Construction Management Plan

pro forma v2.0

For

19 Rona Road, London, NW3 2HY

26th May 2016

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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

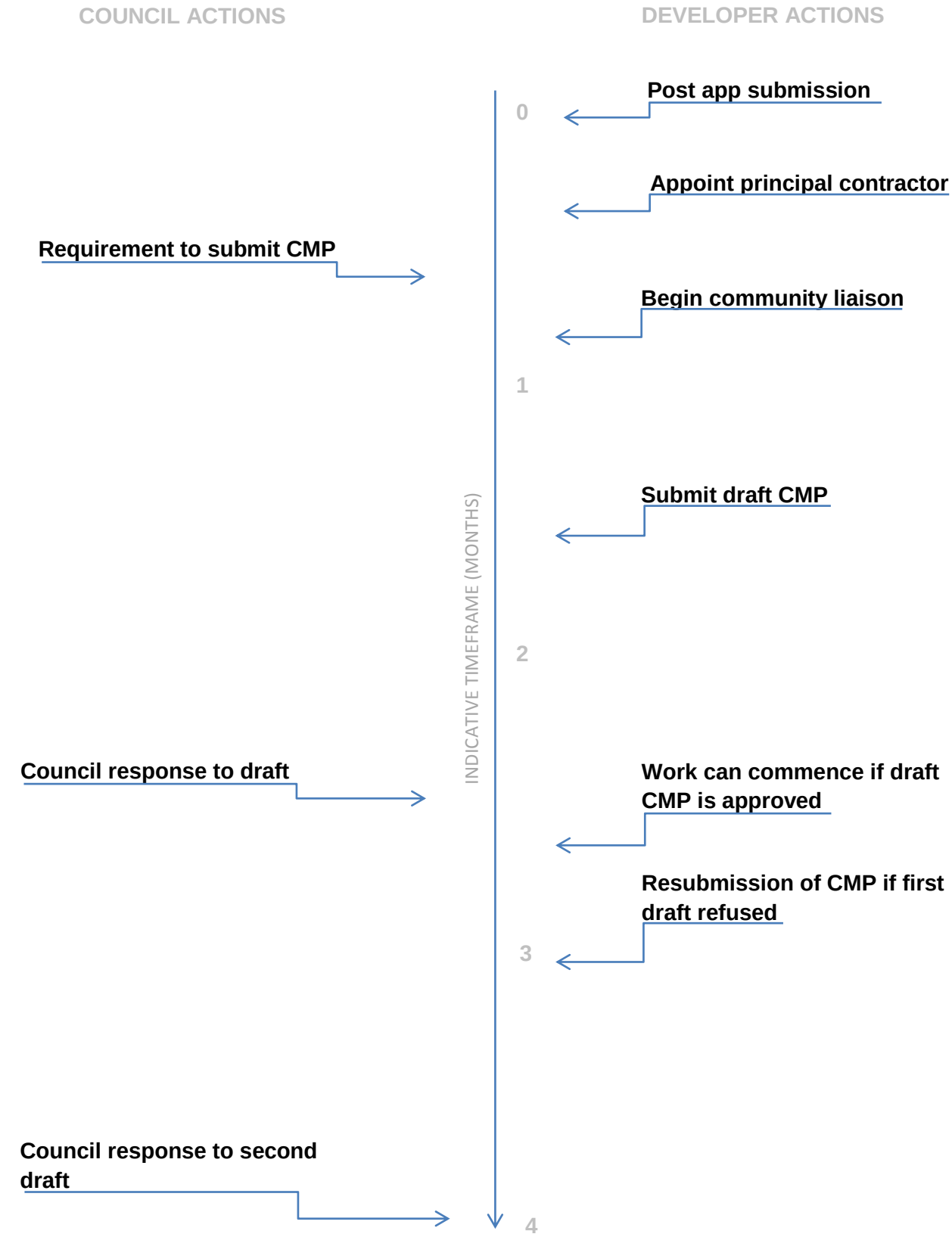
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

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
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
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:	**19 Rona Road, London, NW3 2HY**
Planning ref:	**2015 / 4436 / P**

Type of CMP - Section 106 planning obligation/Major sites framework:

CMP to fulfil S106 obligations in connection with Planning Consent

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

Tim Moore
Mayer Brown
Lion House, Oriental Road
Woking
Surrey GU22 8AR

01483 750508
tmoore@mayerbrown.co.uk

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.

Ben Shove
Trinity Construction Consultants
Longcroft House
2-8 Victoria Avenue
London, EC2M 4NS

Phone: 01473858188
b.shove@trinitycc.co.uk

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.

As Q3.

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.

As Q3

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.

Pro Construction
22-23 Arcadia Avenue
Finchley
London, N3 2JU
Phone: 0208 349 3183
Contact Miros Bogdantsaliev
Email: miros@proconstructionltd.co.uk

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.

See drawing at CTMP/Appendix 1 by Mayer Brown, in the CTMP appended to this document.

The property is situated on the residential street of Rona Road in the vicinity of Gospel Oak.

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 property is a four-storey terraced house situated on a residential street.

The Consent is for refurbishment of the property, with a rebuilt extension to the rear and new basement level accommodation under the footprint of the property. The property will become two dwellings.

Access for site vehicles will require management of road space outside of the property, including suspension of parking bays.

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.).

The neighbouring properties may be affected by the site activities.

Nearest neighbouring properties are adjoining houses at no's 17 and 21 Rona Road.

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.

Refer to appended Construction Traffic Management Plan (CTMP) by Mayer Brown and in particular to drawing CTMP / Appendix 1.

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).

Refer also to the appended CTMP.

Outline programme

1.	Site set-up	2 weeks
2.	Underpinning (with general excavations)	16 weeks
3.	Basement structural steelwork	3 weeks
4.	Excavation and horizontal temporary works	3 weeks
5.	Basement ground slab and drainage	2 weeks
6.	Ground floor suspended RC slab	2 weeks
7.	Waterproofing	2 weeks
8.	Rear extension structural works	10 weeks
9.	Fit out to basement / extension / general	12 weeks
	Total duration	52 weeks

Anticipated start date: July 2016

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 standard working hours are noted and confirmed as above.

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

In addition, heavy vehicle deliveries and collections will be restricted to between 9.30am and 4.30pm, Monday to Friday only.

During the term times of local schools, the heavy vehicle deliveries and collections will be further restricted to 9:30am to 3.00pm, Monday to Friday.

It is recorded that the Applicants and the Contractor will arrange that no noisy activities are undertaken on a Saturday, other than in exceptional circumstances. In such case the noisy activity will not commence before 9:00am.

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.

Utility services are already provided to the property.

If any alteration or upgrade of a utility service is required this will be undertaken on the footway outside of the property with appropriate diversion of pedestrians around the working area.

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.

The development proposals in general have been the subject of the planning process and receipt of the final Planning Consent is now only subject to the agreement of the Section 106 Agreement.

The Applicants have sought to consult on the proposals with, and have written to, their immediate neighbours at 1-40 Rona Road, 104 and 106 Mansfield Road, 23, 25, 27, 29, 31 and 33 Savernake Road and 18, 20 and 22 Estelle Road. They have also consulted with the local Mansfield Conservation Area Advisory Committee. They have provided access to a draft version of the Construction Management Plan to both the neighbours and the Mansfield Conservation Area Advisory Committee.

The Applicants invited neighbours to a consultation / meeting, held on 24th May 2016. A total of 8 neighbours attended, representing the following addresses:-

15 Rona Road,
17 Rona Road, Flat 1,
17 Rona Road, Flat 2,
21 Rona Road.

The concerns raised at the meeting and the amendments made to this CMP to accommodate those concerns are recorded in a schedule included in Appendix 1.

The specific concerns raised were:-

- **Control of noisy activities – not to start early on a Saturday;**
- **Loss of parking spaces due to parking bay suspensions;**
- **Control of dust.**

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 contact details of the Project Manager, Contractor, Architect and the site Foreman will be displayed prominently on the hoarding to be erected on the property frontage.

The Contractor will be required to provide notices at regular intervals (fortnightly) to the neighbouring houses to inform of the construction programme, the delivery schedule of heavy vehicles and any other activities that may affect neighbours.

The Contractor will invite neighbours to contact him with any concerns about the construction methods or programme; so that mitigation measures can be discussed and agreed.

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 Contractor is instructed to comply with and act in accordance with the 'Guide for Contractors Working in Camden.

The Contractor is required to adhere to the principals of the 'Code of Considerate Practice' as set out below:-

Care about Appearance
Constructors should ensure sites appear professional and well managed

Respect the Community
Constructors should give utmost consideration to their impact on neighbours and the public

Protect the Environment
Constructors should protect and enhance the environment

Secure Everyone's Safety
Constructors should attain the highest levels of safety performance

Value their Workforce
Constructors should provide a supportive and caring working environment

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.

There are no major construction sites in the vicinity of or on the delivery routes to the property.

There are a number of residential properties in the vicinity that have on-going maintenance and/or building work. The Contractor will liaise with these other sites; to co-ordinate delivery and other heavy vehicle movements to ensure there is no obstruction of the traffic routes.

The Contractor is required to monitor this situation and make contact with any other sites that are commenced following publication of this CMP.

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:

Pro Construction
22-23 Arcadia Avenue
Finchley
London, N3 2JU
Phone: 0208 349 3183
Contact Miros Bogdantsaliev
Email: miros@proconstructionltd.co.uk

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).

It will be a contractual requirement for the Contractor to ensure that all vehicle movement to, at or from the site are managed in accordance with the CLOCS Standard for Construction Logistics.

The Contractor is to ensure, by monitoring and spot checks, that all supply chain operators are acting in accordance with Section 3 of the CLOCS Standard; with regard to traffic routing, collision reporting, vehicle safety equipment (signage, mirrors, under-run protection, audible manoeuvring warnings, etc.), driver training and licensing, loading /unloading practices.

Further details of requirements are contained in the appended Construction Traffic Management Plan (CTMP).

Failure of any contractor or supplier to comply with the CLOCS Standard will result in that contractor or supplier being removed from the project.

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:

To be signed by the client / developer.

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 (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 (TLRN).

See drawing CTMP / Appendix 1 by Mayer Brown in the appended Construction Traffic Management Plan (CTMP).

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.

Refer to the appended Construction Traffic Management Plan (CTMP).

Construction traffic is not permitted on other routes. The route described must be adhered to.

All contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all the other terms of this plan.

Deliveries and collections will be restricted to between 9.30am and 4.30pm, Monday to Friday (9.30am to 3.00pm during school terms).

Cont'd…

Enforcement of the requirements

Delivery / collection and all other vehicle operations at the property will be booked by the Contractor's head office to be competed between the above hours. i.e. no arrivals before 9.30am and last vehicle to be clear of site by 4.30pm (except for school term when 3.00pm).

Drivers will be given a specific time slot to attend the site.

Drivers will be given the site Foreman's contact details and must confirm with the Foreman 20 minutes prior to arrival that the site is clear. The Foreman will not accept vehicles that have not been cleared in advance.

There are to be no unexpected arrivals at the site.

Only one vehicle will be at the site at any one time.

Vehicles will only be accepted by the Foreman if the parking space at the front is clear.

The Foreman will not accept vehicles on site before 9.30am. The Foreman will instruct any vehicle on site to leave in order to be clear of the site by 4.30pm (3.00pm during school terms).

Failure to comply with the arrangements for booking of time slots or for calling ahead will result in the supplier being removed from the project.

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.

Full details of the vehicle types, numbers and dwell times are provided in the appended CTMP.

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

There are no major construction sites in the vicinity of or on the delivery routes to the property.

There are a number of residential properties in the vicinity that have on-going maintenance and/or building work. The Contractor will liaise with these other sites; to co-ordinate delivery and other heavy vehicle movements to ensure there is no obstruction of traffic

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.

Delivery / collection and all other vehicle operations at the property will be booked by the Contractor's head office to be competed between the above hours; i.e. no arrivals before 9.30am and last vehicle to be clear of site by 4.30pm (except for school term when 3.00pm).

Drivers will be given a specific time slot to attend the site.

Drivers will be given the site Foreman's contact details and must confirm with the Foreman 20 minutes prior to arrival that the site is clear. The Foreman will not accept vehicles that have not been cleared in advance.

There are to be no unexpected arrivals at the site.

Only one vehicle will be at the site at any one time.

Vehicles will only be accepted by the Foreman if the parking space at the front is clear.

The Foreman will not accept vehicles on site before 9.30am. The Foreman will instruct any vehicle on site to leave in order to be clear of the site by 4.30pm (except for school terms when 3.00pm).

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.

Refer to the appended CTMP.

There is no requirement for an off-site holding area.

Vehicle deliveries will be scheduled and managed as described at c. above.

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).

Heavy vehicle arrivals and departures are to be restricted to times outside of peak traffic hours.

All vehicles attending the site are to be managed and scheduled to ensure that there is only one vehicle at the site at any one time. Refer to c. above.

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

See drawing CTMP/Appendix 1 by Mayer Brown in the appended Construction Traffic Management Plan (CTMP).

Vehicles cannot enter on to the property.

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

Refer to the appended CTMP.

See answer at 5c above

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).

See drawings CTMP/Appendix 1 to Appendix 3 by Mayer Brown in the appended CTMP.

Rona Road, Savernake Road and Estelle Road are all narrow roads. The vehicles that will attend site will be able to make the turns required by the routing plan provided that there are no vehicles parked in contravention of parking regulations (i.e. not waiting on existing yellow line restrictions).

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.

No wheel washing facilities are 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.

Refer to appended CTMP and drawings.

These documents describe the location of loading / unloading locations and the arrangements for doing so safely, including the employment of banksmen as appropriate.

In general, loading / unloading will take place on the road at the site frontage.

Spoil removal from basement excavation will be by high level conveyor placed over the footway, depositing to a skip in a hoarded enclosure placed partly on the road. Spoil will be removed from the skip by grab lorry.

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.

Parking bay suspensions are applied for in accordance with the arrangements set out in the appended drawings and CTMP.

The parking bay suspensions are required 1] to allow a skip to be placed on the highway – to receive spoil from basement excavations and 2] to provide space for other vehicles to pass lorries attending the site for deliveries or spoil removal.

Placing a skip on the highway to receive spoil and then removing that spoil by grab is the most efficient means of removing spoil. Removing spoil directly into lorries will a] result in part loads and an increase in total number of lorries visiting the site and 2] increased dwell time of spoil removal lorries at the property. Overall the development programme would be extended if a skip is not used.

The skip is required for up to 24 weeks. During this period 2 parking bays will be suspended permanently outside of the property. 2 parking bays will be suspended on the opposite side to let other vehicles pass the lorries attending site. The parking bays on the far side of the road will be available for residents parking in the evenings, overnight and at weekends.

For two single days of ready mix concrete pours there is a requirement for 3 parking bays suspended outside of the property and 1 on the far side of the road. These bays will be suspended during the working day only.

At other times, parking bays will be suspended outside of the property for deliveries and/or collections. These will be available for residents in the evenings, overnight and at weekends.

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).

See appended CTMP and drawings CTMP/Appendix 1 to Appendix 3, by Mayer Brown.

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

See appended CTMP and drawings CTMP/Appendix 1 to Appendix 3, by Mayer Brown.

Hoarding, signage, lighting and other warnings will be as set out in the CTMP and drawings and as described and required by the 'Guide for Contractors Working in Camden'.

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).

There is to be no diversion of the public highway (carriageway or footway) as a consequence of these works.

A pedestrian route of at least 1.5m minimum width is to be maintained at all times on the footway in front of the property.

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.

See appended drawings and CTMP.

No alternative routes or diversions are required for cyclists or pedestrians.

Banksmen will be employed as necessary to assist members of the public to pass the site safely.

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.

See appended drawing CTMP/Appendix 2, by Mayer Brown.

Spoil removal is to be by high level conveyor set over the footway. This will be enclosed in a timber hoarding.

A hoarded skip to receive spoil is to be provided on the road and footway outside of the property.

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.

A programme of construction phases is provided in the appended CTMP.

Noisy operations will include A] the demolition or removal of some of some parts of the original building (weeks 3 to 5), B] the breakout and excavation of ground beneath the property (weeks 3 to 24), C] underpinning (weeks 3 to 18) and 4] supply and placing of ready-mix concrete (weeks 26 and 28).

It is recorded that the Applicants and the Contractor will arrange that no noisy activities are undertaken on a Saturday, other than in exceptional circumstances. In such case the noisy activity will not commence before 9:00am.

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.

The property is an unoccupied house in a residential street. There is no particular noise to be recorded prior to work commencing. Hence, there is no necessity for a pre-construction noise survey.

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

Noise and vibration levels are to be managed by adherence to good practice in the undertaking of these works.

In particular, the Contractor is required to act in accordance with the requirements of the 'Guide for Contractors Working in Camden'.

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 following good practice measures are to be incorporated by the Contractor into the site activities

- **Vehicles and mechanical pant to have effective silencers, be maintained in good and efficient order, and operated to minimise noise emissions;**
- **Machines to be shut down or throttled back to a minimum level when not in use;**
- **Compressors to be fitted with lined and sealed acoustic covers, kept closed when in use;**
- **Pneumatic percussive tools to be fitted with muffler or silencer;**
- **Concrete, brickwork or masonry to be broken out by bending, bursting or nibbling equipment; avoid use of impact tools;**
- **Hard or extrusive material to be excavated using tools powered hydraulic, chemical or electrical power, so far as is practicable;**
- **Tools powered by mains electricity to be used in preference to tools with internal combustion engine power or powered by generator;**
- **All plant to be maintained in good order to ensure noise from mechanical vibration, creaking or squeaking is kept to a minimum;**
- **Machinery running continuously is to be housed in acoustically lined enclosure wherever practicable;**
- **Works to be carried out generally in a manner so as not to cause any unnecessary noise.**

This list is not exhaustive and other considerations may apply. Refer also to the 'Guide for Contractors working in Camden' section 4.

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

The Contractor is to provide certificates of appropriate training of employees.

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

The Contractor shall minimise the risk of air pollution by

i] using processes which do not generate hazardous fumes or hazardous dust;

ii] ensuring that airborne hazards do not escape from the site to affect members of the public and surrounding environment.

The following good practice measures are to be incorporated by the Contractor into the site activities

- **Where practicable, complete screening of buildings during demolition works, using debris screens or sheets;**
- **Watering down of site areas to minimise air-borne dust;**
- **Bulk material stockpiles to be damped down; handling of loose materials to be kept to a minimum;**
- **Materials to be deposited to a stockpile or skip from a minimum height;**
- **Area around site, including roads, to be regularly and adequately swept and washed to prevent accumulation of dirt and dust;**
- **Skips and waste removal lorries to be sheeted when leaving site;**
- **Rubble shoots to be watered down to reduce air-borne dust;**
- **Machines to be shut down or throttled back to a minimum level when not in use, to reduce exhaust emissions and other fumes;**
- **Stored fuel to be in suitable containers to prevent fume emissions.**

This list is not exhaustive and other considerations may apply. Refer also to the 'Guide for Contractors working in Camden' section 5.

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.

See response to Q6 above.

Measures are to be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system.

Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleansing vehicles or similar. No development dirt shall be evident on the highway at the end of any working day.

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

It is expected that by employing and adhering to the good practice measures as described above that it will not be necessary to undertake monitoring of noise, vibration or dust

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.

Appended as separate document. Appendix 2

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.

Appended as separate document. Appendix 3

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.

Not applicable.

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).

Inspections for evidence of presence of rodents are to be carried out at the start of works and periodically thereafter.

If evidence of rodents is found then a pest control company is to be employed to provide suitable trapping or management methods to control this.

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

To be confirmed.

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.

Contractors are required to act in accordance with the requirements and principals of the Considerate Contractors' Scheme.

Site rules are to be established from the outset of the work with regard to behaviour and actions of contractors, sub-contractors and other operatives on the site.

The site rules are to contain details of 'warning' and 'notice' systems to apply to breaches of the rules. Failure to respond appropriately to a warning or notice can lead to the contractor, sub-contractor or operative being removed from 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: ……..

Print Name: ……..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix 1

Responses to concerns raised by neighbour consultation

An invitation for a neighbour consultation meeting was sent to 51 neighbouring properties and the local conservation area advisory committee. The meeting was held on 24th May 2016. Eight residents attended, representing the following addresses:-

15 Rona Road; 17 Rona Road, Flat 1; 17 Rona Road, Flat 2; 21 Rona Road.

One other resident of Rona Road provided an observation / comment by email correspondence.

The queries / observations raised by the neighbours are as described below.

Concerns raised	Actions taken in CMP
Control of construction noise, most particularly not to start noisy activities at 8:00am on Saturday.	*Noise control will be in accordance with regulations set out by LB Camden. In addition, the Applicant and the Contractor are intending that no work is undertaken on a Saturday other than in exceptional circumstances. In such case noisy operations will be delayed until after 9:00am.* *Response to CMP questions 'Site 6' and 'Environment 1' are updated to record this.*
Loss of parking spaces due to parking bay suspensions.	*The parking bay suspensions are required 1] to allow a skip to be placed on the highway – to receive spoil from basement excavations and 2] to provide space for other vehicles to pass lorries attending the site for deliveries or spoil removal. Placing a skip on the highway to receive spoil and then removing that spoil by grab is the most efficient means of removing spoil. Removing spoil directly into lorries will a] result in part loads and an increase in total number of lorries visiting the site and 2] increased dwell time of spoil removal lorries at the property. Overall the development programme would be extended if a skip is not used.* *The skip is required for up to 24 weeks. During this period 2 parking bays will be suspended permanently outside of the property. 2 parking bays will be suspended on the opposite side to let other vehicles pass the lorries attending site. The parking bays on the far side of the road will be available for residents parking in the evenings, overnight and at weekends.* *For two single days there is a requirement for 3 parking bays suspended outside of the property and 1 on the far side of the road. These bays will be suspended during the working day only.* *At other times, parking bays will be suspended outside of the property. These will be available for residents in the evenings, overnight and at weekends.* *Response to CMP question 'Transport 8' is updated to record the above.*
Control of dust.	*Dust nuisance is to be controlled in accordance with regulations and guidance provided by LB Camden. Further control measures are as set out in response to CMP question 'Environment 6'.* *The Applicant and the Contractor described to the neighbours present at the meeting the dust control measures to be employed.*

Appendix 2

AIR QUALITY (DUST) RISK ASSESSMENT

LB Camden - CMP Pro-Forma - Environment Q9

In accordance with GLA's Control of Dust and Emissions Supplementary Planning Guidance

Property: **19 Rona Road**
Scope of works: ***Property refurbishment, with basement construction and demolition/re-build of rear extension***

Background PM_{10} ***17-20 µg/m3*** ***from UK Ambient Air Quality Interactive Map by DEFRA***

Phase	***Dust Emission Magnitude***	*Reason*
Demolition	Small	total volume less than 20,000m3
Earthworks	Small	<10,000 tonnes of material
Construction	Small	<25,000m3 building volume
Trackout	Small	<10 hgv (>3.5t) trips in any day

Effects	**Sensitivity of the Area**	*Reason*
Dust Soiling	High	residential area
Human Health	High	residential area
Ecological	Low	no specific ecological designation

Cont'd….

AIR QUALITY (DUST) RISK ASSESSMENT

Cont'd….

Receptor Sensitivity	Sensitivity of Surrounding Area			
	Demolition	**Earthworks**	**Construction**	**Trackout**
Dust Soiling	Medium	Medium	Medium	Medium
Human Health	Low	Low	Low	Low
Ecological	Low	Low	Low	Low

Table 4.2	*distance <20m; nr receptors 1-10*
Table 4.3	*distance <20m; annual PM10 24-28 µg/m3; nr receptors 1-10*
Table 4.4	*distance <20m*

Summary Dust Risk

Potential Impact	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Low Risk	Low Risk	Low Risk	Negligible
Human Health	Negligible	Negligible	Negligible	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible
	Table 4.6	*Table 4.7*	*Table 4.8*	*Table 4.9*

Commentary / Conclusion

Dust risk assessment identifies low risk of dust soiling during demolition, earthworks and construction only. This can be controlled by suitable methods of work and mitigation measures. All other potential impacts are negligible.

Appendix 3

LB Camden – CMP Pro-Forma - Environment Q10 – Dust mitigation measures

Address :- **19 Rona Road, London, NW3 2HY**

Application reference :- **2015 / 4436 / P**

Table below is extracted from the Mayor's 'Control of dust and emissions during construction and demolition' SPG.

Key

XX Highly Recommended X Desirable

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACKOUT

Note

Risk assessment for the proposed building works provides the following risk summary

Summary Dust Risk

Potential Impact	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Low Risk	Low Risk	Low Risk	Negligible
Human Health	Negligible	Negligible	Negligible	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK TO CONFIRM MITIGATION MEASURE WILL BE IMPLEMENTED
Site management				
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX	not applicable
Develop a Dust Management Plan.		XX	XX	not applicable
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX	yes
Display the head or regional office contact information.	XX	XX	XX	yes
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX	yes
Make a complaints log available to the local authority when asked.	XX	XX	XX	yes
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	XX	XX	XX	yes

Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	XX	yes
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX	yes
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.			XX	not applicable
Preparing and maintaining the site				
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX	yes
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX	yes
Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX	yes
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X	not applicable
Avoid site runoff of water or mud.	XX	XX	XX	yes
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX	yes
Remove materials from site as soon as possible.	X	XX	XX	yes
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX	not applicable
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX	not applicable
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.			X	not applicable
Agree monitoring locations with the Local Authority.		X	XX	not applicable
Where possible, commence baseline monitoring at least three months before phase begins.		X	XX	not applicable
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.		X	XX	not applicable

Operations				
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	**XX**	**XX**	**XX**	**yes**
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	**XX**	**XX**	**XX**	**yes**
Use enclosed chutes, conveyors and covered skips.	**XX**	**XX**	**XX**	**yes**
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	**XX**	**XX**	**XX**	**yes**
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		**XX**	**XX**	**not applicable**
Waste management				
Reuse and recycle waste to reduce dust from waste materials.	**XX**	**XX**	**XX**	**yes**
Avoid bonfires and burning of waste materials.	**XX**	**XX**	**XX**	**yes**

MEASURES SPECIFIC TO DEMOLITION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	**X**	**X**	**XX**	yes
Ensure water suppression is used during demolition operations.	**XX**	**XX**	**XX**	yes
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	**XX**	**XX**	**XX**	yes
Bag and remove any biological debris or damp down such material before demolition.	**XX**	**XX**	**XX**	yes

MEASURES SPECIFIC TO EARTHWORKS

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.		**X**	**XX**	**not applicable**
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.		**X**	**XX**	**not applicable**
Only remove secure covers in small areas during work and not all at once.		**X**	**XX**	**not applicable**

MEASURES SPECIFIC TO CONSTRUCTION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW
Avoid scabbling (roughening of concrete surfaces) if possible.	**X**	**X**	**XX**	**not applicable**
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place		**XX**	**XX**	**not applicable**
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.		**X**	**XX**	**not applicable**
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.		**X**	**X**	**not applicable**

MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	**X**	**XX**	**XX**	**yes**
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	**X**	**XX**	**XX**	**yes**
Record all inspections of haul routes and any subsequent action in a site log book.		**XX**	**XX**	**not applicable**
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.		**XX**	**XX**	**not applicable**
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.		**XX**	**XX**	**not applicable**
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	**X**	**XX**	**XX**	**not applicable**
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		**XX**	**XX**	**not applicable**
Access gates to be located at least 10m from receptors where possible.		**XX**	**XX**	**not applicable**
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site.		**X**	**XX**	**not applicable**

APPENDIX 4

mayer brown

19 RONA ROAD
LONDON
NW3 2HY

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

MAY 2016

the journey is the reward

19 RONA ROAD
LONDON
NW3 2HY

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

13 MAY 2016

Revision 0

For Discharge of Planning Condition and S.106 Agreement; London Borough of Camden

Project Code:	BM-RONA
Prepared by:	TPM
Position:	Director
Issue Date:	13-05-2016
Status:	for discharge of planning condition

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Contents

Drawings

INTRODUCTION

This Construction Traffic Management Plan (CTMP) is for the working arrangements for development of a new basement, rear extension and property refurbishment at 19 Rona Road, London NW3 2HY.

This document is prepared in connection with Discharge of a Planning Condition and for a S.106 Agreement in connection with Planning Consent ref 2015/4436/P from London Borough of Camden.

This CTMP contains drawings of 1] the site location and access routes, 2] the arrangements for access and parking of delivery and spoil removal lorries and 3] concrete delivery arrangements.

CTMP IDENTIFICATION

Date of issue for this document and revision number / status.

12th May 2016, revision 0 (first issue)

Full postal address of the site

19 Rona Road, London, NW3 2HY

Planning permission reference number

This document is a CTMP to fulfil S106 obligations to discharge a Planning Condition.

Planning Consent 2015 / 4436 / P

Brief description of the work.

The Consent is for refurbishment of the property, with a rebuilt extension to the rear and new basement level accommodation under the footprint of the property. The property will become two dwellings.

Contact details for the person responsible for completing this document.

Tim Moore
Mayer Brown
Lion House, Oriental Road
Woking
Surrey GU22 8AR

01483 750508
tmoore@mayerbrown.co.uk

ROUTEING OF DEMOLITION, EXCAVATION AND CONSTRUCTION VEHICLES

The construction traffic routes to and from the property will be as shown on drg. CTMP / APPENDIX 1.

Construction traffic is not permitted on other routes. The route described must be adhered to.

Site traffic will use the strategic road network ('A' roads and 'B' roads) to approach and leave the general locality of the property.

<u>Arrivals Route:-</u>

From the west traffic will come from the A502 Rosslyn Hill / Haverstock Hill and turn eastbound on to the B518; following Pond Street, Agincourt Road and then Mansfield Road.

From the east traffic will come from the B518 Highgate Road and head west on B518, Gordon House Road, leading directly on to Mansfield Road

Vehicles will turn right (if westbound) or left (if eastbound) from B518, Mansfield Road into Rona Road.

No. 19 is on the left side of the road.

<u>Departing</u>

Vehicles leave the property and head north on Rona Road.

At end, turn left in to Savernake Road.

Turn 1st left in to Estelle Road.

At end turn left (to head east) or right (to head west) on to B518, Mansfield Road.

Follow B518 routes back to A502 Rosslyn Hill / Haverstock Hill or B518 Highgate Road.

The arrival route means that vehicles will approach with the site on the left hand side of the road.

The routes can accommodate all vehicles included in this CTMP.

There are no cycle facilities on the routes to and from the site.

All contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all the other terms of this plan.

PERMITTED CONSTRUCTION TRAFFIC HOURS

Deliveries and collections will be restricted to between 9.30am and 4.30pm, Monday to Friday. During school terms the delivery / collection times will be further restricted to 9:30am to 3:00pm.

<u>Enforcement of the requirements</u>

Delivery / collection and all other vehicle operations at the property will be booked by the Contractor's head office to be competed between the above hours; i.e. no arrivals before 9.30am and last vehicle to be clear of site by 4.30pm (or 3.00pm during school terms).

Drivers will be given a specific time slot to attend the site.

Drivers will be given the site Foreman's contact details and must confirm with the Foreman 20 minutes prior to arrival that the site is clear. The Foreman will not accept vehicles that have not been cleared in advance.

There are to be no unexpected arrivals at the site.

Only one vehicle will be at the site at any one time.

Vehicles will only be accepted by the Foreman if the parking space at the front is clear.

The Foreman will not accept vehicles on site before 9.30am. The Foreman will instruct any vehicle on site to leave in order to be clear of the site by 4.30pm (or 3.00pm during school terms).

Failure to comply with the arrangements for booking of time slots or for calling ahead will result in the supplier being removed from the project.

SITE ACCESS

A site plan is appended, drawing CTMP / APPENDIX 2 dated May 2016.

<u>Site access</u>

No vehicles will enter the site. There are no vehicle access point onto the site.

Pedestrian site access will be through a gate in the hoarding to be erected on the site frontage and is shown on the site plan.

<u>Material, skip and plant storage</u>

There will be no materials stored on the public highway. Materials will be unloaded on the highway and then moved to store on the property.

A waste skip will be placed and stay (for the duration of the excavation phase of the project) on the footway and road in suspended residents' parking bays outside the property. The skip will be fully hoarded to a height of 2.4 metres. Parking bays will also be suspended on the far side of the road to allow other vehicles to pass the site set-up.

Plant will in general be stored on site. The exceptions to this will be for 1] a small concrete pump (4.5m x 2m x 1.8m high) which will be positioned on the highway during two days (two x single days) of concrete slab pours and 2] occasional use of a mobile compressor.

The small concrete pump will only be on the highway, in a suspended parking bay, on the day of the concrete pours and will not stay on the highway overnight.

<u>Position of hoarding</u>

The site hoarding will be along the site frontage. There will be a conveyor over the footpath with a minimum 2.3 metres clear headroom. The conveyor will be fully enclosed in timber, including its supporting structures.

<u>Position of nearby trees</u>

There is a tree in front of the property, at the boundary with no.21, shown on the site plan.

The position and height of the branches of the tree mean that they will not be impacted by the site set-up or by delivery / collection / spoil removal operations.

The trunk of the tree will be protected from damage by a 2.4m high timber hoarding enclosure.

Where construction vehicles will wait to load / unload

Construction vehicles will wait to load and unload on the road in front of the property.

A clear carriageway of 3.0m will be maintained at all times including during delivery / collection / spoil removal operations. This will be achieved by suspension of parking bays on the far side of the road.

Surrounding properties and their accesses

The access to surrounding properties will not be affected. There is no vehicular access to neighbouring properties. Pedestrian access to neighbouring properties will not be affected.

Parking bay suspensions

Parking bay suspension applications will be made for 4 bays. The durations of these are described later in this document.

- **2 x parking bays in front of the property; suspended 24 / 7 for positioning of the hoarded static skip and for loading / unloading of plant and materials. In addition 2 x parking bays on far side of road to allow other vehicles to pass the site set-up**
- **2 x parking bays for loading / unloading, after skip is removed at end of excavation stage.**
- **3 x parking bays on two separate days for ready mix concrete delivery; with 1 additional parking bay suspended on far side of road to allow other vehicles to pass the site set-up.**

Footway clearance (minimum 1.2 metres required)

A footway of 1.5m width will be maintained outside of and past the property at all times.

PROPOSED METHOD OF SPOIL REMOVAL

Spoil will be removed by lorry mounted grab from a static skip positioned in a suspended residents' parking bay to the front of the property.

See drawing CTMP / APPENDIX 2 for site set-up for spoil removal operations.

A clear roadway in excess of 3.0m will be maintained at all times past the grab lorry by suspension of parking bays on the far side of the road.

The public footpath will not be further reduced or affected by spoil removal operations and pedestrians will have continuous, clear use of the footpath throughout spoil removal operations.

No trees will be damaged by this method of spoil removal.

PROPOSED METHOD OF CONCRETE DELIVERY

Concrete will be mixed on site (site mix) except for two concrete slab pours (one for the basement ground slab and one for the suspended slab at floor of lower ground floor) which will be ready mix and which will be delivered by concrete lorry.

Site mix concrete

- **Site mix concrete is mixed by hand on site using a small electrically powered mini-mixer.**
- **Delivery lorry will stop on the road outside the site and unload as a standard delivery. Please refer to the general site plan / delivery drawing: CTMP / APPENDIX 2.**

- **Maximum dwell time 30 minutes.**
- **The materials (ballast and cement) will be off loaded from the delivery vehicle by a mechanical hiab arm lifting the materials.**
- **The materials will be in 25kg sealed bags. The sealed bags will be bound into pallet loads. Each pallet will be wrapped in transparent plastic.**
- **Banksmen will be present to ensure safe pedestrian passage across the frontage of the property during delivery operations.**
- **The banksman will stop the unloading operation on the approach of pedestrians to allow the pedestrians safe passage across the front of the site.**
- **Pedestrians will be given priority across the front of the site.**

Ready mix concrete

Ready mix concrete will be used for two slab pours.

For the two slab pours, concrete will be delivered to site by concrete wagon / ready mix truck, with a rigid or rotating swivel chute.

The concrete wagon will park on the road outside of the property.

3 x parking bays will be suspended outside of the property for the day of the ready mix concrete pours. A fourth parking bay on the far side of the road will be suspended also.

A minimum 3m of clear roadway will be maintained past the concrete delivery lorry.

Each slab pour will take place in one day; a total of two days for the two ready mix concrete pours.

The basement ground slab pour will require a maximum of 5 concrete lorry deliveries.

The lower ground floor slab pour will require a maximum of 4 concrete lorry deliveries.

The maximum dwell time for each concrete wagon / ready mix truck will be 45 minutes.

A concrete pump to receive concrete from the delivery trucks will be placed on the road, near the kerb edge; see drawing CTMP / APPENDIX 3.

A delivery hose from the pump will pass across the footway into the property.

The delivery hose will be protected by a shallow (1 in 15) pedestrian ramp; which will allow uninterrupted pedestrian, wheelchair or pushchair access on the footway.

A banksman will be in attendance to assist pedestrians and vulnerable users.

A pedestrian barrier will be provided between the open footway and the concrete pump. A footway width of 1.5m minimum will be maintained during ready mix concrete operations.

PROPOSED METHOD OF SCAFFOLD DELIVERY

It is expected that scaffolding will be erected for the refurbishment of the existing building.

This scaffolding will be delivered on standard delivery vehicles. Parking bay suspensions will be used to accommodate the delivery vehicle, including suspensions on the far side of the road, as necessary, to ensure that other vehicles can pass the scaffold lorry.

Maximum dwell time 30 minutes.

PROTECTION OF THE PUBLIC HIGHWAY

Measures are to be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system.

The Council are to be informed promptly should any such damage occur to the highway. The Council will seek reimbursement for the cost of any necessary repairs.

Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleansing vehicles or similar. No development dirt shall be evident on the highway at the end of any working day.

SCHEDULE OF LORRY MOVEMENTS

Approximate total number of construction vehicle movements for works: **277**

Breakdown of the number, type, capacity and dimensions of construction vehicles to service the site:

Total number of each type	Type	Capacity	Dimensions	Maximum dwell time
87	8 wheel grab lorry	Load capacity volume 12m^3 / 21 tonne max load by weight	Max 9.1m (L) x 2.6 (W) x 3.5m (H)	30 minutes
9	Ready mix concrete lorry	Max load by volume 6m^3	8.7m (L) x 2.6m (W) x 3.8m (H)	45 minutes
181	Delivery lorry - general - 17 tonne truck or smaller	9 tonne max load by weight	Max 8.1m (L) x 2.6m (W) x 2.5m (H)	30 minutes

Total project duration: 5**2** weeks.

Average number of vehicles per week: **5.3**

Estimates of the average daily or weekly number of vehicles per vehicle type during each major phase of the work

Site set-up - 2 weeks

Type	Estimate of the average daily or weekly number of vehicles for each type in this phase
8 wheel spoil lorry	Zero
Ready mix concrete lorry	Zero
Delivery lorry - general - 17 tonne truck	4 per week

Underpinning and excavation - 16 weeks

Type	Estimate of the average daily or weekly number of vehicles for each type in this phase
8 wheel spoil lorry	3 per week
Ready mix concrete lorry	Zero
Delivery lorry - general - 17 tonne truck	4 per week

Structural steelwork - 3 weeks

Type	Estimate of the average daily or weekly number of vehicles for each type in this phase
8 wheel spoil lorry	Zero
Ready mix concrete lorry	Zero
Delivery lorry - general - 17 tonne truck	4 per week

Excavation and horizontal temporary works - 3 weeks

Type	Estimate of the average daily or weekly number of vehicles for each type in this phase
8 wheel spoil lorry	12 per week
Ready mix concrete lorry	Zero
Delivery lorry - general - 17 tonne truck	1 per week

Basement ground slab and drainage - 2 weeks

Type	Estimate of the average daily or weekly number of vehicles for each type in this phase
8 wheel spoil lorry	Week 1 – two; Week 2 - one
Ready mix concrete lorry	Week 1 - zero Week 2 - 5 x lorries on one day
Delivery lorry - general - 17 tonne truck	3 per week

Ground floor suspended RC slab - 2 weeks

Type	Estimate of the average daily or weekly number of vehicles for each type in this phase
8 wheel spoil lorry	Zero
Ready mix concrete lorry	Week 1 - zero Week 2 - 4 x lorries on one day
Delivery lorry - general - 17 tonne truck	3 per week

Waterproofing - 2 weeks

Type	Estimate of the average daily or weekly number of vehicles for each type in this phase
8 wheel spoil lorry	Zero
Ready mix concrete lorry	Zero
Delivery lorry - general - 17 tonne truck	2 per week

Rear extension structure - 10 weeks

Type	Estimate of the average daily or weekly number of vehicles for each type in this phase
8 wheel spoil lorry	Zero
Ready mix concrete lorry	Zero
Delivery lorry - general - 17 tonne truck	3 per week

Internal fit out to basement and rear conservatory - 12 weeks

Type	Estimate of the average daily or weekly number of vehicles for each type in this phase
8 wheel spoil lorry	Zero
Ready mix concrete lorry	Zero
Delivery lorry - general - 17 tonne truck	4 per week

No more than a single delivery vehicle associated with the development will be positioned on the highway in the vicinity of the site at any given time.

VEHICLE CALL UP PROCEDURE

- **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.**
- **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.**

IMPACT ON OTHER HIGHWAY USERS

Pedestrians, particularly vulnerable road users, will be protected by the following means.

- **A 1.5m minimum footway width will be maintained across the frontage of the development property.**
- **The footway and carriageway will be kept clean and free of obstructions.**
- **The footway will remain level and free of trips except for during ready mix concrete operations (two single days) when a shallow ramp will be placed over the hose running on the footpath:**
    - **The ramp will have an inclination of 1 in 15 and will be provided over the concrete delivery hose. A ramp of this shallow angle is usable safely by wheelchair users, for people pushing prams and for other vulnerable pedestrians.**

- **A banksman will be in attendance at all times when the shallow ramp is in position.**
- **Ready mix concrete delivery will only take place on two individual days.**

- **At all other times there will be no cables, pipes or other obstructions laid onto the footpath.**
- **The frontage of the site will be closed off from the footway by a hoarding.**
- **Safety signage will be fixed to the outside face of the hoarding and on the temporary structures.**
- **The door into the hoarding will be locked when not directly in use.**
- **There will be no work above ground floor adjacent to the boundary.**
- **A temporary structures license will be obtained for the high level conveyor and supports and for the hoarding around the static skip on the road in front of the property.**
- **The conveyor structure / hoarding will be fitted with warning lights and be lit during hours of darkness.**
- **A banksman will be in attendance during all delivery / collection/removal operations which require transfer of materials across the footway. The banksman will halt the delivery or collection activity and direct and assist pedestrians to pass the site safely. Priority will always be given to pedestrians.**
- **The high level conveyor support structures, will be fully enclosed by timber hoarding to prevent pedestrian contact with the equipment or excavated spoil.**
- **The conveyor will be set at a level that provides suitable pedestrian headroom (minimum 2.3m clear headroom).**
- **High visibility plastic pedestrian safety barriers will be placed on the kerb between the footpath and the concrete pump during all ready mix concrete operations.**

See also site set up drawings CTMP / Appendix 2 and CTMP / Appendix 3.

ASSESSMENT OF THE RISKS TO CYCLISTS AND PEDESTRIANS OF THE PROPOSED CONSTRUCTION TRAFFIC ARRANGEMENTS

We have assessed the risks to cyclists and pedestrians for the proposed construction traffic arrangements. We assess the risk as low and therefore as acceptable.

There are no cycle facilities on Rona Road and the traffic routes to the property.

There are no other unusual pedestrian or cycle uses in the area of the site.

All vehicles used will have safety aids (safety bars, additional mirrors and advisory signage) in accordance with the guidelines set out in London Councils' and Transport for London's Consultation for a Safer Lorry Scheme.

Drivers will have been instructed and trained in cyclist safety awareness in accordance with the guidelines of the Safer Lorry Scheme.

PARKING SUSPENSIONS AND HIGHWAYS LICENCES

Parking bays will be suspended as follows:

1. **Main basement construction [from site set-up until completion of excavation, 24 weeks]**
   - **2 x parking bay 24 / 7 (for static skip for spoil removal and for loading / unloading of plant and materials) plus 2 x parking bays on far side of road during working hours.**
2. **Remainder of project (with the exception of ready mix concrete pours)**
   - **2 x parking bay during working hours Monday to Friday (for deliveries / collections).**
3. **Ready mix concrete pours (2 x single days)**
   - **3 x parking bays outside property and 1 x parking bay on far side of road; during working hours**

For the two single days of ready mix concrete pour the third parking bay is required in order to allow the small concrete pump and a concrete delivery vehicle to park outside the property.

There will be no traffic diversion.

There is no requirement for a temporary crossover licence.

An application will be made for a licence to erect the conveyor gantry.

An application will be made for a licence to erect hoardings on the highway.

GENERAL MANAGEMENT ISSUES

The Contractor will be required to make all reasonable effort, and always when specifically directed by the Council, to coordinate the scheduling of construction traffic movement with other nearby developments and those on the construction traffic route specified in this CTMP.

The Contractor will co-ordinate traffic movements with the other developments so as to avoid obstruction, congestion or general inconvenience to other road users (including cyclists and pedestrians).

This information will be updated and co-ordinated in the week prior to the commencement of the work and weekly thereafter.

PROGRAMME/KEY DATES (FOR INFORMATION)

Outline programme

1.	**Site set-up**	**2 weeks**
2.	**Underpinning and excavation**	**16 weeks**
3.	**Structural steelwork**	**3 weeks**
4.	**Excavation and horizontal temporary works**	**3 weeks**
5.	**Basement ground slab and drainage**	**2 weeks**
6.	**Ground floor suspended RC slab**	**2 weeks**
7.	**Waterproofing**	**2 weeks**
8.	**Rear extension structure**	**10 weeks**
9.	**Internal fit out to basement / extension / general**	**12 weeks**

Total duration - 52 weeks

Anticipated start date: July 2016

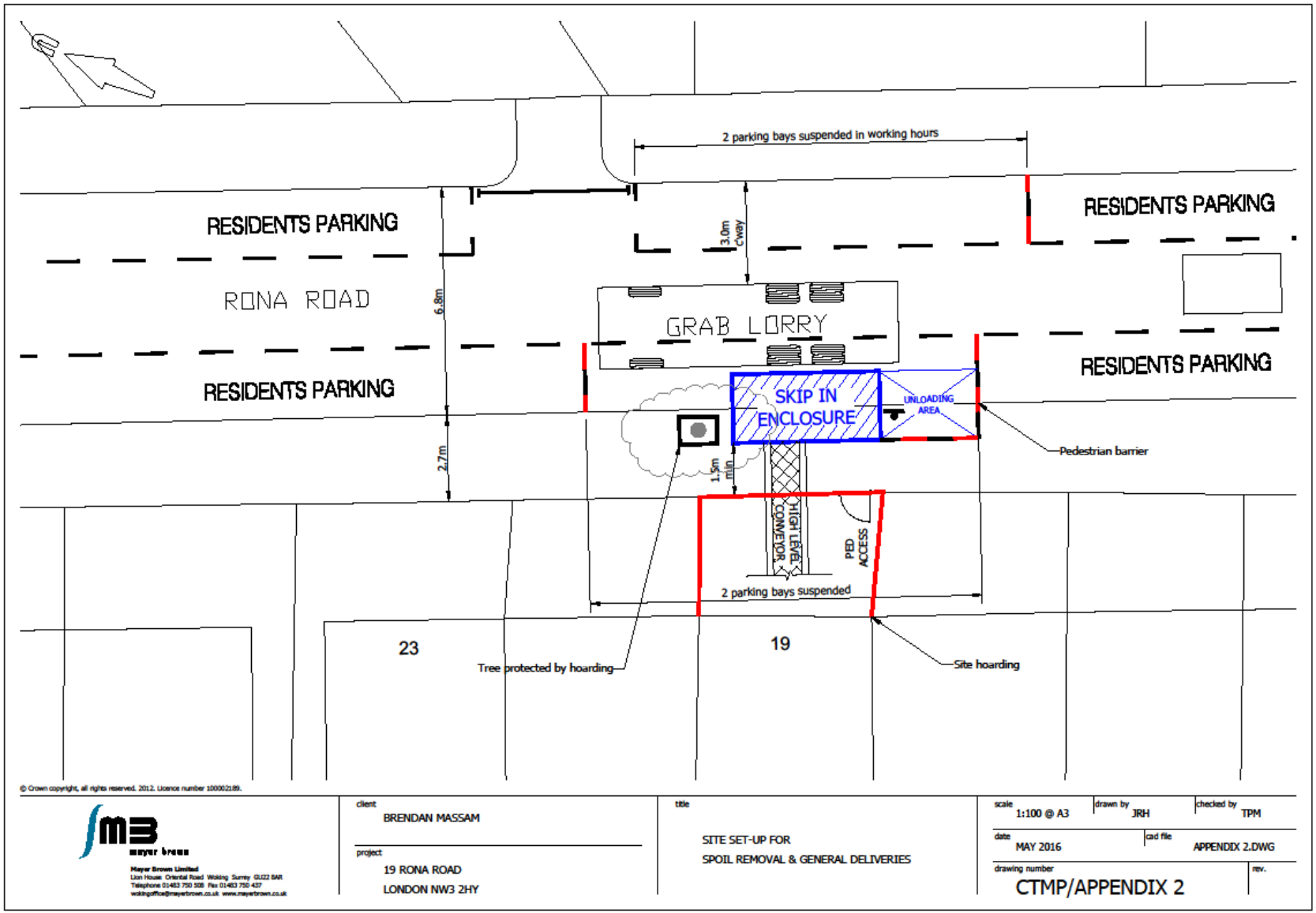
Form completed by
Timothy Moore
Director
Mayer Brown

12th May 2016

Drawings

CTMP / Appendix 1	Principal Route To & From Site
CTMP / Appendix 2	Site Set-up for Spoil Removal and General Deliveries
CTMP / Appendix 3	Site set-up for Ready Mix Concrete Deliveries for Slab Pours

mayer brown	client: BRENDAN MASSAM	title: PRINCIPAL ROUTE TO & FROM SITE (GENERAL DELIVERIES / SPOIL REMOVAL)	scale: NTS; drawn by: JRH; checked by: TPM
	project: 19 RONA ROAD, LONDON NW3 2HY		date: MAY 2016; cad file: APPENDIX 1.DWG
			drawing number: APPENDIX 1; rev.


2 parking bays suspended in working hours
RESIDENTS PARKING
RESIDENTS PARKING
RONA ROAD
3.0m Cway
6.8m
GRAB LORRY
RESIDENTS PARKING
RESIDENTS PARKING
SKIP IN ENCLOSURE
UNLOADING AREA
Pedestrian barrier
2.7m
1.5m min
HIGH LEVEL CONVEYOR
PED ACCESS
2 parking bays suspended
23
19
Tree protected by hoarding
Site hoarding
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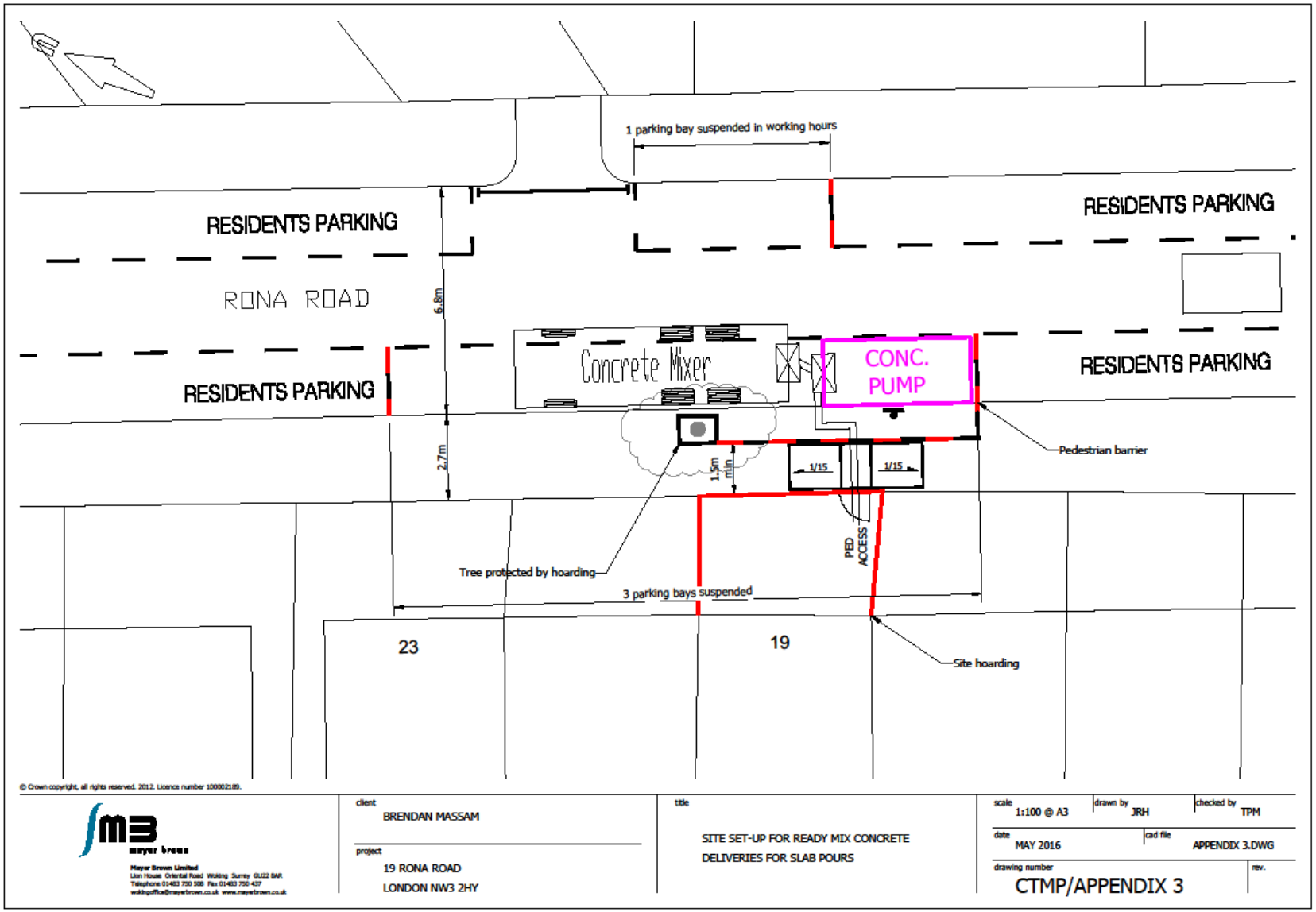
client
BRENDAN MASSAM
project
19 RONA ROAD
LONDON NW3 2HY
title
SITE SET-UP FOR
SPOIL REMOVAL & GENERAL DELIVERIES
scale
1:100 @ A3
drawn by
JRH
checked by
TPM
date
MAY 2016
cad file
APPENDIX 2.DWG
drawing number
CTMP/APPENDIX 2
rev.


1 parking bay suspended in working hours
RESIDENTS PARKING
RESIDENTS PARKING
RONA ROAD
RESIDENTS PARKING
RESIDENTS PARKING
6.8m
Concrete Mixer
CONC. PUMP
Pedestrian barrier
2.7m
1.5m min
1/15
1/15
PED ACCESS
Tree protected by hoarding
3 parking bays suspended
23
19
Site hoarding
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SITE SET-UP FOR READY MIX CONCRETE
DELIVERIES FOR SLAB POURS
scale
1:100 @ A3
drawn by
JRH
checked by
TPM
date
MAY 2016
cad file
APPENDIX 3.DWG
drawing number
CTMP/APPENDIX 3
rev.