

Construction Management Plan

pro forma v2.0

Contents

Internal review sheet	3
Introduction	4
Timeframe	5
Contact	6
Site	8
Community liaison	11
Transport	14
Environment	24
Agreement	28

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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	<i>(attach appendix if necessary)</i>
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.

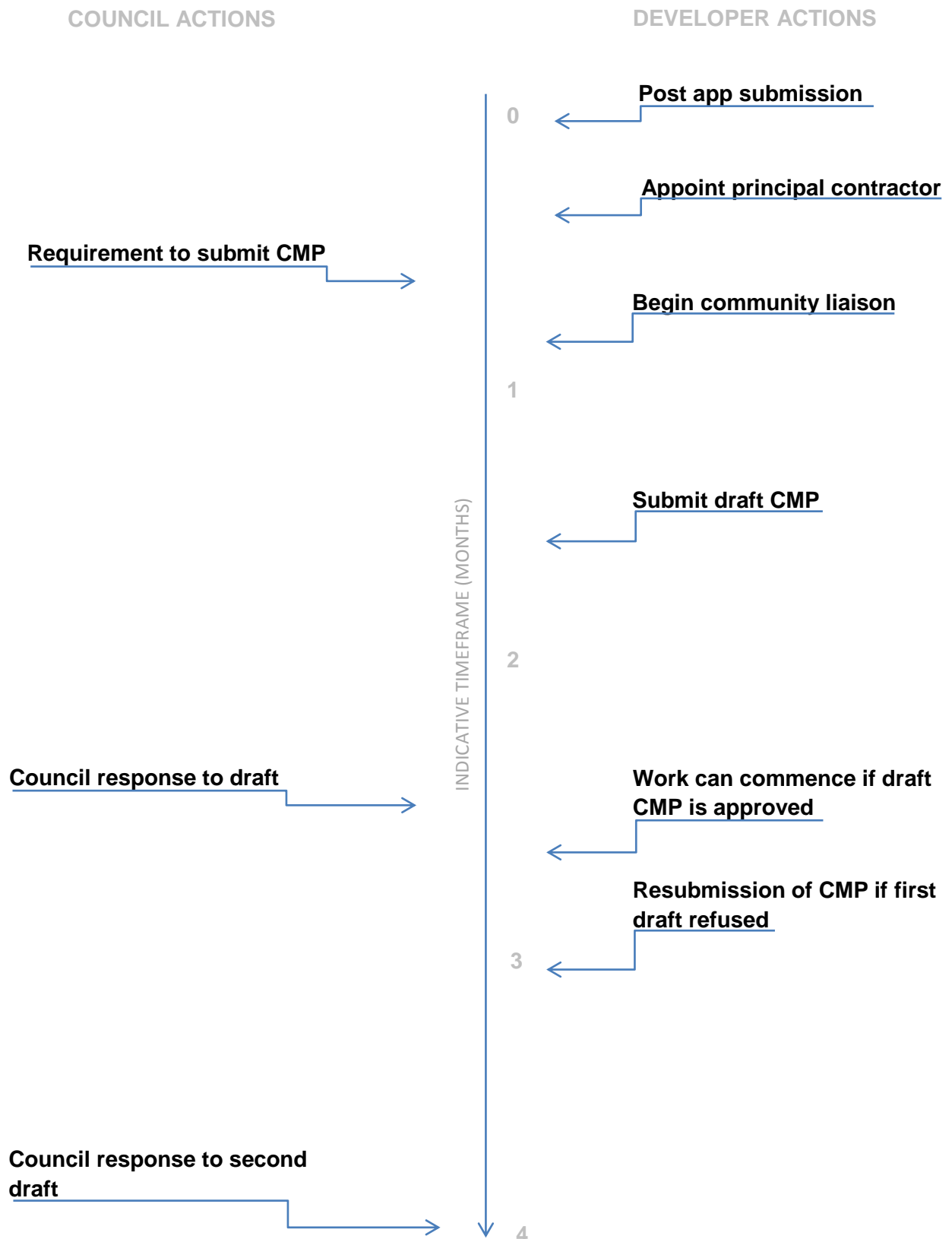
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

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



Contact

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

Address: [36 Flask Walk, London, NW3 1HE](#)

Planning ref: [2015/3753/P](#)

Type of CMP: [Section 106 planning obligation/Major sites framework](#)

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

Name: [XUL Architecture](#)

Address: [33 Belsize Lane, London, NW3 5AS](#)

Email: xularchitecture@yahoo.co.uk

Phone: [0207 431 9014](#)

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: [A contractor is yet to be determined, details will follow when one has been appointed](#)

Address:

Email:

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: [A contractor is yet to be determined, details will follow when one has been appointed](#)

Address:

Email:

Phone:

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: A contractor is yet to be determined, details will follow when one has been appointed

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: A contractor is yet to be determined, details will follow when one has been appointed

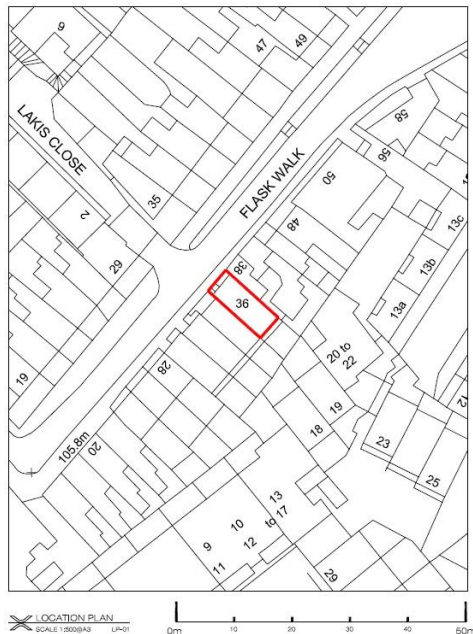
Address:

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.



36 Flask Walk is a three storey house on the south side of Flask Walk and is part of a terrace of four dissimilar properties, Nos 30-36, built in the mid-1970s as one development with masonry walls, timber floors and a rear basement garage.

Flask Walk is just off the main road that runs through Hampstead (Heath Street) and becomes a one way system onto Back Lane.

It is intended to construct a basement below the entire ground floor footprint of No 36, extending forward to the back of pavement in Flask Walk to create a small light well.

It is anticipated that party wall awards will be in place at the time of construction commencement.

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).

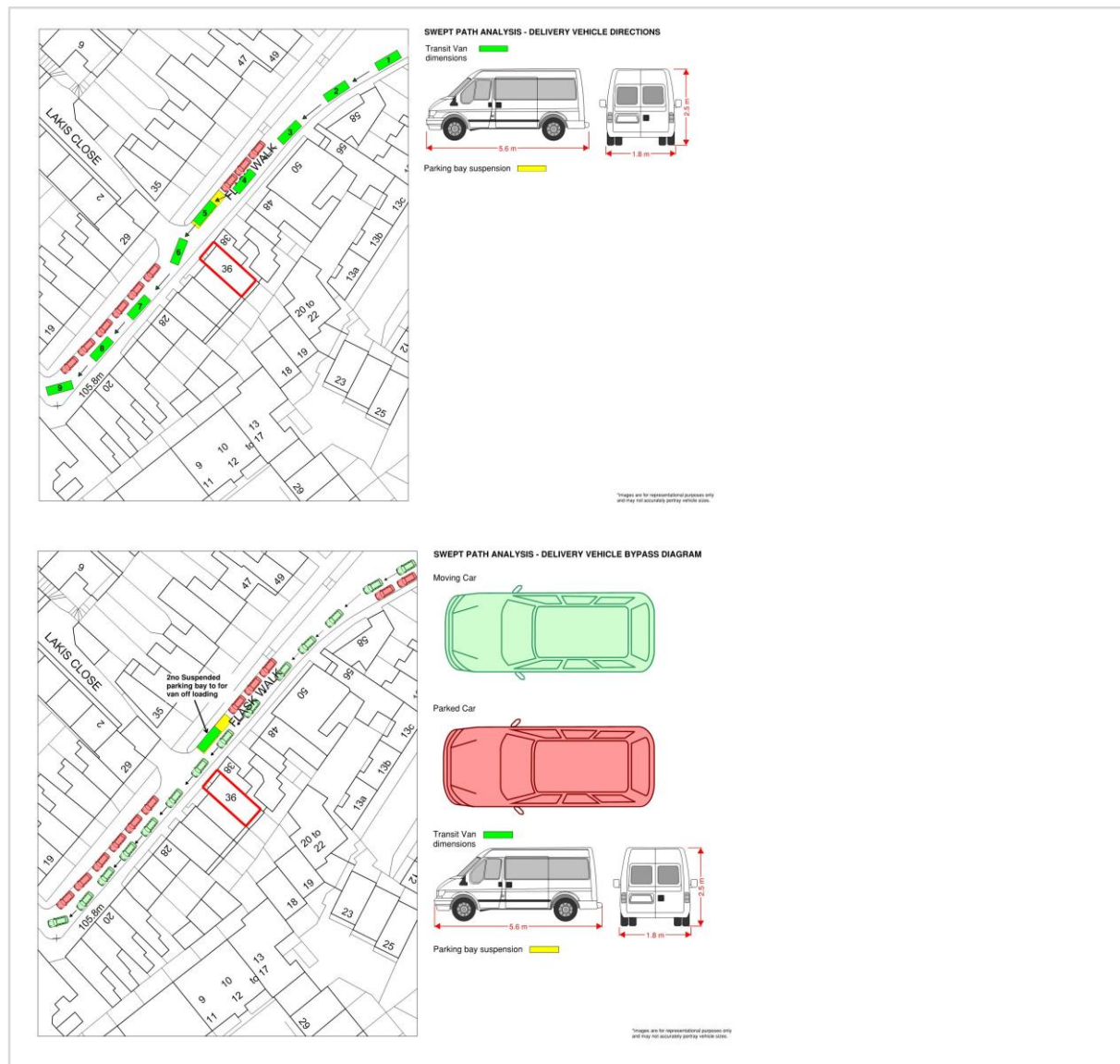
The proposed development consists of the internal refurbishment of the ground & first floor rooms, a new basement including a front light well and a new staircase. Space is limited as the property is sandwiched between residential dwellings and the road is narrow with little/no front garden space.

Hording will be erected at the front of the property in order to secure the site and protect any passing pedestrians.

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.).

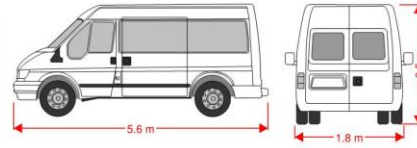
Residents on each side, No. 34 & No. 38-44 Flask Walk

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.



SWEPT PATH ANALYSIS - DELIVERY VEHICLE ROAD APPROACH

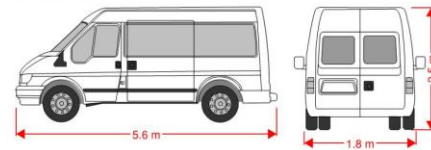
Transit Van
dimensions



*Images are for representational purposes only and may not accurately portray vehicle sizes.

SWEPT PATH ANALYSIS - DELIVERY VEHICLE ROAD EXIT

Transit Van
dimensions



*Images are for representational purposes only and may not accurately portray vehicle sizes.

Flask Walk has resident only parking bays on one side of the road and no cycle lanes. There is a pedestrian footway running adjacent to the road.

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).

We anticipate substructure foundation works to take approximately 6 months, followed by a further 6 months for superstructure works and completion of the internal refurbishment.

The exact details/programme is yet to be determined and will follow when the project has been awarded to a contractor and this has been agreed.

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

As per Camden Hours above

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.

This is yet to be determined, details will follow when the project has been awarded to a contractor and this has been agreed.

Community Liaison

Significant time savings can be made by running an effective neighbourhood consultation process. This should 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. Ideally this 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 build, 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.

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 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.

Comments and concerns from the residents and local business owners have been taken into account and the CMP revised accordingly.

The updated version of the Construction Management Plan (v2.0 Rev 2) along with other revised documents was submitted to the Flask Walk Neighbourhood Association on the 21st December 2015. We understand the local residents met to discuss the revised plans on the 13th January 2016 and then informed the Planning Officer that they would be submitting their feedback directly to the London Borough of Camden.

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.

Once finalised, a full construction timeline/programme will be issued to neighbours. Monthly construction progress updates will then continue to be issued to local residents through to works completion.

The Project Managers name, telephone number and email address will be added to the CMP once he/she has been appointed. In addition 3 members of the Flask Walk Neighbourhood Association will be invited to form part of a Construction Working Group (CWG) to address the concerns of surrounding residents. The CWG, will be given contact details of the Project manager, who will be responsible for community liaison, and be invited to meet him/her at regular intervals to discuss any revisions to plans and to deal with any complaints.

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](#)".

The site must be registered with the Considerate Contractors scheme and pass the 2 inspections resulting in receiving the Considerate Construction Certificate at the end of the project.

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.

29 New End has been granted planning permission, it is unclear when these works will start/finish however we have amended our route to site which avoids New End altogether.

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:

A contractor is yet to be determined, details will follow when one has been appointed

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).

Suppliers will be given a copy of the CLOCS Overview and asked to ensure their drivers comply as required.

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:

This will be confirmed when a contractor has been appointed

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)*

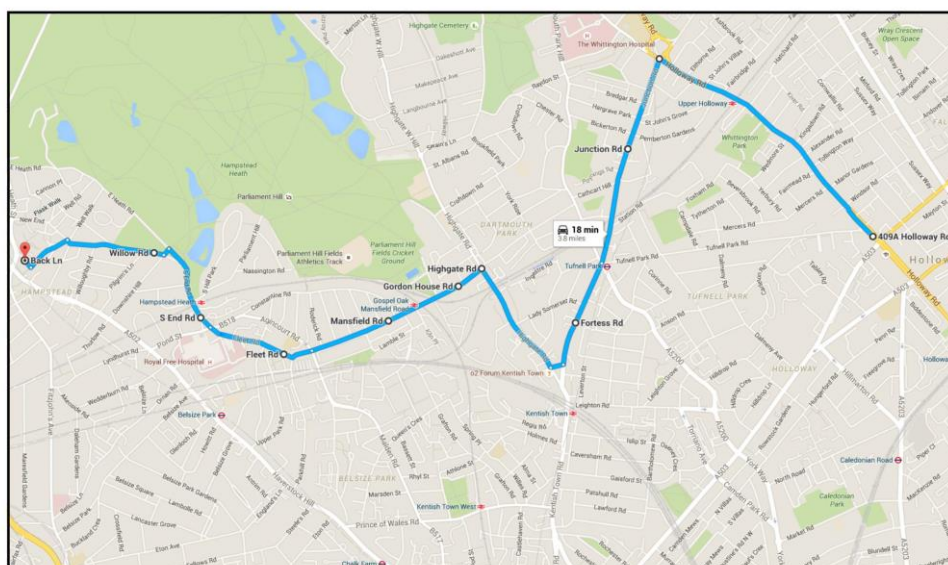
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public

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).

Route for vehicles between site and the Transport for London road network



HOLLOWAY Rd (A1)' turning south onto 'JUNCTION Rd (A400)', continue straight, this becomes 'FORTESS Rd'. Turn right onto 'FORTESS WALK' and then right again onto 'HIGHGATE RD (B518)'. After 0.4miles turn left onto 'GORDON HOUSE RD (B518)', this becomes 'MANSFIELD RD'. Stay on this road, bearing right, and continue as it becomes 'FLEET RD'. Continue straight onto 'S END RD', turn left onto 'DOWNSHIRE HILL' and then take your first right onto 'WILLOW RD' drivers should then follow the road until the junction with 'FLASK WALK' on the left hand side is reached, at which point the vehicle should turn left and continue straight until they reach the site on the left hand side of the road, at which point they should stop in the suspended bays on the right. After delivering materials they must then continue onto 'BACK LANE' with a sharp right turn and follow the one-way system back to 'HEATH STREET' (A502).

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.

All contractors and suppliers will be instructed to follow the pre-determined site access route and loading/unloading principals.

A holding yard in the Barnet area will also be used to allow the contractor to accept deliveries elsewhere and then bring to site at the required time, with the transit vans.

The use of a holding yard located elsewhere will reduce potential congestion and make sure comings and goings are planned with the most minimal impact possible

Is it the main contractor's responsibility to make sure their suppliers are aware of the route and abiding by it.

The refuse Collection is on a Monday morning and the recycling is around mid-day on the same day, therefore all deliveries should be avoided on a Monday if at all possible.

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.

There has been a recent 6' width restriction enforced on Flask Walk, therefore no Lorries will be delivering/collecting from site. Materials should be delivered/collected via a Transit Van or equivalently sized transit flatbed van with dimensions as mentioned in the swept path analysis.

Although Transit Vans will comfortably fit down Flask Walk, the contractor cannot take responsibility for poorly parked cars which may cause delays in the traffic.

The average number of Transit Vans moving or delivering general builders materials from/to the site is estimated as 3 vans a week when the job first starts for a period of 3 weeks then declining to 2 a week or even 2 every 1-2 weeks.

The approximate total substructure excavation volume, taking into account extra digging under party walls and allowing for an excavation depth of 2.34m (allowing for slab insulation and screed), a width including walls of 4.7m and a length including walls of 12.4m gives 136m³.

There will also be a maximum of 9m³ for the light well and therefore the total volume is expected to in the region of 145m³.

The exact number of Transit Van loads required to remove this spoil will depend on the total weight and fluffing of the excavated materials but it is estimated that approximately 7-10 van loads per week for a period of 18 weeks.

It will take approximately half an hour to hand load a transit van with hand held rubble sacks of removed spoil.

Vans mentioned above which deliver general builders materials to the site, will be used to remove the spoil, thus reducing the amount of vans impacting the traffic management.

The nearest 2 parking bays on the other side of the road will be suspended in order provide a safe stopping area for the vans.

The above estimated movement of the vans may increase/decrease as per the requirements of the project.

Construction vehicle movements will not be permitted at weekends or during public holidays and will be scheduled to take place between the hours of 9.30am and 3:00pm.

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

None that we are aware of at the moment

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.

Vans will be the only vehicles attending site and these will be scheduled in with the suppliers and project manager on site.

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.

Materials should be held at the builder's merchant yard until they are needed for the build and only called off when required and the delivery can be scheduled in.

The nearest 2 parking bays on the other side of the road will be suspended in order provide a safe stopping area for the vans. Any Unscheduled deliveries should be returned to the supplier's yard and re-arranged as required.

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).

1. Vans will be unloaded/loaded in the suspended bays across from the entrance to the site on 36 Flask Walk, London, NW3 1HE.
2. At no time will Vans stop outside Lakis Close blocking the entrance, or use the entrance as an opportunity to turn. All will go straight out onto 'BACK LANE'
3. Drivers will need to exhibit patience (as will all other traffic) if the double yellow lines are being used by a disabled person to gain access to the high street.
4. All Deliveries will be timed as to avoid any queuing vehicles as much as possible.
5. There will be signage placed at either end of the works
6. The signage will notify traffic of operations when needed.

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

HOLLOWAY Rd (A1)' turning south onto 'JUNCTION Rd (A400)', continue straight, this becomes 'FORTESS Rd'. Turn right onto 'FORTESS WALK' and then right again onto 'HIGHGATE RD (B518)'. After 0.4 miles turn left onto 'GORDON HOUSE RD (B518)', this becomes 'MANSFIELD RD'. Stay on this road, bearing right, and continue as it becomes 'FLEET RD'. Continue straight onto 'S END RD', turn left onto 'DOWNSHIRE HILL' and then take your first right onto 'WILLOW RD' drivers should then follow the road until the junction with 'FLASK WALK' on the left hand side is reached, at which point the vehicle should turn left and continue straight until they reach the site on the left hand side of the road, at which point they should stop in the suspended bays on the right. After delivering materials they must then continue onto 'BACK LANE' with a sharp right turn and follow the one-way system back to 'HEATH STREET' (A502).

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

Suppliers will be given a copy of the route and asked to ensure their drivers comply as required. The site Forman will monitor every vehicle movement to site to ensure it conforms to the access requirements.

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).

Please see the Swept Path Analysis Attached

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.

Will not be necessary

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.

The Schedule of Works for this project has been designed to accommodate all deliveries and waste to be done by hand which will be facilitated from the suspended parking bays opposite the site.

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 2 nearest Parking Bays will be suspended. If it becomes apparent that further parking bay suspensions are required, they will be applied for as and when necessary.

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).

N/A

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

Temporary road signage will be positioned on site at either end of the construction vehicle route warning road users of the presence of construction traffic, if and when needed.

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).

N/A

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.

Throughout the works, there will be rare occasions when the pavement need to be closed with temporary hording, during this time pedestrians will be requested to use the pathway on the opposite side of the road. As far as possible, all efforts will be made to keep the time the pavement is closed to an absolute minimum.

When a Delivery Van arrives on site, materials will be unloaded and carried to the site by hand, once the access is clear of vehicles and pedestrians, and Visa Versa for spoil removal. There is a separate pedestrian walkway that runs alongside the road, which all pedestrians can choose to use if able to do so.

A trained Banksman will monitor the traffic and pedestrians during these times, ensuring as little disruption as possible.

The movement of cyclists will be managed as part of the traffic management relating to the project. During certain loading and unloading events, personnel will direct and halt traffic as required to ensure that these activities do not conflict with each other and that a safe environment is maintained.

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.

N/A

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.

All substructure excavation works will be done with hand held 110v power tools to begin with and then continue on with a mini 0.5 Tonne digger thereafter. It should be similar to the JCB 8014 CTS Digger (1m Wide x 3.3m Long)

Concrete will also be hand mixed on site with an 110v Concrete mixer.

Temporary sacrificial piles will be needed to support the front elevation whilst the underpinning is in progress, it's expected the mini piling machine will be on site for up to one week.

All plant located within the perimeter of the site boundary and only operate within the allowed hours by the council, between 8am – 6pm Monday to Friday.

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 carried out and a copy given to Camden

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

- a) 70 dB LAeq 1 hr during the hours of 08:00 to 18:00 on Monday to Friday (excluding Bank Holidays)
- b) 70 dB LAeq 1 hr during the hours of 08:00 to 13:00 on Saturdays; and

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.

- Using well-maintained and silenced plant and equipment including compressors, generators and power tools.
- Deliveries to the site will take place between the hours of 9:30am and 3:00pm and scheduled to distribute vehicle movements throughout these hours so as to avoid periods of intensive activity therefore limiting noise and vehicle emissions.

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

A contractor is yet to be determined, details will follow when one has been appointed. The main contractor should ensure that all employees are correctly trained.

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

- Select suitable haul routes away from sensitive areas
- Good quality access track to be provided
- Set vehicle speed limits and enforce them
- Water dampening measures will be used during the demolition process, which will significantly control dust generation, however consideration must be given to proximity of drains
- Dust screens could also be incorporated during this element of the project.
- Whenever possible, wet processes will be used during cutting, drilling and grinding to limit dust emissions

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.

- Sweepers to be employed to clean roads where appropriate and on a daily basis, if necessary.
- Banksman to clear large debris immediately
- Only designated routes are to be used – site directions to be provided to supplier and sub-contractors

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

Dust - Monitor weather reports to ensure appropriate dust suppression or road cleaning is available when required

Noise & Vibration - Bureau Veritas will be employed to provide predicted noise levels for the specific construction phases and ensure that the monitoring stations are located in appropriate areas.

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.

Please see attached Risk Assessment

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.

Please see attached Check List

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.

N/A – Not a High Risk Site

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 main contractor should appoint a professional pest control company to place and monitor traps/poison throughout the project.

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

An Asbestos Survey was completed on the 28th of January 2015. Found Chrysotile Sealed in electrics belonging to electrical supply company with a Very Low Risk – See attached Asbestos Survey.

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.

It is the main contractor's responsibility to ensure the conduct of their workers is respectful of the neighbours and area at all times. There should be a designated smoking area in the rear garden of the property, and special notice should be paid to language as this is a widely used route for school children.

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: ...26.02.16.....

Print Name: ...Natassja Norval.....

Position:Operations Manager.....

Please submit to: planningobligations@camden.gov.uk

End of form.