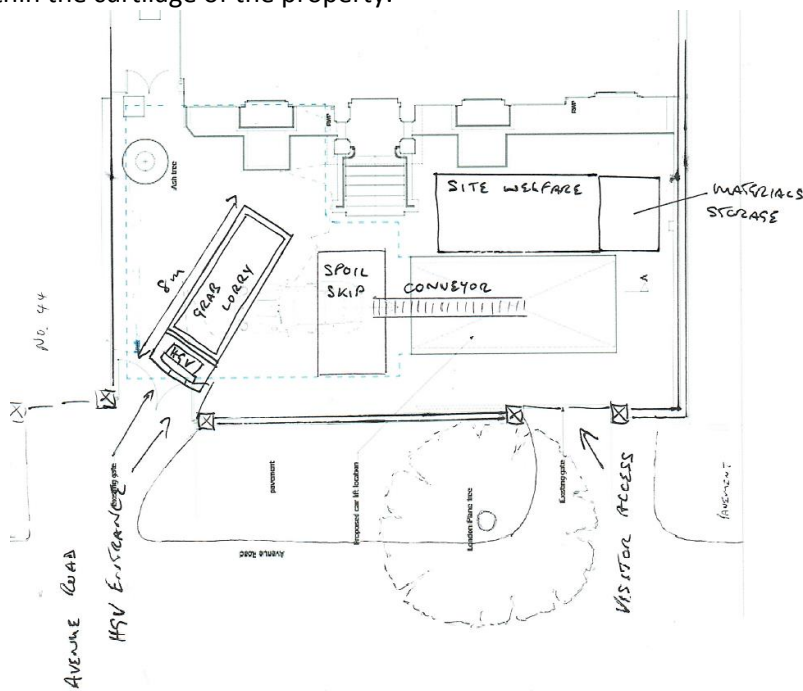
- Q24.** Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.



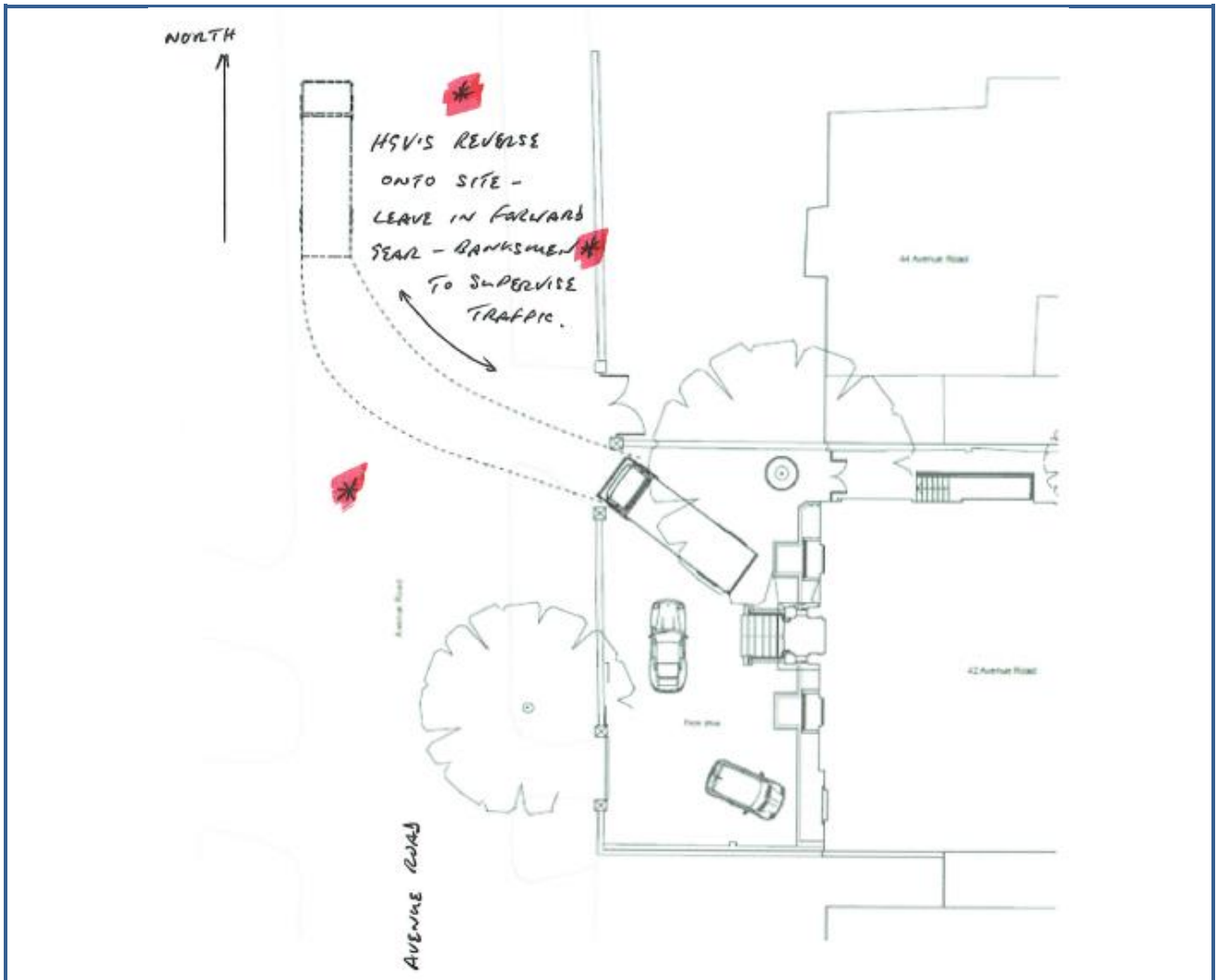
Vehicles will be supervised by Banksmen as they reverse on to site through gates above, see swept path analysis below (Q26).

- Q25.** 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.

All plant and materials will be held on site, within the hoarding. Excavated material will be removed by grab lorry from within the curtilage of the property.



- Q26.** Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).



## Section 5 – Environmental Issues

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

**Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.**

Any noisy operations will be conducted between the hours of 8.00am and 6.00pm, however we do not anticipate significant noise from operations given that the majority of works will be accomplished below ground and without the need for breaking out concrete.

**Q28. 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.**

Noise survey carried out in course of latest substantial refurbishment last year.

**Q29. Please provide predictions for noise and vibration levels throughout the proposed works.**

We do not anticipate significant noise or vibration levels as there is very little demolition or breaking out of

concrete. Excavators, conveyors, compressors and diggers work with noise suppressors.

**Q30. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.**

We do not anticipate significant noise or vibration levels as there is very little demolition or breaking out of concrete. Excavators, conveyors, compressors and diggers work with noise suppressors. In addition a hoarding at 2.4m will surround the site. Road traffic noise is likely to be significantly louder than construction noise. Neighbouring houses are at least 20m away from works on site.

**Q31. Please provide evidence that staff have been trained on BS 5228:2009**

All personnel are trained in noise prevention by use of Tool-Box Talks and site manager training. All foremen hold up-to-date SMSTS qualifications which include noise reduction up to BS 5228 and environmental impact management training which is inculcated into the company culture.

**Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.**

Dust tends to be a seasonal issue on site, particularly during the summer months. Site hoarding is designed specifically to contain dust as well as noise impact on the environment, being 2.4m high. All debris from excavation is washed and swept within five minutes of a transfer to muck-away vehicles, pavements swabbed and swept at the end of each day, and all stone-cut dust suppressed by water and/or suction.

**Q33. 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.**

All debris from excavation is washed and swept within five minutes of a transfer to muck-away vehicles, pavements swabbed and swept at the end of each day.

**Q34. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.**

Foremen are instructed to supervise noise, vibration and dust at all times. A noise metre is used to ensure that vibration and noise emissions are well within tolerable and legal limits. In the event of complaints from the public we always investigate and address concerns.

**Q35. Please confirm that a [Risk Assessment](#) has been undertaken in line with the [GLA's Control of Dust and Emissions Supplementary Planning Guidance \(SPG\)](#), and the risk level that has been identified, with evidence.**

Knowles retain external Health & Safety consultants, Harts Health & Safety Ltd, to issue Risk Assessments on all aspects of environment impact in accordance with GLA guidelines – these are monitored on a regular (monthly) and random (fortnightly) basis by the consultants who report back to management any areas where improvement is required.

**Q36. Please confirm that all relevant mitigation measures from the [SPG](#) will be delivered onsite.**

All relevant mitigation measures will be delivered onsite – Knowles and Associates operate in Camden, RBKC and Westminster and have company-wide policy of adopting local authority planning requirements.

**Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm that these monitors 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 site is not a High Risk Site

**Q38. 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 copies of receipts (if work undertaken).**

Knowles manage 20 building sites at any one moment in time – all operatives and foremen are aware of managing the risk of leaving food or waste products that attract rodents. Special welfare units are installed in all sites, with eating and washing facilities provided and supervised at all times. Our Health & Safety Consultants regularly inspect site for rodent and other pest infestations...foremen are rewarded for site cleanliness and tidiness on a monthly basis.

## Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to [Tfl best practice guidance](#) and [\(CMRBC\)](#) sections: [noise operations](#), abatement techniques, noise levels, vibration levels, [dust levels](#), rodent control, community liaison, etc.)

**Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksman must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.**

Knowles intend to maintain all activities within the curtilage of the site in order to minimise impact on the pedestrian footpaths and vehicle highway. All suppliers and hauliers will be provided with an abbreviated form of this Construction and Traffic Management form, advising them of the preferred route and methodology. All arrivals of HGV's will require a 20 minute call-up in advance to the site foreman to ensure that the site is clear and that no vehicles will be 'parked-up' within the vicinity. All attendances and departures from site will be supervised by banksman.

Knowles have worked at this site for the last year and their personnel are experienced in dealing with the locale and managing the traffic. We do not anticipate heavy traffic to this phase of work at this site.

**Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).**

This is neither a big site nor an over-complicated project; as an experienced contractor used to working in Camden, we are confident of our ability to minimise impact to localised traffic and to the environment of the borough.

**Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be 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 it out.**

These works are a continuation of a substantial project to refurbish and extend the property – whilst a separate planning application, we understand this to be a phase of the project which neighbours are familiar with. Nonetheless, Knowles will consult with proximate neighbours providing them with all project details and all contact numbers for personnel on site and at head office will be provided both to neighbours and posted on external hoarding.

- Q42.** Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison will be advertised to the local community and how the community will be updated on the upcoming works i.e. in the form of a newsletter/ letter drop, or weekly drop in sessions for residents.

N/A

- Q43.** Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – [CLOCS scheme](#)' that the project will be signed up to. Note, the [CLOCS standard](#) should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

Knowles are members of the Considerate Constructors Scheme and members of ASUC, the Association of Structural Underpinning Contractors.

Membership number 00615 of Considerate Constructors and 1029/F of the ASUC



- Q44.** Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

In accordance with Considerate Constructors and our own professional standards, Knowles provide smoking areas for personnel and welfare facilities for all weathers and site conditions.  
Radio noise, shouting and bad language are not tolerated and foremen actively encouraged by monthly competition to maintain tidy, clean and safe sites for the benefit of personnel as well as for Health & Safety purposes.

**Q45. 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.**

At present time there are no significant construction sites in the area to which we would create any cumulative impact – the road is moderately busy during the day, with through traffic, buses and local traffic in equal mix – we do not anticipate any more than average two heavy goods vehicles visiting site in any one day when the average vehicle flow down Avenue Road is over 800 per day.  
Project Managers and Foremen are instructed to liaise with local sites at the time of construction to coordinate deliveries and waste removal traffic with suppliers and hauliers. Given that this application may not be undertaken for up to three years it is not practicable to identify any projects other than those visible at the current time, with which contact will be made.

**Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the [CLOCS Standard](#)**

#### **OPERATIONS:**

- **Quality operation:** accreditation via an approved fleet management audit scheme e.g. [Fleet Operator Recognition Scheme \(FORS\)](#) or equivalent.
- **Collision reporting and analysis:** of any collision involving injury to persons, vehicles or property, ideally including use of the [CLOCS](#) Manager collision reporting tool.
- **Traffic routing:** any route specified by the client is adhered to unless otherwise specified.

#### **i. [VEHICLES:](#)**

- **Warning signage:** warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection:** fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation:** front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings:** enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

#### **ii. [DRIVERS:](#)**

- **Training and development:** approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing:** regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

#### **STANDARD FOR CONSTRUCTION CLIENTS**

- **Construction logistics/management plan:** is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment:** that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress:** should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading:** vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing:** should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours:** other options should be considered to plan and control traffic, to reduce traffic at peak hours.

- **Supply chain compliance:** contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

All Supplier and Haulage drivers and vehicles comply with the above standards and controls.

**Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).**

N/A

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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: A.S. Everett

Date: 29/6/15

Print Name: ALAN EVERETT

Position: DIRECTOR

Submit: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form