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39 ROSSLYN HILL, CAMDEN,

LONDON, NW3 5UJ

Draft Construction Management Plan

November 2015

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Construction Management Plan

pro forma v2.0

Camden

Contents

Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	*(attach appendix if necessary)*
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

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

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

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

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

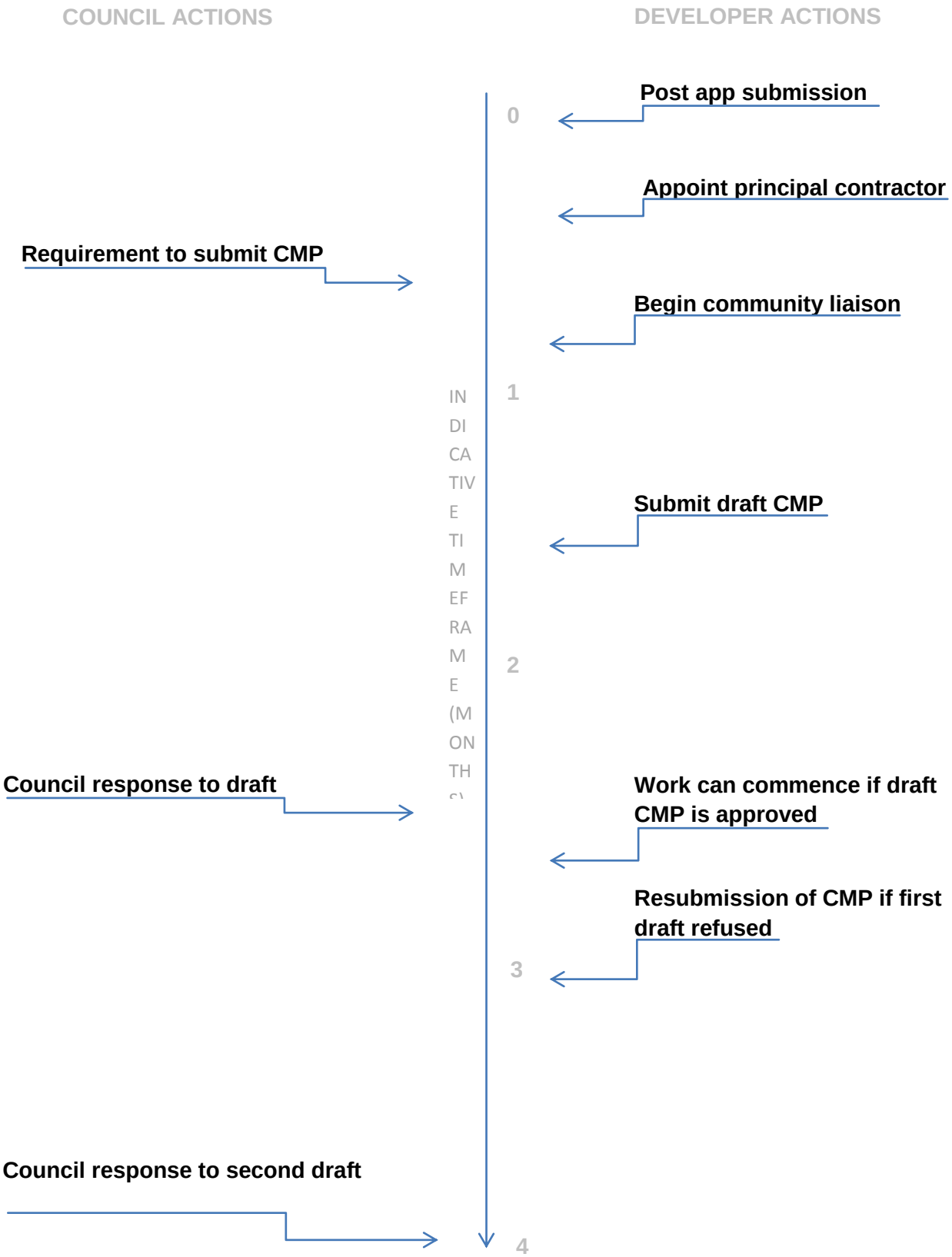
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

(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
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
INDICATIVE TIMEFRAME (MONTHS)
Submit draft CMP
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: 39 Rosslyn Hill, London NW3 5UJ

Planning ref: 2014/5285/P

Type of CMP - Section 106 planning obligation

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

Name: Edward Faldo

Address: The Mission Hall, Walkers Place, Putney, SW15 1PP

Email: edward.faldo@pma-traffic.co.uk

Phone: 02087800426

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: Mr Jonathan Cohen

Address: 39 Rosslyn Hill London, NW3 5UJ

Email: jonathancohen@eversheds.com

Phone:

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.

Name: Square Feet Architects/ Conisbee Structural Engineers

Address:

Email: daniel.leon@squarefeetarchitects.co.uk/Chris.Boydell@conisbee.co.uk

Phone: 020 7431 4500 / 020 7700 6666

5. Please provide full contact details of the person responsible for community liaison/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 responsible Camden officer.

Name: Same as question 3

Address:

Email:

Phone:

6. 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: To be confirmed

Address:

Email:

Phone:

Site

1. 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 location plan and map pinpointing location within the borough is shown in Figure 1 of this report.

The site is located at 39 Rosslyn Hill, London, NW3 5UJ. The site comprises one four storey dwelling and is directly off Rosslyn Hill, the site has no off-street parking. On Rosslyn Hill itself, due to site access constraints and as shown in the swept path analyses undertaken, a suspended bay will be required. There is parking restrictions located on Rosslyn Hill with restrictions being between 10am-6pm within zone CAH. The site is in a predominantly residential area and is land-locked by residential gardens.

2. 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).

The proposal includes the construction of a new single storey subterranean floor under the footprint of the of the rear garden. The new basement will be constructed by underpinning the perimeter walls of the main house and then installing a contiguous piled wall around the remainder of the proposed basement. This will allow for the safe excavation.

A new reinforced concrete box will be installed inside the piled wall. The underpins and piles will be designed to safely support all the earth and surcharge loads applied to it in the temporary and permanent condition. The underpinning will need to be laterally propped at various levels during construction.

The propping will provide lateral restraint to the underpins during excavation and therefore limit any potential movement of adjacent walls and floors to an acceptable amount. Suitable monitoring arrangements should be agreed with the adjoining owners and specified to ensure that movements are maintained within acceptable limits and that early and immediate action can be taken to prevent any unexpected deflections or settlement.

3. 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.).

All reasonable steps will be taken to minimise any disruption to adjacent occupiers, the main receptors of any noise will be the nearby residential dwelling. Noisy activities on site: Where possible we will employ construction methods to avoid the amount of noise generated in the first instance. Where it is necessary to carry out noisy activities, these will be identified well in advance and the timing agreed prior to commencement with neighbours. The following measures will be implemented to reduce noise levels on the site.

- The contractor will screen the noise where possible through a combination of the hoarding, screens, material storage and existing structures.
- Where possible any noisy stationary equipment will be located away from sensitive areas. Material handling areas will also be kept away from sensitive receptors.
- Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise.
- Where possible the contractor will use quiet or low noise equipment.
- Electrically operated plant will be used where practical.
- Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.
- No radios or other audio equipment will be allowed on site.
- Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated and it will also prevent traffic build up noise being generated.
- All vehicles will switch off engines whilst in attendance.
- Vehicles routes are also planned to avoid the need for the vehicles to reverse, thereby ensuring no extra noise.

4. 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.

Figure 2 of this report sets out the local highway network surrounding the site. The site plan shows the location of the parking bays in green. We do not have cycle lanes within the immediate vicinity of the site.

5. 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).

Start date: Unkown
Excavation Phase: 6 weeks
Construction Phase: 30 weeks

6. 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

The site working hours will be:
• 8am to 6pm on Monday to Friday
• 8am to 1pm on Saturdays
• No working on Sundays or Public Holidays

7. 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.

There will be no changes to the services being provided to the site.

Community Liaison

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

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 should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

1. 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. Details of meetings including minutes, lists of attendees etc. must be included.

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 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.

Local stake holders have been issued with letters which are shown in Figure 3 of this report. The letters identify the key points of the construction process which will affect them. In addition all residents will be able to access the Draft Construction Management Plan. Once the consultation period has expired we will collate all comments and demonstrate that we have amended the CMP where appropriate.

2. Construction Working Group

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

The contractor will provide a detailed newsletter 14 days prior to construction commencement on site. We will also provide a newsletter every 8 weeks after the first newsletter has been produced. We will also attend meetings with the residents and business associations, as appropriate.

3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', 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".

Appropriate protection will be implemented to ensure that cyclists and pedestrians are safe during the construction process. Drivers will be made aware of their responsibilities and required to ensure that their vehicles are provided with all necessary safety aids and that they have undertaken the necessary safety courses.
The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be members of the Fleet Operator Recognition Scheme (FORS). A brief introduction to FORS is presented below:

Fleet Operator Recognition Scheme (FORS)
FORS is a voluntary scheme set up by TfL. It aims to improve freight delivery in London by providing an industry quality and performance benchmark that encourages best practice. FORS increases professionalism among vehicle and fleet operators. Among the benefits are greater legal compliance, reduced supply chain disruption and improved occupational road safety.
Becoming FORS Bronze accredited means a contractor or subcontractor operating HGVs and/or fleets of vans has reached a set standard in the following areas:

- Drivers and driver management.
- Vehicle maintenance and fleet management.
- Transport operations.
- Supporting policies and procedures.

Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways of working on site. This includes the use of vehicles. TfL recommends that within 90 days of an awarded contract, all contractors must have registered and gained FORS Bronze accreditation as a minimum standard. A list of FORS Bronze accredited companies can be found at www.fors-online.org.uk.

The site will also be signed up to the considerate constructor's scheme as per the norm in many sites in London.

4. 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.

Currently there are no other construction sites in the immediate area surrounding the development.

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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

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

CLOCS Considerations

1. Name of Principal contractor:

No contractor has been formally appointed, a contractor will be appointed in due course.

2. 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 in the appendix and CLOCS Standard point 3.4.7).

Any sub contractor will be asked if they are CLOCS compliant before being accepted to work on the development.

3. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

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

The CLOCS standards have been read and understood, both the developer and the principle contractor will sign up to the CLOCS community.

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.

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

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the Transport for London Road Network (TLRN).

A detailed map of the routeing is shown in Figure 4.
In line with requirements vehicles will approach the site from the south along Rosslyn Hill. Below is an outline of the approach route the vehicles will use to access and egress the site.

Vehicles approach the site should follow:

1. Vehicles will travel to the site from the south as the site is on the left hand side of Rosslyn Hill. This will avoid any vehicles turning into oncoming traffic.
1. Vehicles will travel northbound on Rosslyn Hill.
2. Arrive at the site.

Vehicles exiting the site should follow:

1. Vehicles will leave the site
2. Vehicles will travel northbound along Rosslyn Hill; they can either turn right onto Downshire Hill or head towards Hampstead Heath or straight on towards Hampstead.

We have reviewed both routes and reviewed vehicle and pedestrian access to site. There are no schools within our traffic plan. We have reviewed weight restrictions on our traffic route and do not foresee any issues with deliveries to and from site. I.e. low bridges etc.

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

It is proposed that the following vehicle call-up procedures will be in place at the development;

- Deliveries will be given set times to arrive.
- Delivery instructions will be sent to all suppliers and contractors.
- Trained site staff will assist when delivery vehicles are visiting the site.
- Banks men will ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are being loaded or unloaded.
- A risk assessment for site transport safety will be prepared and submitted to the local planning authority.
- Sub-contractors will be provided with maps showing the appropriate routes to and from the site.
- The site telephone number will be given to Suppliers who must confirm site arrival time at least 20 minutes prior to arrival and only to approach site once confirmation that site is clear is received.

The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to /from the site.
Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area is clear of vehicles and materials before any subsequent lorry arrives.

5. Control of site traffic, particularly at peak hours: *"Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

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

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work,

including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

Construction vehicle movements to the site will only be accepted between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

In terms of vehicle sizes it is likely that an 8.5m hiab lorry would represent the absolute largest vehicle that might be expected to visit the site. This vehicle size is similar to refuse collection vehicles that currently service Rosslyn Hill and as such would be able to manoeuvre within the road space as does the refuse vehicle.

The number and type of construction vehicles accessing the site would be as follows:

Skip lorry Length- 6.2m Width - 2.5m (This is used to remove spoil from the site during the excavation phase)

3 visits per day 5 minutes dwell time

Delivery truck Length - 6.15m Width - 2.36m (These will be used for general deliveries of materials).
1 visit per day 15 minutes dwell time

Hiab Truck Length 8.5m Width - 2.8m (These will be used for general deliveries of materials)
1 visits per day 15 minutes dwell time

Concrete Truck Length 8.3m Width - 2.3m (These will be used for deliveries for the pilings)
1 visits per day 15 minutes dwell time

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

There are no ongoing developments in the near vicinity of the site.

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

All deliveries shall be pre booked and allocated set arrival times.

- Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.
- Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available.
- If the loading area is unavailable construction vehicles shall not proceed to the site.
- Vehicles shall not wait or stack on any road.
- The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.
- Contractors' vehicles shall not park in any suspended parking bays or on suspended waiting and loading restrictions.
- The engines of contractors' vehicles shall not be kept idling.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

The development will require the suspension of one parking bay on Rosslyn Hill. This is shown in Figure 5 of this report. Any spoil will be transferred from the site using wheelbarrows into the skip located in the suspended bay.

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

The use of skip lorries instead of grabber lorries will mean prevent any vehicles waiting on the highway. This will prevent any congestion being built up on Rosslyn Hill.

6. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

There will be no vehicle access into the site and all vehicles will stop on the highway directly outside the site.

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

N/A

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

The method of waste removal will involve the introduction of an 8 yard skip onto to the highway in one suspended bay outside the site on Rosslyn Hill; soil will be transported from the site into the skip via wheel barrow. This will mean that no footway will be blocked.

The acceptable method of waste removal is to use skip exchange, as the dwell time is shorter, meaning less inconvenience for other road users.
The skip exchange is a more effective and quicker way of removing spoil from the site and means the disruption to the highway is minimal. In terms of the frequency of skip exchange we expect there to be 2 to 3 a day over a 6 week period. A swept path of a skip lorry positioning itself to load and unload the skip is shown in Figure 6.

In addition to the skip lorry a concrete mixer will be used to deliver concrete to the site. This will occur during the piling stage of construction.

Materials and equipment will be delivered and offloaded directly from vehicles parked directly outside on the roadway in Rosslyn Hill. There are no trees nearby where the property fronts Rosslyn Hill where deliveries will take place.

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.

As no vehicles will enter the site, there will be no need for a wheel wash facility.

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

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is

carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

Rosslyn Hill is a two way street. During deliveries and collections, a skip exchange system will be in operation. The pedestrian passage will not be affected while the exchange is occurring. As part of our commitment to acting considerately, as stated earlier, the project will be registered with the Considerate Constructors Scheme, and the site agent will write to all householders prior to commencement on site. In addition we will regularly advise residents in advance of major transport movements and large deliveries. This will allow residents the opportunity to identify any potential problems so that we can work to mitigate and reduce any impact it may have on one or more residents. We will also ask residents to advise any visitors and deliveries of our presence and advise them of our working area around number 39 Rosslyn Hill.

Figure 7 of this report show that a concrete mixer will visit the site when the piling is taking place. We have shown that while the mixer is in place an estate vehicle will be able to pass safely. While the concrete mixer is pouring into the site banksman will direct pedestrians safely round the vehicle.

While the skip exchange is taking place vehicles will still be able to pass along Rosslyn Hill. Figure 8 of this report shows an estate car passing the skip lorry while the exchange is being completed.

There are currently no vehicle accesses to any other dwellings in the vicinity of 39 Rosslyn Hill and so access will not be blocked for any other residents.

Highway interventions

- **8. Parking bay suspensions and temporary traffic management orders**

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information regarding parking suspensions can be found here.

The development will require one parking space to be suspended.

The developer will require the suspension of the parking bay for the skip to be located to collect the spoil. The cost of suspending a skip on-street is £27.32 a day plus an administration fee of £63.13.

The bay will be suspended for the duration of the excavation which is going to run for 6 weeks.

9. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

No temporary vehicle access will be required.

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

There will be no barriers/ramps on the footway.

10. Diversions

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

No diversions will be required either on the footway or the highway.

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered, these include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/ hoardings, etc.

A secure hoarding will generally be required to the site boundary with a lockable access

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

Pedestrian and cycle free passage will be provided and maintained at all times.

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

The development will not require the need for any scaffolding or gantries which will overhang onto the footway or highway.

SYMBOL IS FOR INTERNAL USE

Environment

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

1. Please list all noisy operations and the construction method used, and provide details of the times that each of these are to be carried out.

The contractor will employ Safety, Health and Environment advisers who are trained and experienced in the use of noise monitoring equipment.

We understand the limitations of noisy works within a residential environment and 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 our permit to work system which will identify the activity, its location, the duration and any applicable control measures necessary to mitigate its effect.

We will restrict noisy activities within our operations to the following times:
- In two time-slots for breaking out concrete – 10.00 to 12.00 and 14.00 to 16.00
- Cutting and high noise level will follow the same timing.

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

A noise survey will be conducted before work begins on site. This will establish a baseline noise level.

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

The client will respect any reasonable request to reduce the duration of noisy activities further if required. Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.
Should noise levels reach 80dB (A) operatives will be informed of the risks to their hearing and supplied (if requested) with either appropriately attenuated ear defenders or earplugs.

Should noise levels reach 85dB (A) or above operatives will be informed of the risks to their hearing and supplied with appropriately attenuated ear defenders or earplugs and instructed to wear them during noisy operations. The contractors are to ensure compliance by carrying out regular active monitoring.

The contractor will undertake noise surveys during their regular site inspections. However, operatives will be informed that as a general rule, if they need to raise their voice when standing 2 metres away from a noise source, it is too loud and hearing protection must be worn.

Contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk.
Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependant on the results, further control measures will be required.

Below are some examples of maximum usage for tools in order to prevent injury and ill health.

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

The contractor will action and establish communication, environmental site aspects and emergencies controls.

The contractor will carry out noise level checks throughout the work to maintain the correct noise levels. This will lower the impact of noise. The contractor will carry out a full pre-qualification check on all sub-contractors along with statements on their environmental policies to ensure compliance on maintaining noise levels and mitigation measures are met.

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

The contractor will ensure that the demolition sub-contractor meets all statutory requirements, and is fully competent to carry out these types of work. The correct training will be in place to cover all aspects expected of this standard.

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

The levels of dust and debris produced will be controlled with the following measures:

- Enclosed solid hoarding will be erected around the site, particularly to protect the neighbouring buildings and boundaries from any dust.
- No waste materials will be burnt on site.
- Any dust creating activites will be conducted away from neighbouring properties and sensitive areas.
- Any demolition activities will use water as a dust suppressant. (This will include cutting and grinding work)
- Rosslyn Hill will be frequently swept and washed to keep clean.
- Effective traffic management and well organised vehicle logistics will be applied resulting in less dust and mud being produced.
- All vehicles will switch off engines whilst in attendance – no idling vehicles Skips will be securely covered and hoarded in.
- The contractor's site foremen will visually assess any dust emission on site and take further action to mitigate this if necessary

7. 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 contractor's will pressure wash the main entrance to prevent any dirt/dust leaving the site. The main time where the roads will need to be cleaned within the project will be when ground works commence i.e. removal of soil /clay etc.

8. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

All reasonable steps will be taken to minimise any disruption to adjacent occupiers by noisy activities on site: Where possible we will employ construction methods to avoid the amount of noise generated in the first instance. Where it is necessary to carry out noisy activities, these will be identified well in advance and the timing agreed prior to commencement with neighbours. The following measures will be implemented to reduce noise levels on the site.

- The contractor will screen the noise where possible through a combination of the hoarding, screens, material storage and existing structures.
- Where possible any noisy stationary equipment will be located away from sensitive areas. Material handling areas will also be kept away from sensitive receptors.
- Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise.
- Where possible the contractor will use quiet or low noise equipment.
- Electrically operated plant will be used where practical.
- Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.
- No radios or other audio equipment will be allowed on site.
- Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated and it will also prevent traffic build up noise being generated.
- All vehicles will switch off engines whilst in attendance.
- Vehicles routes are also planned to avoid the need for the vehicles to reverse, thereby ensuring no extra noise.

9. Please confirm that a Risk Assessment has been undertaken at planning application stage 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. Please attach the risk assessment as an appendix if not completed at the planning application stage.

A risk assessment will be completed before works are started at the development. The risk assessment will be in line with the GLA's control of dust and emissions supplementary guidance.

10. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 9 have been addressed by completing the GLA mitigation measures checklist. Please attach this as an appendix.

The mitigation measures, emanating from the risk assessment, will be delivered on site via communication, a dust management plan, site management, waste management and monitoring and measures specific to earthworks, construction and track-out.

11. If the site is a High Risk Site, 4 real time dust monitors will be required, 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.

The site is not within a high risk location.

12. 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).

The buildings are being lived in therefore no site inspections have been carried out to date. A specialist contractor will be appointed to carry out a site inspection and remove rodents if they are found on site prevent them from moving to other properties around the area. Other initiatives we will implement are as follows:

- No waste on site
- No eating or drinking on site other than canteen area
- Capping of drains
- Traps installed

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

As the site has only been used as a residential home for the last century there is no need to do an asbestos survey. Therefore this is not required for this application.

14. 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.

The contractor will provide a smoking area away from the main gate to ensure limited health risks to local residents. Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.
We will work on a red card system, therefore any personal found to be acting within a manner we deem unacceptable, will be removed from site and consequently barred from working on the site.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……4/11/15……..

Print Name: ……Edward Faldo……..

Position: ……Principle Consultant……

Please submit to: planningobligations@camden.gov.uk

End of form.

LOCATION PLAN 1:1250

0 20 40 60 80 100m

AERIAL PHOTO

notes:

General notes:
1. Do not scale drawings. Dimensions govern.
2. All dimensiions are in millimeters unless noted otherwise.
3. All dimensions shall be verified on site before proceeding with the work.
4. Square Feet Architects shall be notified in writing of any discrepancies.

Party Wall Act 1996:
Note: If the project progresses onto site without the involvement of Square Feet Architects the Client must seek advice prior to commencement of the planned works as detailed on the drawings to establish whether the works fall within the scope of the Act which required adjoining property owners to be served with a statutory notice.

C.D.M. Regulations 2007:
These drawings have been produced for the purpose of applying for Planning and Building Regulations only. If the project progresses on to site without the involvement of Square Feet Architects, the client and contractor must ensure that they fulfil the duties in respect of the construction (Design and Management) Regulations 1994. If advice is required please do not hesitate to contact Square Feet Architects.

KEY

black lines	existing
red lines	new
green lines	demolish

PLANNING

revision:

*August 2014 - Planning Issue

SQUARE FEET ARCHITECTS

A : 8a Baynes Mews, London NW3 5BH
T : 0207 431 4500
E : studio@squarefeetarchitects.co.uk
W : www.squarefeetarchitects.co.uk

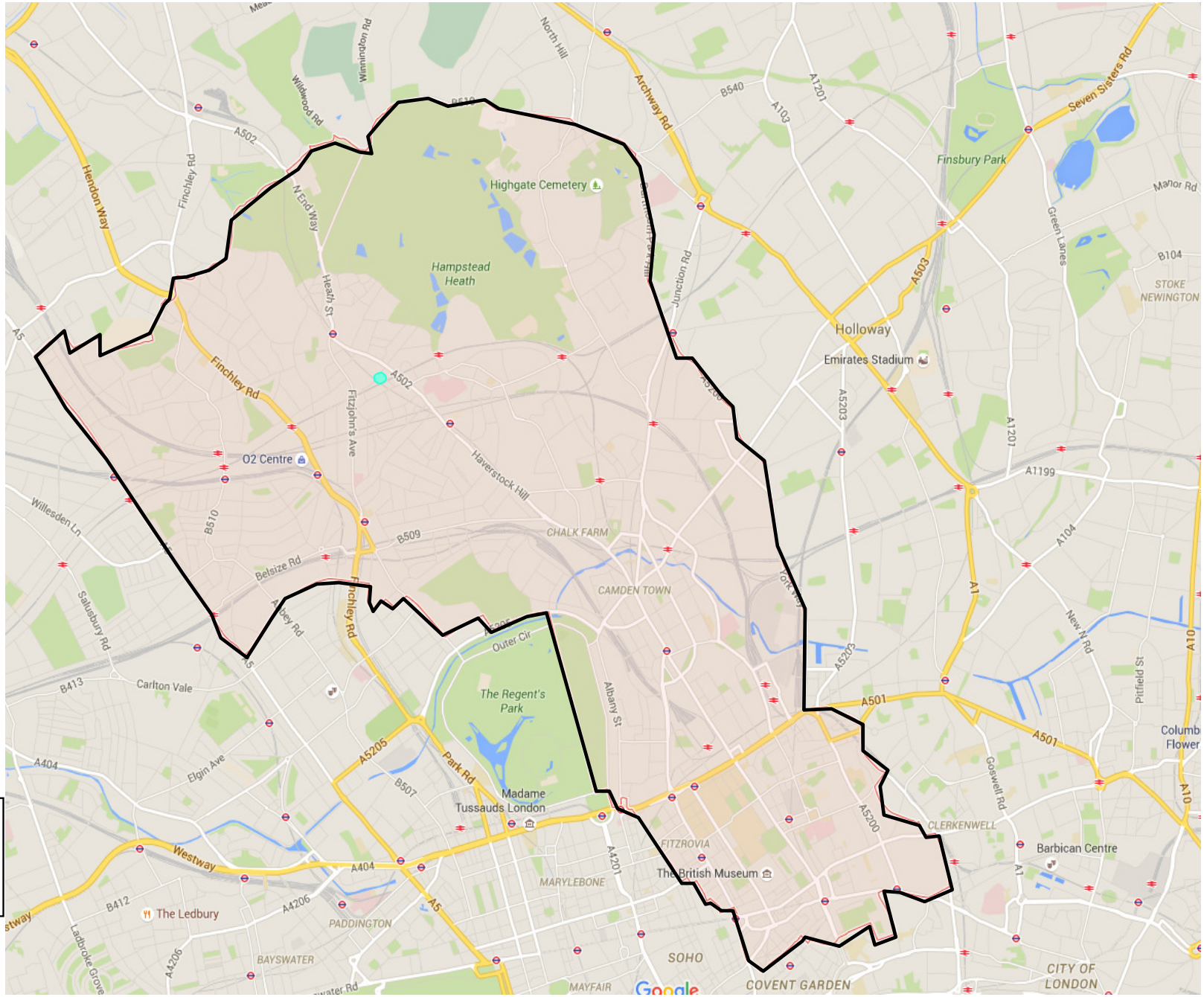
drawing title:
SITE LOCATION PLAN

client:
Mr Jonny Cohen & Ms Alicia Lindsay

project:
Basement Flat -
39 Rosslyn Hill, NW3

date:	scale:
August 2014	1:1250 @ A3

drawing number:	revision:
1411_L_001	*



Date: November-2015
Scale: NTS
Source: Google Maps

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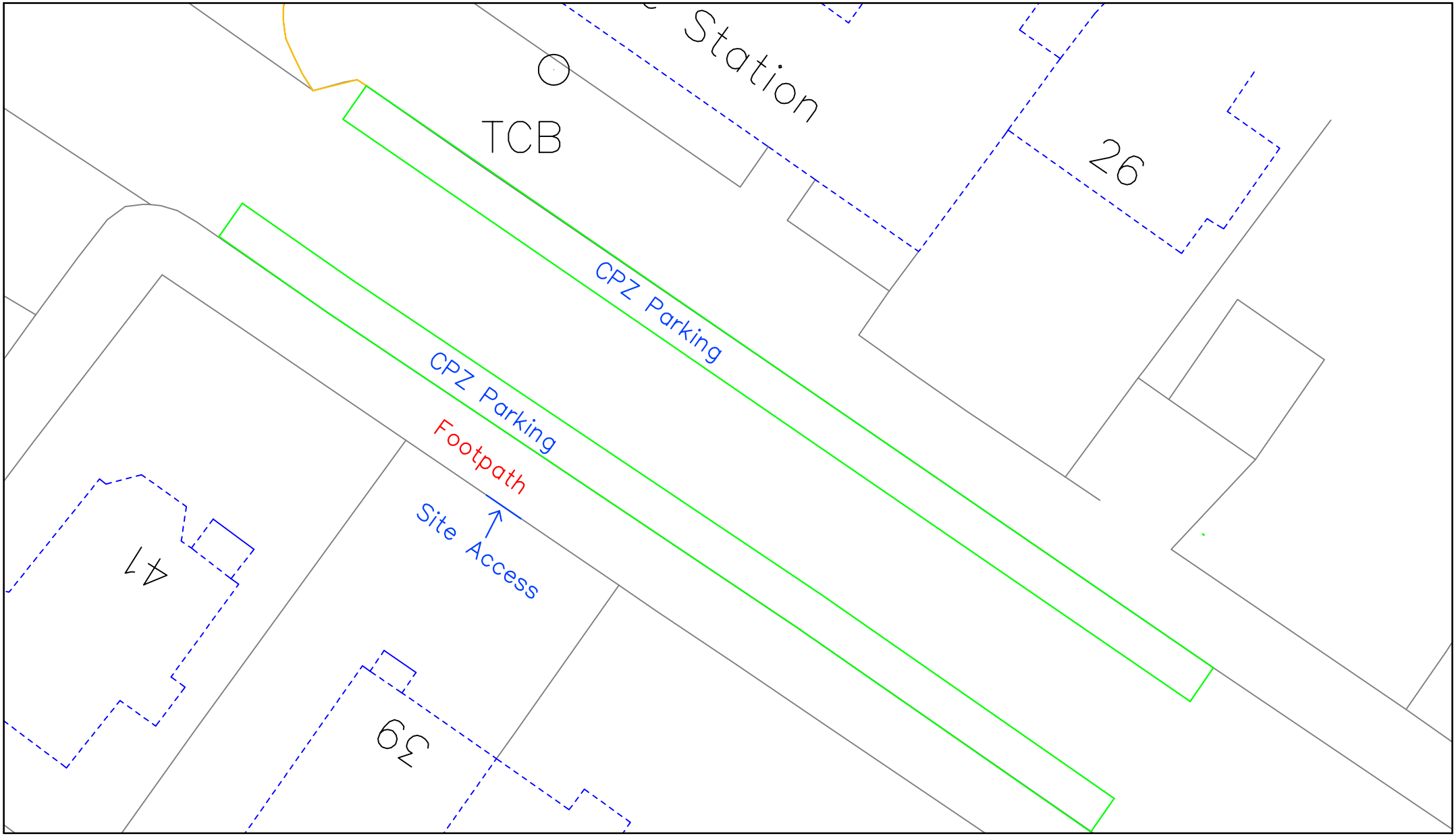
P1395: 39 Rosslyn Hill, NW3 5UJ

Figure 1

Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: November-2015
Scale: 1:250@A4
Source: Ordnance Survey
Drawing No. P1421/CMP/02

N

P1421: 39 Rosslyn Hill, NW3 5UJ

Figure 2.
Existing highway layout

PAUL MEW ASSOCIATES
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The Mission Hall, Walkers Place, Putney, London SW15 1PP
Tel: 0208 780 0426 Fax: 0208 780 0428
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS LTD

3rd November 2015

Dear Neighbour

RE: 39 Rosslyn Hill NW3 5UJ

We have produced this letter to outline the plans for the proposed construction of a basement development at 39 Rosslyn Hilland wish to outline the traffic management provision for the development.

As part of Camden's guidance we need to set out any impact on parking and traffic flow that our plans would cause on neighbouring residents on Rosslyn Hill and the adjacent residents.

We therefore have outlined the key components of the proposals

1. One Permit Holders Bay on Rosslyn Hill will need to be suspended for the duration of the excavation.

2. Due to the subterranean excavation an 8 metre skip will be located in one of the suspended bays on St Mark's Grove; material will be wheel barrowed from the site to the skip.

3. The site will generate spoil for between 2-3 skips a day. This element of works will take approximately 12 weeks.

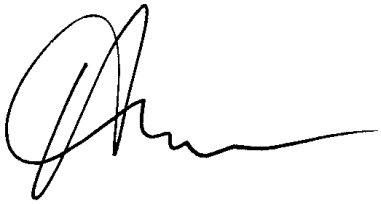
4. The site will be protected with a secure hoarding at all times.

In addition to yourselves we have made contact with the local residents association.

Should you wish to discuss any aspect of this correspondence in further detail please do not hesitate to get back in touch.

The Mission Hall, Walkers Place, Putney, London SW15 1PP Tel: 020 8780 0426 Fax 020 8780 0428
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Yours sincerely,



Edward Faldo BA (Hons)
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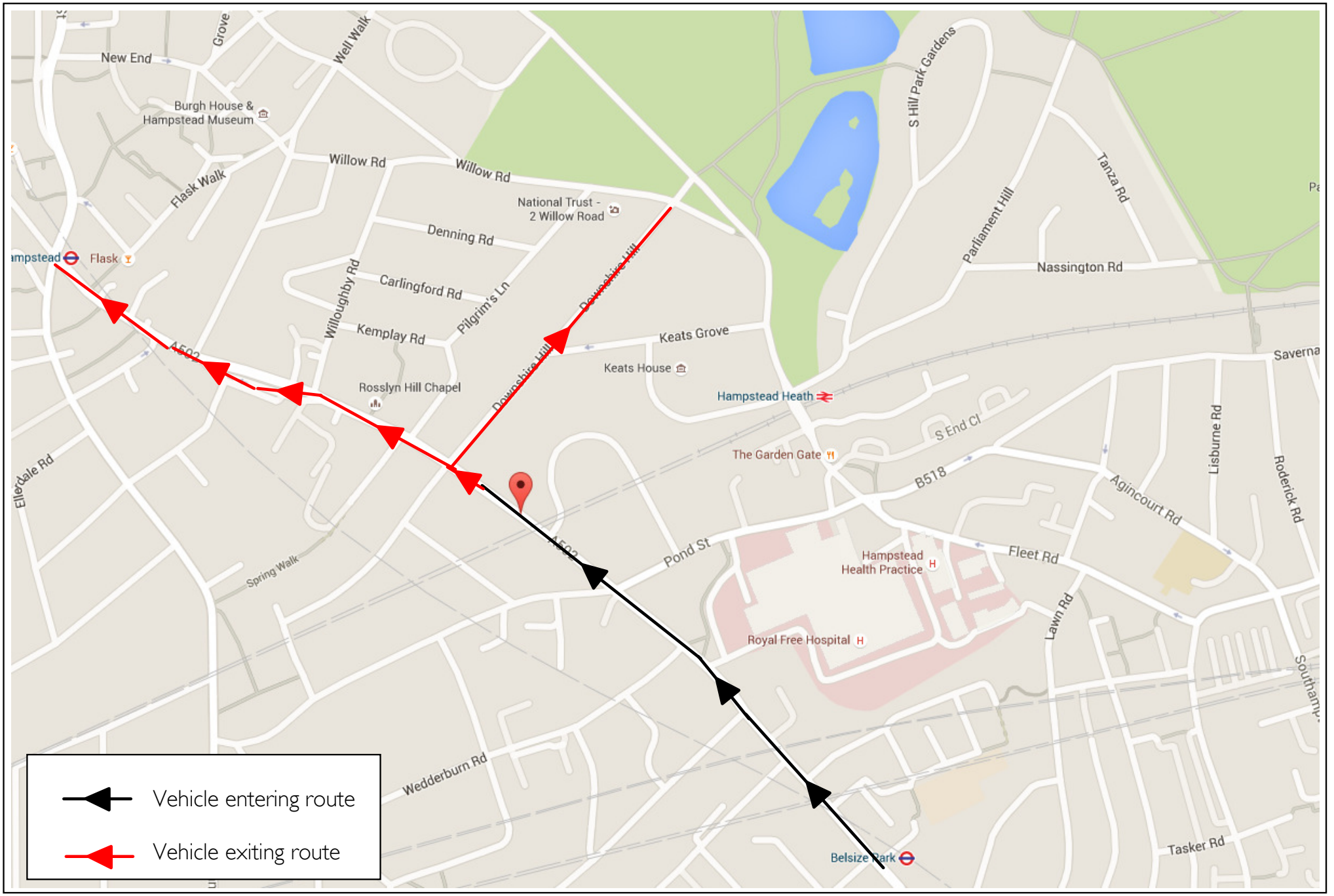

Date: October-2015
Scale: NTS
Source: Google Maps

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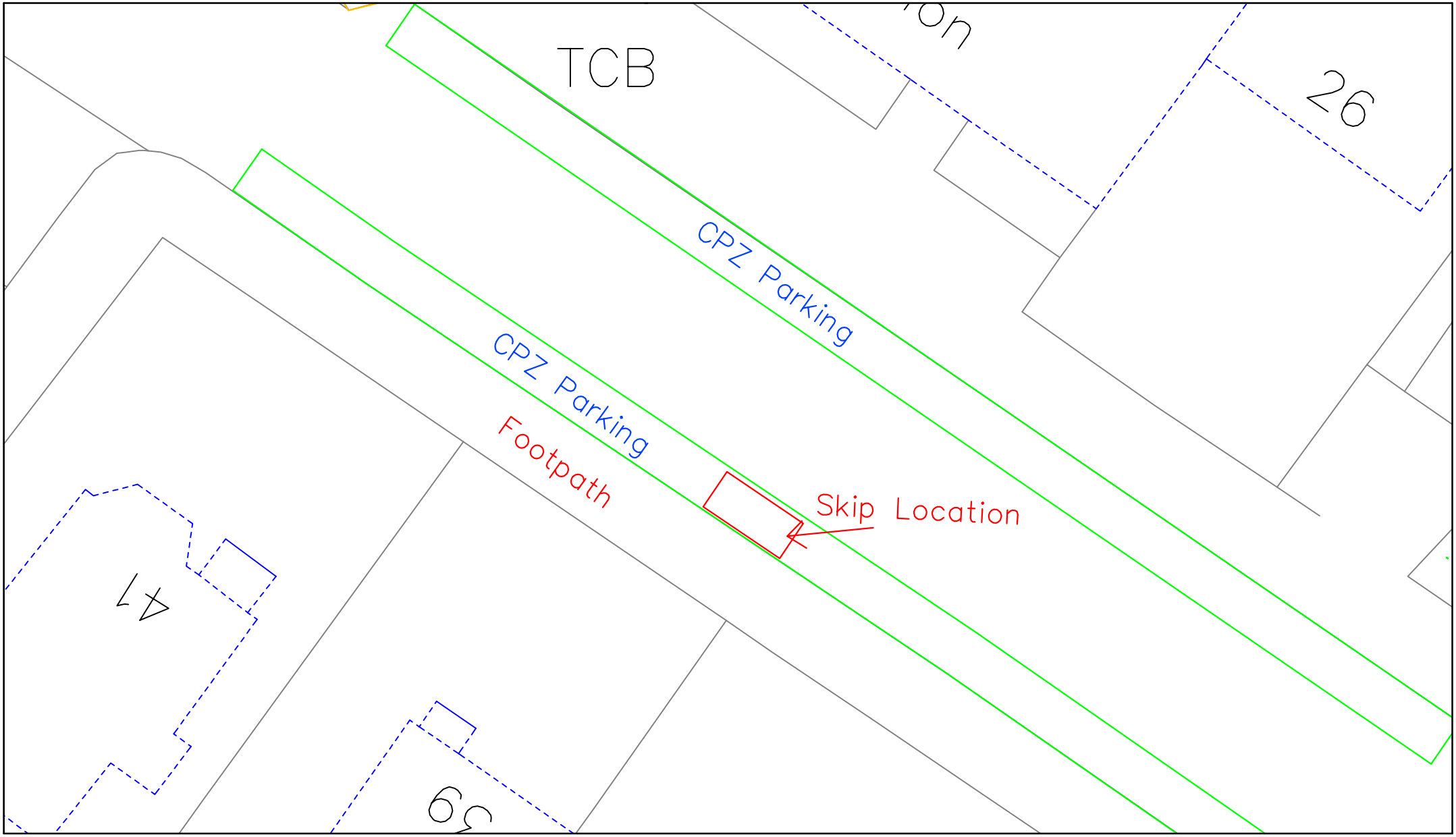
P1395: 39 Rosslyn Hill, NW3 5UJ

Figure 4

Vehicle Routeing

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: November-2015
Scale: 1:250@A4
Source: Ordnance Survey
Drawing No. P1421/CMP/05

N

P1421: 39 Rosslyn Hill, NW3 5UJ

Figure 5.
Location of skip on the highway

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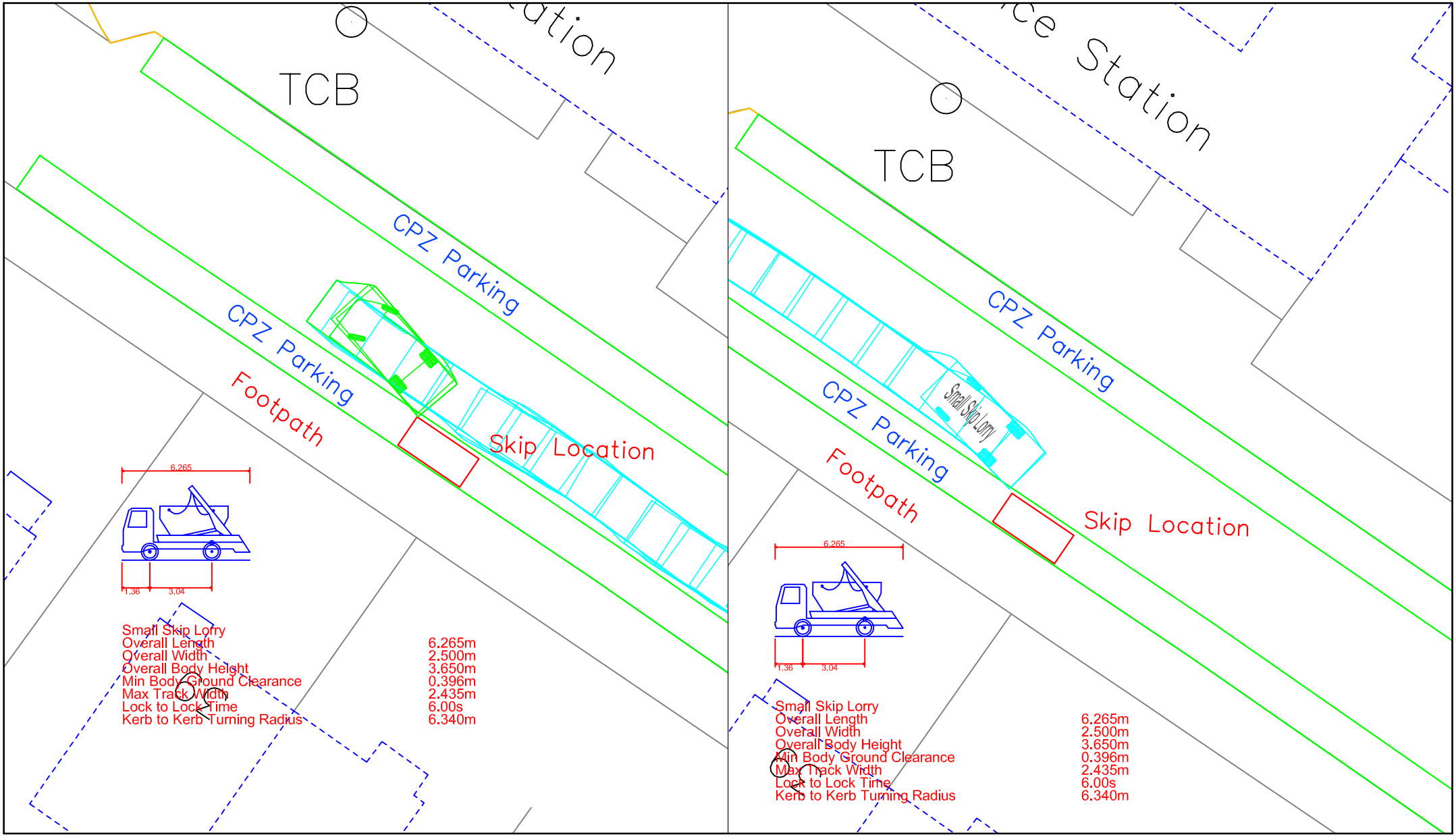
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: November-2015
Scale: 1:250@A4
Source: Ordnance Survey
Drawing No. P1421/CMP/06

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P1421: 39 Rosslyn Hill, NW3 5UJ

Figure 6.

Skip lorry positioning to load/unload skip

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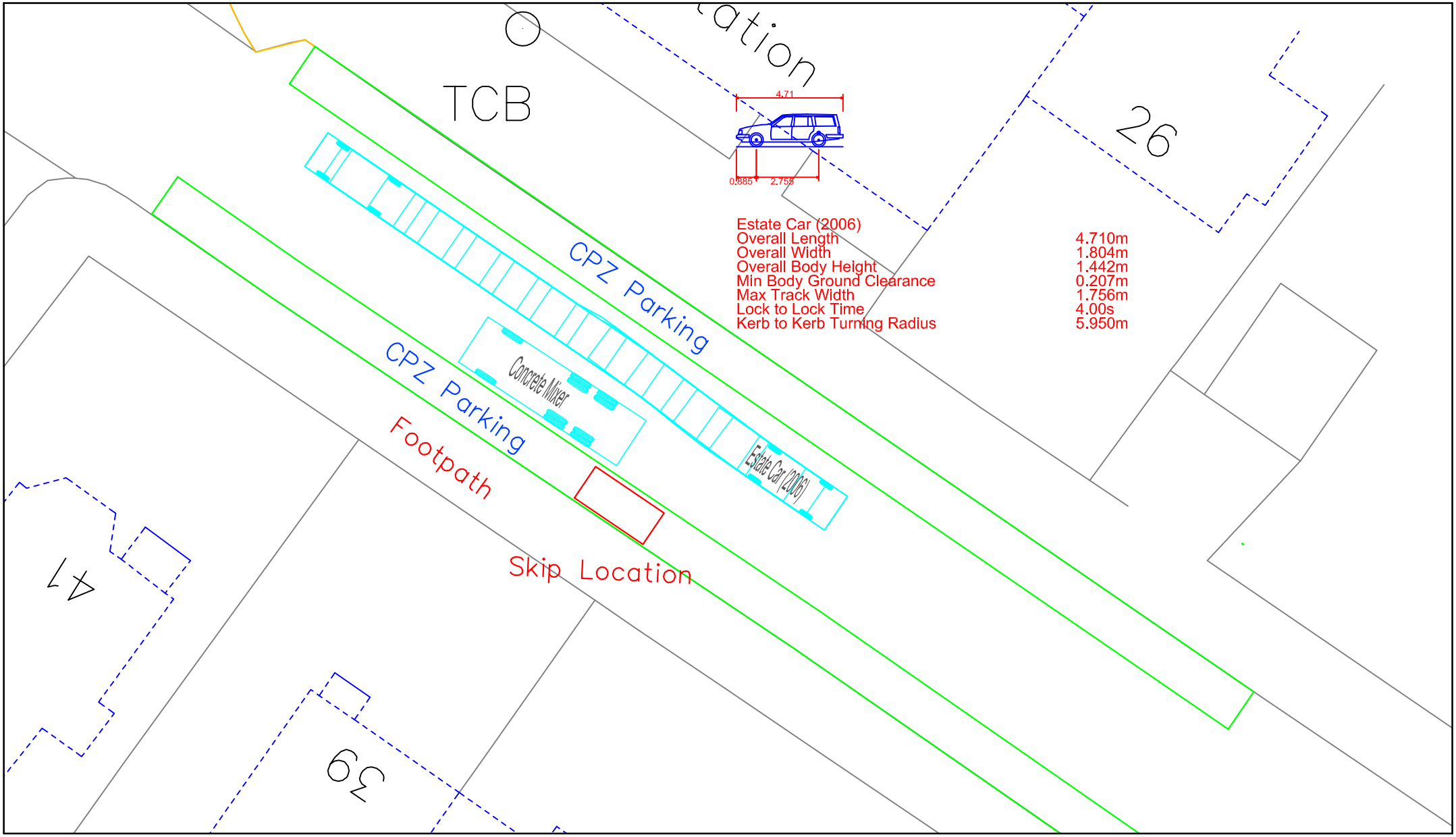

Date: November-2015
Scale: 1:250@A4
Source: Ordnance Survey
Drawing No. P1421/CMP/07

N

P1421: 39 Rosslyn Hill, NW3 5UJ

Figure 7.

Estate Car passing concrete mixer is depositing load

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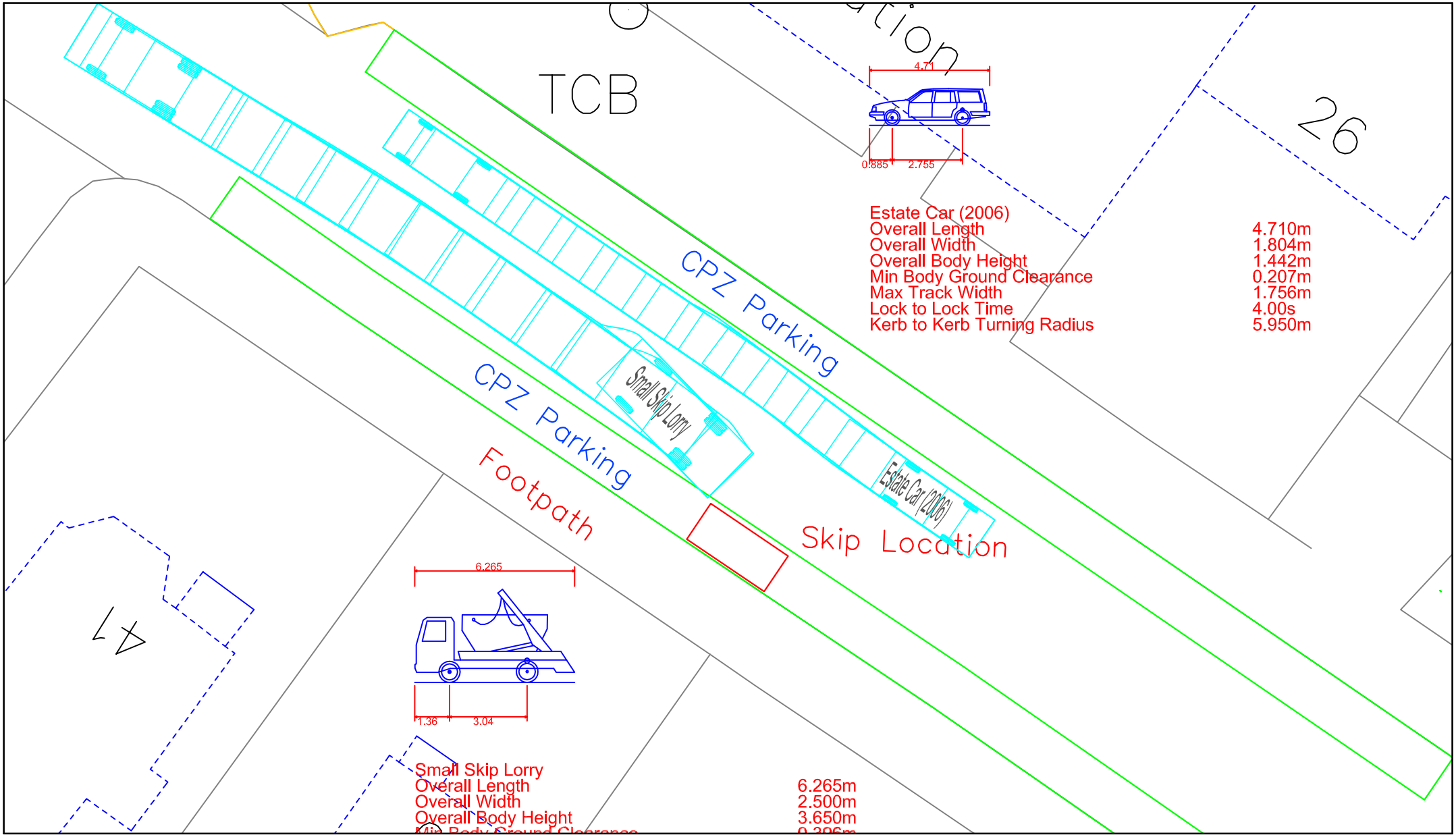

Date: November-2015
Scale: 1:250@A4
Source: Ordnance Survey
Drawing No. P1421/CMP/08

N

P1421: 39 Rosslyn Hill, NW3 5UJ

Figure 8.

Estate Car passing skip lorry while exchange is being completed

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E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk