**Construction Management**

**Plan**

**pro forma** v2.1

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Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
|  |  |  |

**Additional sheets**

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

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| --- | --- | --- | --- |
| **Date** | **Version** | **Produced by** | **Plan Name** |
| **04/05/16** | **1** | **Cameron Ogle** | **Transport Management Plan** |
| **04/05/16** | **1** | **Cameron Ogle** | **Indicative Carpark Suspension and Crane Road Closure Plan** |
| **04/05/16** | **1** | **Cameron Ogle** | **Loading location plan** |
| **04/05/16** | **1** | **Cameron Ogle** | **Scaffold and hoarding plan** |
| **04/05/16** | **1** | **Cameron Ogle** | **Swept path plan** |
| **04/05/16** | **1** | **Cameron Ogle** | **Local highway network layout plan** |
| **04/05/16** | **1** | **Cameron Ogle** | **Local receptors plan** |
| **04/05/16** | **1** | **Cameron Ogle** | **Site location plan** |
| **04/05/16** | **1** | **Cameron Ogle** | **Transport for London local map**  |
| **04/05/16** | **1** | **Cameron Ogle** | **Community Liason Consultation Process** |
| **04/05/16** | **1** | **Cameron Ogle** | **High level construction programme** |
| **04/05/16** | **1** | **Cameron Ogle** | **Considerate constructors certificate** |
| **05/05/16** | **1** | **Cole Jarman** | **Noise Break – In assessment**  |
| **05/05/16** | **1** | **Salvum**  | **Asbestos R&D Survey** |

**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](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Cyclist Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318) **(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 CMPdoes 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**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)**.**”

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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion.**

(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**

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Post app submission**

**0ommunity liaison**

**Appoint principal contractor**

**Requirement to submit CMP**

**Begin community liaison**

**Work can commence if draft CMP is approved**

**Council response to second draft**

**Resubmission of CMP if first draft refused**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

**Submit draft CMP**

**Contact**

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

Address: 69 Highgate High Street

Planning reference for the demolition of the existing building: 2012/6878/C

Planning reference for the new building: 2012/6826/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: Cameron Ogle, Project Manager, Dunedin Construction Ltd

Address: Suite 22, Quadrant Business Centre, 135 Salusbury Road, London NW6 6RJ

Email: cameron@dunedinconstruction.co.uk

Office: 0207 624 3480

Mobile: 07487 844 896

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: Glenn Matthews, Site Manager, Dunedin Construction Ltd

Address: Suite 22, Quadrant Business Centre, 135 Salusbury Road, London NW6 6RJ

Email: glenn@dunedinconstruction.co.uk

Office: 0207 624 3480

Mobile: 07815 804 592

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [**Community Investment Programme (CIP)**](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en), please provide contact details of the Camden officer responsible.

Name: Cameron Ogle, Project Manager, Dunedin Construction Ltd

Address: Suite 22, Quadrant Business Centre, 135 Salusbury Road, London NW6 6RJ

Email: cameron@dunedinconstruction.co.uk

Office: 0207 624 3480

Mobile: 07487 844 896

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Address: Dunedin Construction Ltd, Suite 22, Quadrant Business Centre, 135 Salusbury Road, London NW6 6RJ

Email: info@dunedinconstruction.co.uk

Phone: 0207 624 3480

Fax: 0207 624 3254

**Site**

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

**Site Location Plan Attached: “69 HHS – Site location Plan”**

The site is located at 69 Highgate High Street, London N6 5JX. The site is located at the summit of Highgate High Street at the junction with West Hill and North Hill and adjacent to the traffic island. To the immediate north across the High Street Highgate School Chapel stands upon an enclosed and slightly elevated graveyard.

The tapered end of the terraced site is approximately 15 metres long and defined on its northern edge along the High Street by a single storey brick wall and on its southern edge by a public alley, known locally as ‘Snow Hill’, which slopes down from West Hill to Pond Square.

Access to the site will be gained at the junction of the Snow Hill alleyway and the northern corner of Pond Square.

The site itself does not have dedicated parking.

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

The works consist of a deconstruction of the current building on the site to make way for a three storey new build.

The proposed dwelling consists of a lower ground floor flat, retail space at ground level with a maisonette on the two upper floors.

The footpath directly adjacent to the site on the High Street side is very busy, and with the hoarding in place could provide an issue with access. This will be addressed and managed in the scaffold/hoarding arrangement.

Neighbouring properties include the client’s current dwelling directly attached to the proposed works.

Other direct neighbours include only businesses in the form of a dentist, dry cleaners and a real estate office. All of which have been taken into account when drawing up the Construction Management Plan.

To note there is a school across the High Street approximately 50mtrs from the site itself.

8. 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.).

**“69 HHS - Local Receptors Plan” Attached**

As stated above we have the below list as nearest receptors that may be affected by activities onsite;

1. Dentist – Pond Square Entrance – Distance 10m
2. Real Estate Office – Highgate West Hill Entrance – Distance 10m
3. Dry Cleaners – Highgate High Street Entrance – Distance 10m
4. Local Pub – Highgate High Street Entrance – Distance 20m
5. Highgate School – Distance 50m

9. 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.

**“69 HHS - Local Highway Network Plan” Attached.**

Note: Cyclists are permitted to use two roads adjacent to the site, Highgate West Hill and Highgate High Street. The site will be well sign posted and lit. Pond Square is also close to the site and the access for deliveries. All deliveries will be delivered with a banksman present and we will endeavour to keep safe cycle routes open during these deliveries. Where we feel it is not safe, the area will be well indicated to the public.

10. 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).

**“69 HHS - High Level Programme”Attached**

Site set up 9th May 2016

Deconstruction 16th May 2016 - 27th June 2016

Construction Phase 27th June – 31th May 2017

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

* 8.00am to 6pm on Monday to Friday
* 8.00am to 1.00pm on Saturdays
* No working on Sundays or Public Holidays

The working hours will be confined to Camden’s standard working hours – as listed above.

12. 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.

Throughout the project there is to be upgrades to incoming Electrical, Water and Gas utilities. Initially only an electrical disconnection is required. Power Networks have been contacted in this regard.

The upgrades will include below;

**Lower Ground Floor Flat:**

1. Own electricity meter and utility connection.

2. Own mains water utility connection.

3. Own BT connection

**Upper Ground Small Retail:**

1. Own electricity meter and utility connection.

2. Own metered mains water utility connection.

3. Own BT connection

**Upper Ground Large Retail:**

1. Own electricity meter and utility connection.

2. Own metered mains water utility connection.

3. Own BT connection.

**Maisonette:**

1. Own electricity meter and utility connection.

2. Own metered mains water utility connection.

3. Own BT connection

4. Own gas meter

**Landlord’s:**

1. Landlords electricity utility meter for

external lighting, shared WC for

commercial.

2. Landlords water meter

**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.**

**13. 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.

**“69 HHS – Community Liason Consultation Process”**

Between the Client, Agent and ourselves, we have consulted with all neighbours in Pond Square. We have only received queries from two Neighbours and one Landlord.

Camden Council have approved the level of consultation.

**14. 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.

We will work together with the neighbouring community for the duration of the project to minimise certain effects the construction will inevitably have.

We will converse with the neighbours on a number of platforms.

We will provide an A1 size message board to the exterior hoarding at a location easily readable by the neighbouring community. This message board will detail upcoming events onsite. Programme updates. Contact details for complaints, suggestions and compliments. Community work the company may be involved in.

We will provide Newsletters on upcoming events and Company information.

Cameron Ogle will hold monthly drop in sessions for residents to converse face to face and keep on top of any arising issues caused by the construction process. The exact times and location is TBC. However, it will likely be adjacent to the site and will be displayed on the notice board.

All major upcoming events/works onsite will be conveyed to the affected neighbouring community via mail drop and email where applicable.

**15. 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](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

**2016 – 17 Dunedin Considerate Constructors Membership Certificate Attached**

Dunedin Construction has been a member of the Considerate Constructors Scheme since 2011.

**16. 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.

There is a site to the west of 69 Highgate High Street, located at 41 Highgate West Hill.

Our plan takes into account the cumulative impact by placing importance on our deliveries to enter Highgate West Hill Road from the Northern end. Thus avoiding travelling past the current operational site.

**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.](http://www.clocs.org.uk/wp-content/uploads/2014/09/CLOCS-Standard-v1.2.pdf)

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345819&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345820&).

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 referenced above which give a breakdown of requirements.**

**CLOCS Considerations**

17. Name of Principal contractor:

Dunedin Construction Ltd

18. 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).

Dunedin Construction will be responsible for contracting only companies for deliveries or works that have the requirements set out in CLOCS. All companies will be documented and a register will be kept onsite.

Onsite checks for correct licences and signage to delivery vehicles will be done by Dunedin Construction’s Foreman and recorded for audit at any time.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](http://www.clocs.org.uk/wp-content/uploads/2015/05/CLOCS-Standard-v1.2-APRIL_15.pdf) and included it in your contracts. Please sign-up to join the [CLOCS Community](http://www.clocs.org.uk/links-to-partners/) 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:

I can confirm all contractors and suppliers will have a requirement to abide by the standard of CLOCS within their contracts.

I can also confirm that I have signed up to an interest in 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.**

**20. 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 (i.e. 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](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (TLRN).

**“69 HHS - Transport Management Plan” Attached**

**“69 HHS - TFL Local Map” Attached**

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.

I can confirm all contractors and suppliers will be sent our Transport Management Plan and as an addendum to their contracts with us. A pdf file will be emailed and a hard copy will be sent to them.

**21. 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*](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)).

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.

A typical size of large delivery vehicle will be 2.4mtrs (no wider) wide and 6mtrs long. The longest of delivery vehicles will be 8mtrs.

Delivery times will be between 9:30 and 3pm. The only exception will be the structural steel stage where it will be required to be onsite for an 8am start due to minimising the days of closure with a crane present.

Large deliveries will be limited to once a week maximum.

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

House refurbishment at WitanHurst House, 41 Highgate WestHill. 700mtrs from 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 vehicles to site will be confirmed at time of booking confirmation.

Times will be recorded along with driver’s names and size of vehicle at time of delivery.

If any discrepancy arises between booked vehicle and delivery vehicle, action will be taken immediately

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 any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

There will be no Off-site holding areas

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](http://www.tfl.gov.uk/cdn/static/cms/documents/building-on-the-benefits-of-consolidation-centres.pdf)).

We have gone to major suppliers for this project and many others. This gives us the ability to order a large amount of variety within one delivery, thus minimising the number of deliveries made to site.

**22. 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

**Access and egress routes are detailed in attached “69 HHS - Transport Management Plan”**

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

**Below described further in attached “69 HHS - Transport Management Plan”**

We will have a company banksman onsite at all times that will greet the lorry at Highate Hill Entrance to Pond Square. He will then direct the lorry into drop off/pickup location and also accompany the lorry back to the greeting point on egress.

Deliveries and installs such as crane work for the steel will have their own banksman present. However, we will also supply our banksman to attend at these times as our knowledge of the site and area will likely be superior.

All of our Banksman will be trained as traffic marshall to the type of course that Hurak provide or similar.

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).

**“69 HHS - Swept path plan” 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.

Not considered necessary as no vehicle will be driving onto the site.

Deliveries will loaded onto site where deemed safe.

**23. 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 24 if any parking bay suspensions will be required.

**Please see attached “69 HHS - Loading location plan”**

**Highway interventions**

**Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won’t be granted until the CMP is signed-off.**

**24. Parking bay suspensions and temporary traffic orders**

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order (TTO)](http://camden.gov.uk/ccm/content/transport-and-streets/traffic-management/temporary-road-restrictions/) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO’s which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

**“69 HHS - Indicative Parking Suspension and Crane Road Closure plan” attached**

We would look to suspend 3 parking spaces on pond square during the super structure steel install stage for a total of 3 days each.

All other parking spaces would only be suspended periodically and only when absolutely necessary.

A dispensation would be required for the 2-3 days for the crane to be stationed adjacent to site on the Southern Pond Square side. This would be a portable 40tonne crane from M and M Crane Hire and would be set up and pack down and removed from the location every day. The hours the crane would block the road would be 8am – 6pm.

**25. 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).

None required

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

**Please see “69 HHS - Scaffold and Hoarding plan” attached**

In addition to the attached plan;

1. Any covered in gantry’s will be decorated in a light colour to the pedestrian face to enhance light.
2. Safety signage will be placed on all elevations of external hoarding to all HSE requirements and our own company requirements.
3. All access is stated in the plan attached and will not be diminished throughput the project to any point. This excludes road closure days as stated previously.

**26. 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).

There will be no diversions required. A separate plan will be provided with application for a closure during crane lift days.

**27. 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 at 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.

A number of provisions will be in place throughout the build. These will include good signage around the perimeter of the site to ensure people are aware as to what is going on. The site will be well-lit and free of any erratic protrusions.

During deliveries (which will be between 9:30am and 3pm, a banksman will be on hand to direct the delivery vehicle to site and manage the unloading and egress.

Plastic bollards and temp signs will be used specifically for cyclist and pedestrian safety and direction whilst any delivery or pickup is taking place.

Aside from the road closure days stated in this document, the access around the perimeter of the site will not be cut off to pedestrians at any time.

Signs will also be displayed onsite indicating alternative safer routes nearby, as there is an alternative route from pond square – Highgate high street 15mtrs from the south of the site.

The safety and care of cyclists and pedestrians will be of the highest priority during training and toolbox talks throughout the job.

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.

**Detailed drawings of the Scaffold and Gantry are attached under “69 HHS - Scaffold and Hoarding Plan”**

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**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318)**).**

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

Hand held breaker and angle grinder/cutter – During deconstruction in stage 1 of the project. Used between 8am and 6pm only. 1 week approx.

Crane – During the initial phase of construction to install structural steel. Same hours as above. 3 days only

Onsite concrete mixing – During the initial phase of construction. During the hours stated above. Minimal use.

Cutting of temporary steels – During the initial phase of construction. 1 week approx. Limited to middle region of the day.

General carpentry tools such as onsite saws – Kept to minimum and between the hours of 8am-6pm

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

A Noise Survey was completed by Cole Jarman on 4th / 5th February. Please refer to section 4 of the attached **“Noise Breaking Assessment Report”.**

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

We predict the proposed works to not reach a level of more than 85 decibels at 20mtrs from boundary throughout the entire project. The levels to be within this region will only be caused by the items outlined in No. 28 on the previous page.

Vibration levels will be minute as there is very little mechanical equipment being used on the ground works. We do not expect levels to exceed PPV of 0.30mms-1

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

Sensitive noisy measures will be coordinated so as they can run concurrently where possible to reduce the timeframe affected.

Scaffold wrap is to be used along with a full 2.4mtr hoarding. Both items will help contain the noise.

We will endeavour to restrict noise as much as possible and refrain, where possible, to refrain from creating loud noise at the start of the day. We are passionate about sticking to the best practice guide and will work with the community to the best we can.

We will put in control methods such as scheduling noisy works to best suit the local community and also by notifying local residents through our platforms set up in the liaison section.

Where we have the option of using electric equipment in place of diesel equipment we will do so to reduce the noise.

All staff and contractors will be well briefed of the sensitivity of the area and told to keep noise at a minimum at all times.

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

I can confirm all staff will be trained on BS 5228:2009 prior to commencement onsite. This training will be ongoing throughout the project.

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

The site will be surrounded by a full hoarding at 2.4m high. Above this will be a fully wrapped scaffold with the most up to date plastic durable shrink wrap.

To prevent dust, we have programmed to deconstruct the existing dwelling as opposed to demolishing said dwelling.

There will be provision for dampening down dust at all times where required and resource available onsite to do so.

The weather will be taken into account for potentially dusty works. Windy and/or hot days will be avoided as much as practicably possible.

The surrounding areas will be checked daily, and in the case of dust having spread, will be cleaned in the correct manner.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

The dust will be prevented in the ways stated in the previous section.

Dust to the highways areas will be extremely uncommon on this project. There will be provision to water wash and brush clean all areas if this were to happen.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels.

As mentioned, surrounding areas will be checked for dust daily and site will hold a record which will show trends. Should there be a trend of dust exiting the site, the precautions will be stepped up and amended if necessary.

There will be periodic noise level checks scheduled for predicted high noise days. This data will be collected and should it show an increasing trend, measures will be put in place to restrict noise further.

3d Prisms are to be placed on adjoining buildings to read any movement during each week in foundation phase and bi –weekly after that until the completion of the project.

36. Please confirm that a [Risk Assessment](http://www.hse.gov.uk/risk/controlling-risks.htm) has been undertaken at planning application stage in line with the [GLA’s Control of Dust and Emissions Supplementary Planning Guidance](https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and) (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 was not requested at the planning application stage, nor made a planning condition. However, a risk assessment will be sent in as an addendum when completed.

The SPG document states*: “4.2 As part of the Air Quality Assessment, the AQDRA will be reviewed by the local planning authority and dust (and emissions) control measures should be secured by planning condition or through a s106 agreement, as appropriate”* - No control measures have been secured in the planning condition or S106 agreement – therefore do we need this assessment?

The only reference to ‘dust’ in the S106 Agreement is: that the CMP must demonstrate – ‘*Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented’*

37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist.](https://www.camden.gov.uk/ccm/content/appendix-to-environment-section-question-37--dust-mitigation-measures.en)

Please refer to the above in section 36

38. If the site is a ‘High Risk Site’, 4 real time dust monitors will be required. If the site is a ‘Medium Risk Site’, 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and). 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.

Please refer to the above in section 36

39. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), 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).

Rodent control has been carried out on this site for 2 years. 3 Mice only have been caught in this time.

Traps are still in place and photographic evidence can be provided upon request. Rodent control in the form of contained bait and traps will continue for the duration of the project.

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

I can confirm an Asbestos Survey was carried out and there is no asbestos found onsite. See attached “151214 Asbestos Survey Report”.

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

All of our sites practice a controlled professional behaviour. We mitigate bad conduct on sites by carefully selecting contractors that abide by our site rules of public respect.

In regards to smoking areas, we take advice from the Considerate Constructors Scheme and provide a smoking area within the confines of our site.

All workers are contractors are required to **NOT** congregate in groups anywhere outside of the site and to come to and from work in an acceptable standard of dress.

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

**From 1st September 2015**

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

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

**From 1st September 2020**

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

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

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

1. Construction time period : May 2016 to June 2017
2. Is the development within the CAZ? (Y/N): The development is not located within the CAZ
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): N/A
4. Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Will be provided when acquired in due coarse
5. Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Yes
6. Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes

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.

**Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.**

**Signed:** …………………………………………………………………

**Date:** ……………………………………………..

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

**Position:** …………………………………………

Please submit to: planningobligations@camden.gov.uk

End of form.