

Construction Management Plan

pro forma v2.1

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Revisions & additional material

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.

Date	Version	Produced by

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](#)."

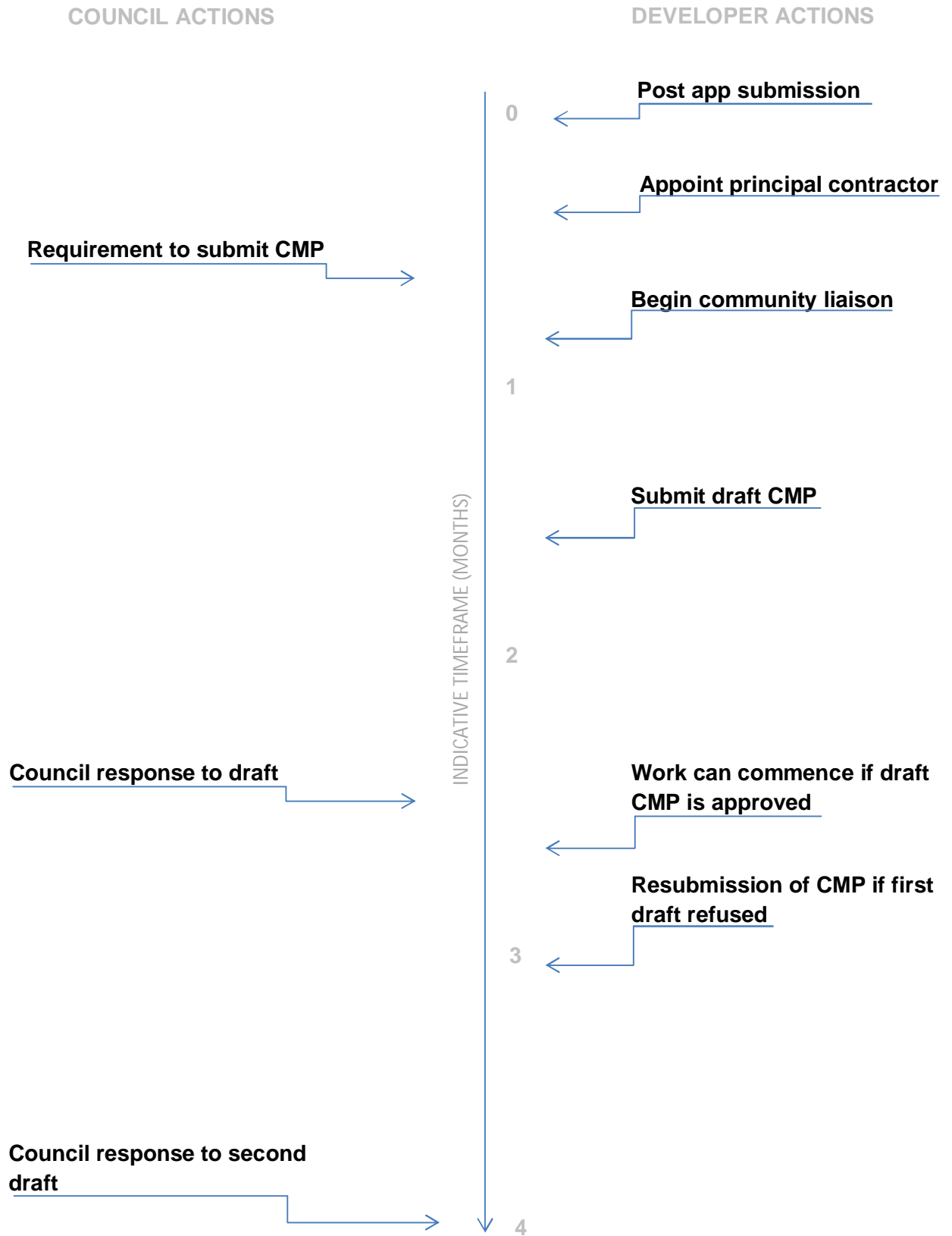
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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



Contact

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

Address: 81 Avenue Road, London, NW8 6JD

Planning ref:

Type of CMP – Draft CMP to Accompany a Planning Application.

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

Name: David Lewis

Address: 8 Duncannon Street, London, WC2N 4JF

Email: dlewis@motion.co.uk

Phone: 020 7031 8147

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: Construction Project Manager – details to be completed following the appointment of a contractor.

Address:

Email:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

Name: Construction Project Manager – details to be completed following the appointment of a contractor.

Address:

Email:

Phone:

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.

Name: Construction Project Manager – details to be completed following the appointment of a contractor.

Address:

Email:

Phone:

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.

The application site is located on the western side of Avenue Road and is surrounded to the north, south and west by further residential units. The site is located approximately 900 metres north of the Outer Circle of Regents Park, 900 metres north east of St John's Wood underground station and 450 metres south of Swiss Cottage underground station. A site location plan is attached at Appendix A.

The development proposals comprise the demolition of the existing building and erection of a new dwelling including the excavation of a basement.

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).

As outlined above the development proposals comprise demolition of the existing building, erection of a new dwelling and excavation of a new basement.

The primary challenges of the site will be the storage of materials during excavation period. Suitable measures will need to be implemented to manage the potential conflict with other road users including cyclists due to the cycle lanes to the immediate frontage of the site. In addition Swiss Cottage School is located in proximity to the site and it will be necessary to managed deliveries and collections to avoid school drop-off and collections times.

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.).

The house is a detached property with gardens to the front and rear. The site is bound to the north, south and west by adjacent properties which will be the nearest potential receptors that could be affected by activities onsite. Full details of the necessary mitigation measures will be provided by a contractor. In addition Swiss Cottage School is located in proximity to the site and it will be necessary to managed deliveries and collections to avoid school drop-off and collections times.

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.

Drawing 151011-01 shows the existing highway arrangement in the vicinity of the site.

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).

As planning approval has yet to be granted, the programme below provides an indication of the duration of each phase of the works. The programme will be updated with the dates envisaged for each phase of works once planning permission has been granted and the date for works to start on site has been determined. At present it is envisaged that the total project duration will be approximately 62 weeks.

Phase	Weeks
Site Setup	2
Demolition	5
Excavation	20
Structural Works	20
Non-Structural Works/ Internal Fit Out/ Site Clear Up	15

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 standard working hours as above will be adhered to throughout the construction period.

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.

There are not expected to be any changes to services as a result of the development proposals. Further confirmation will be provided following the appointment of a contractor.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

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 routing 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.

This draft CMP has been produced prior to appointment of a contractor to accompany a planning application. The draft CTMP will be updated upon appointment of a contractor and consultation undertaken with local residents and stakeholders prior to submission of the final CTMP to the Council for approval.

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.

Details will be provided following the appointment of a contractor.

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](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

Details will be provided following the appointment of a contractor.

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.

The contractor will liaise with the Council prior to works starting on site to establish other sites that construction traffic movements should be coordinated with.

We are aware of development schemes being undertaken at 42, 47, 48 and 87 Avenue Road, all reasonable efforts will be made to coordinate the scheduling of construction traffic movement with this development and any others as directed by the council.

Furthermore, we are aware of a pending application at 73-75 Avenue Road. Should this be granted all reasonable efforts will be made to coordinate the scheduling of construction traffic movements with this development.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

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

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

CLOCS Considerations

17. Name of Principal contractor:

The strategies presented in this draft CMP are indicative and will be confirmed in a final CMP by the contractor.

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).

Details will be provided following the appointment of a contractor.

19. 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:

Details will be provided following the appointment of a contractor.

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 \(TLRN\)](#).

During the demolition and later structural phases, vehicles will access the site from the A5205 Pricne Albert Road and turn left into Avenue Road. Vehicles will approach the site northbound on Avenue Road and turn left into the application site.

All vehicles will leave the site in a forward gear; they will proceed northbound along the B525 before joining the A41, Finchley Road and the wider strategic road network.

During the excavation and initial structural phases due to the land required under the driveway for the basement, vehicles will drive beyond the southern gate and reverse into the site. They will leave in a forward gear following the same route as all other vehicles.

All vehicle movements in and out of the construction site will be supervised by trained banksmen.

A vehicle routeing plan is attached at Appendix B and the proposed site set up can be seen in drawing.

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.

Details of the route will be sent to contractors in advance and the Construction Project Manager will ensure that this route is adhered to.

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](#)).

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.

Due to the close proximity of Swiss Cottage School, deliveries will be restricted to between 09:30 and 15:00 on weekdays during term time.

The type and method of deliveries will be confirmed by the appointed contractor, however, the type of vehicles anticipated to visit the site are detailed below. All vehicles will be accommodated within the site boundary. The construction vehicles likely to access the site are as follows:

- Skip lorries - these will be standard 4.2m skips for waste removal and lorries with an approximate size being 7m long and 2.4m wide. Deliveries will take place during the structural phase of the works and maximum of 1 vehicle per day will be expected during this time. With an average dwell time of 20 minutes.
- 3 axle tipper – approximately 8m long and 2.5m wide. Deliveries will take place during the demolition and excavation phases of the works and an average of 4 vehicles could be expected per day.
- Concrete lorries - these will be a standard ready mixed lorry with an approximate size of 8m long by 2.4m wide. Deliveries will take place during the structural phase of the works and a maximum of 5 vehicles could be expected on the day of pouring with a maximum dwell time of 40 minutes.
- Flat bed delivery vehicle - the flat bed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. The approximate size will be 8m long by 2.5m wide. Deliveries will be expected once every 1-2 days during the site set-up, structural works and fit out/clear up phases of the works with an average dwell time of 40 minutes with the exception of scaffold erection and dismantling, when the vehicle would need to be on site for 2-3 hours.

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

We are aware of development schemes being undertaken at 42, 47, 48 and 87 Avenue Road, all reasonable efforts will be made to coordinate the scheduling of construction traffic movement with this development and any others as directed by the council.

Furthermore, we are aware of a pending application at 73-75 Avenue Road. Should this be granted all reasonable efforts will be made to coordinate the scheduling of construction traffic movements with this development.

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 suppliers and contractors will be advised of delivery times upon appointment and at the time of booking deliveries. Any vehicles which arrive at the site outside of the planned delivery hours will be sent away and given an alternative delivery slot.

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.

Details will be provided following the appointment of a contractor.

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

The contractor will investigate the potential for using construction material consolidation centres and other measures such as electric vehicles to reduce the impact of traffic associated with the development works.

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

It is proposed that the site will be accessed from the gates at the southern end of the plot, with vehicles leaving through the gates at the northern end of the plot, this will prevent construction traffic from having to turn across the traffic flow on Avenue Road and should minimise delays for other road users.

During the excavation phase and the building of the basement, vehicles will reverse into the site through the southern gate and exit in a forward gear.

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

All vehicle movements to and from the loading area and all loading activities will be supervised by a minimum of 2 trained banksmen who will manage the interaction between construction vehicles, pedestrians and other road users.

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).

Swept path analysis showing a 3 axle tipper reversing into the site is shown in drawing 151011-TK02, drawing 151011-TK03 shows the 3 axle tipper accessing through the southern gate and egressing through the northern gate.

Further swept path analysis showing a concrete lorry reversing into the application site is shown in drawing 151011-TK01.

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.

Details will be provided following the appointment of a contractor.

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.

All loading and unloading will take place on site and the proposed site set up is shown at Drawing 151011-02, attached.

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 \(TTO\)](#) 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](#).

No parking bays will be suspended and all materials and equipment will be stored on site.

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).

No highway works are necessary.

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

Details will be provided following the appointment of a contractor.

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).

No diversions or disruptions are anticipated.

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 secure hoarding will be in place at the site boundary but it will not impede on pedestrian or cycling routes. Hoarding doors and vehicle access gates will open inwards and not out over the public highway.

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.

It is envisaged that no temporary structures will overhang the public highway, this will be confirmed by the contractor when appointed.

● 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](#)).

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

The following measures will be implemented:

- Noisy work will be restricted to between 08:00 and 18:00 Monday to Friday and between 0800 and 1300 on Saturdays. No works will be carried out on Sundays and Bank Holidays.
- Contractors will use well-maintained and silenced plant and equipment including compressors, generators and power tools.
- The CPM will endeavour to use suppliers and contractors that use electrically powered vehicles where possible.

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.

Noise surveys will be undertaken by contractors when appointed.

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

Details to be provided following the appointment of a contractor.

31. 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.

Details to be provided following the appointment of a contractor.

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

Details to be provided following the appointment of a contractor.

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

Hoardings bordering the property along will help contain any dust. Where required, scaffolding and sheeting can be erected to further contain dust. Water dampening measure will also be used if considered necessary. More details will be provided by a contractor once appointed.

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.

Wheel wash facilities will also be provided on site if necessary for delivery and muck away vehicles in order to limit the potential for any transfer of material from the site.

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

Details to be provided following the appointment of a contractor.

36. 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.

Confirmation to be provided following the appointment of a contractor.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

Confirmation to be provided following the appointment of a contractor.

- 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](#). 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.

Details to be provided following the appointment of a contractor.

39. 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).

Details to be provided following the appointment of a contractor.

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

Asbestos surveys will be undertaken by contractors when appointed.

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.

Details to be provided following the appointment of a contractor.

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:

- a) Construction time period (mm/yy - mm/yy):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) 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:
- e) 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:
- f) 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:

● 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:

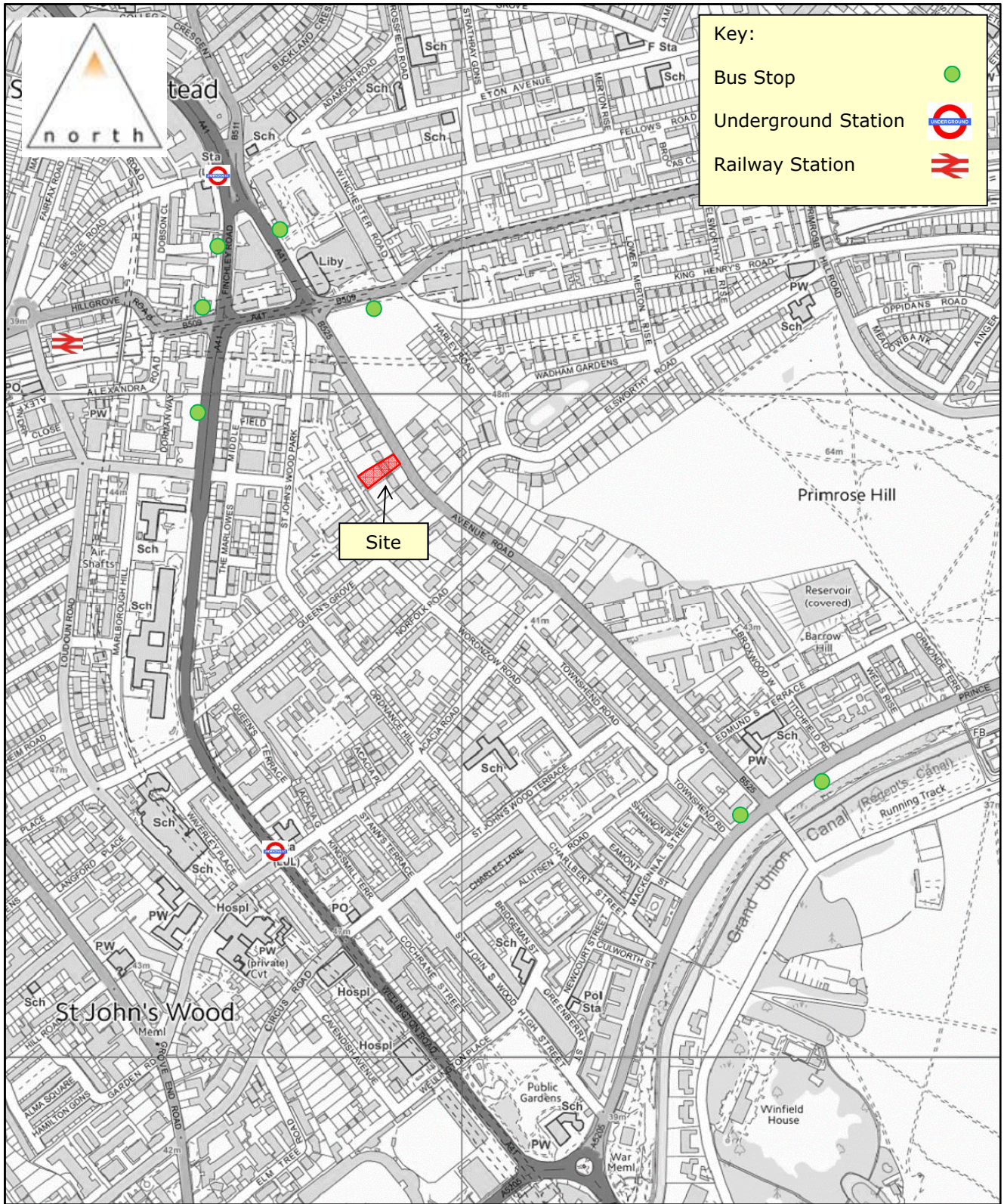
Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

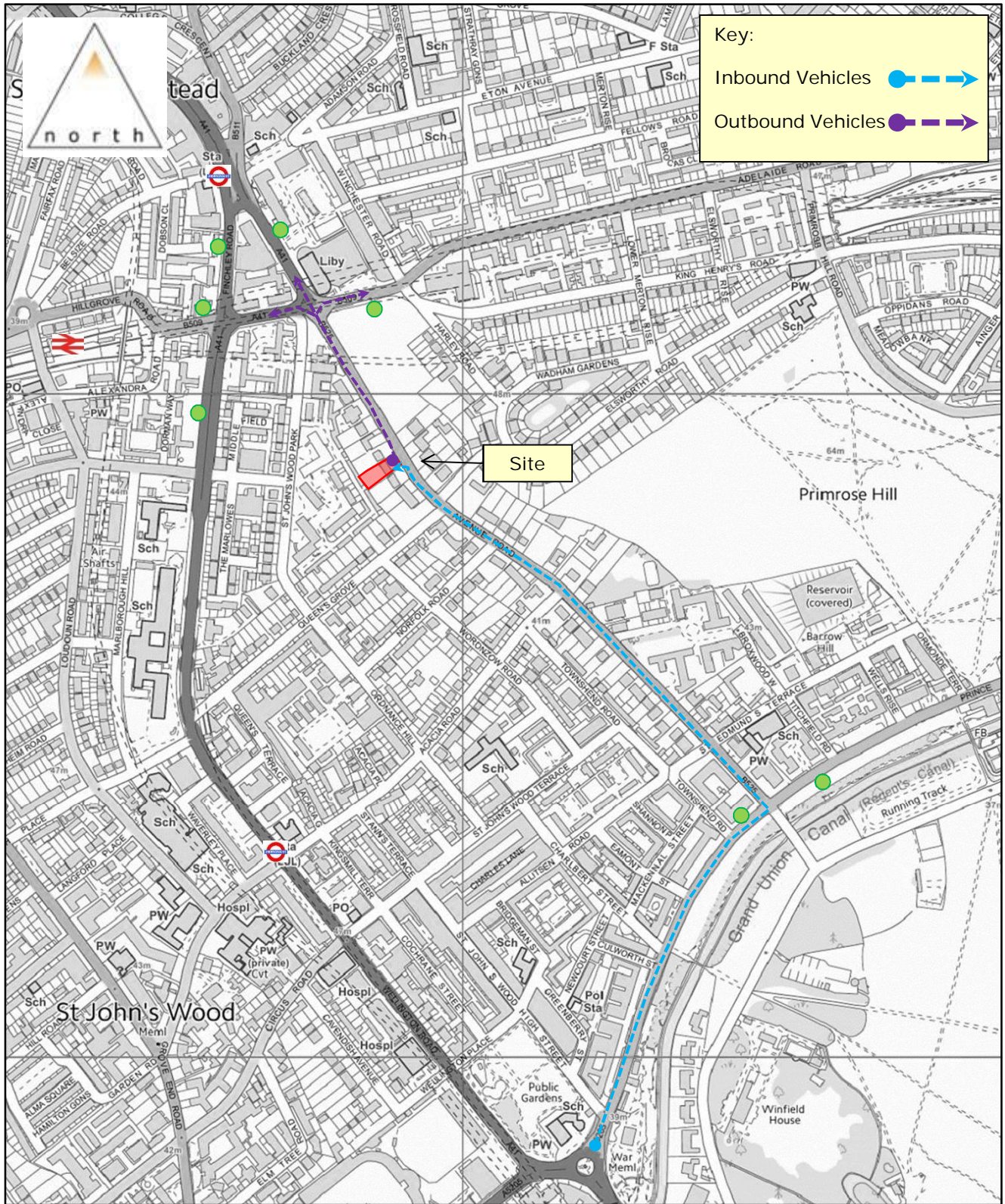
End of form.



81 Avenue Road, St. John's Wood

Site Location Plan

Not to Scale




81 Avenue Road, St. John's Wood

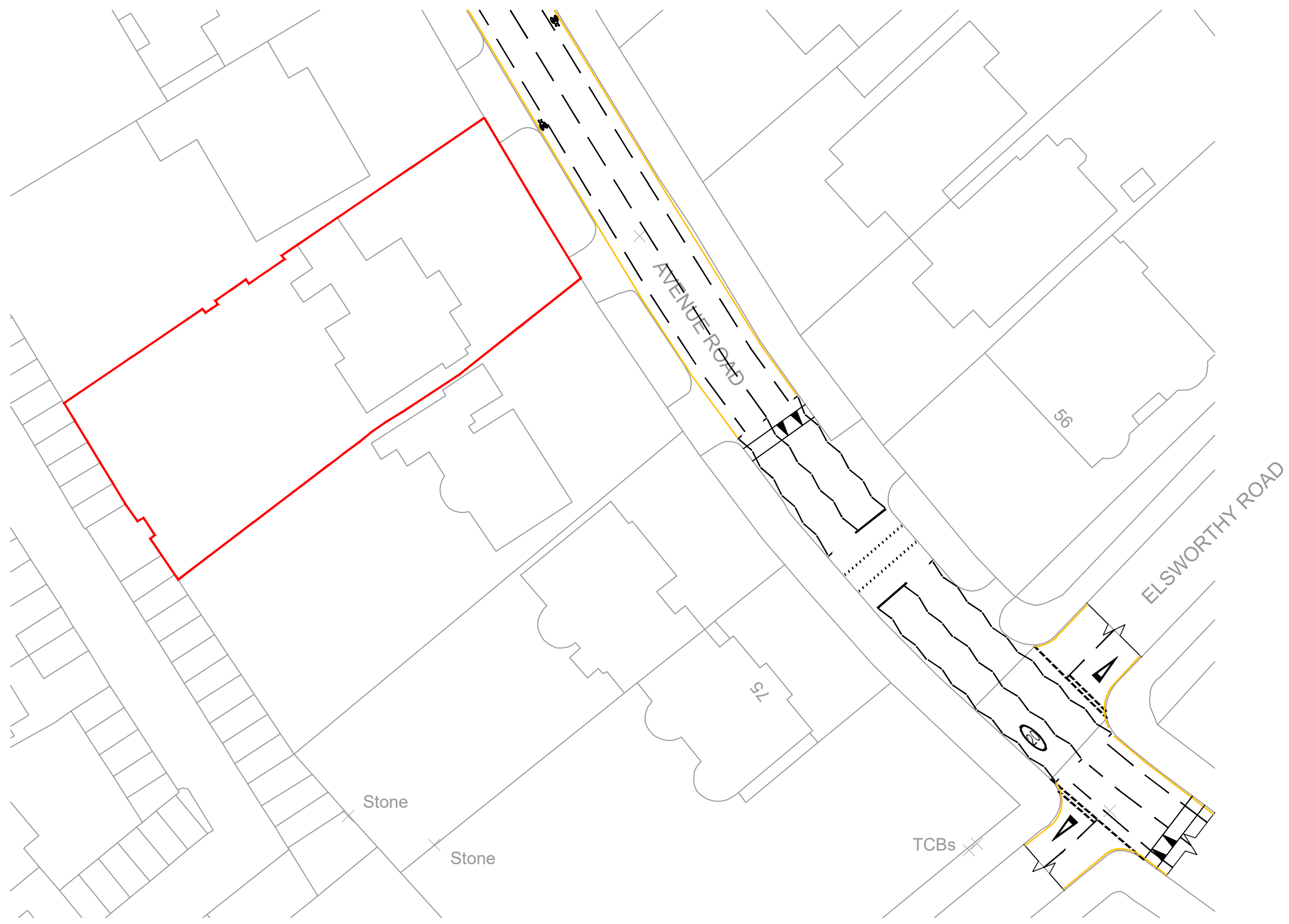
Site Location Plan

Not to Scale



LEGEND

Site Boundary 



84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 7031 8141

www.motion.co.uk

Project:
81 Avenue Road

Title:
Existing Highway Arrangement

Scale: 1:500 (@ A3)

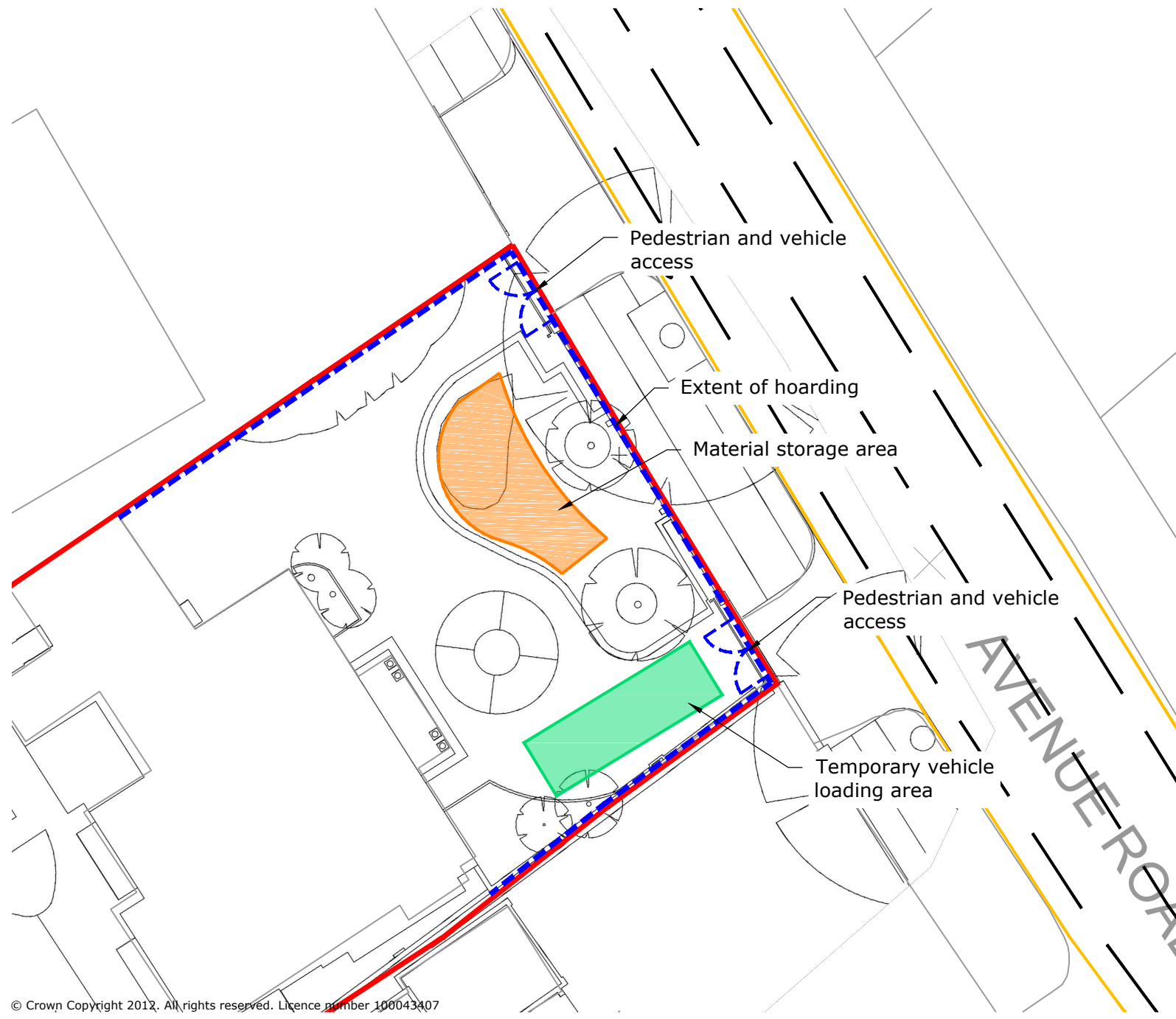
Drawing:
151011-01

Revision:
-



LEGEND

Site Boundary 



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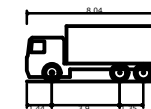
Title:
Proposed Highway Arrangement

Scale: 1:250 (@ A4)

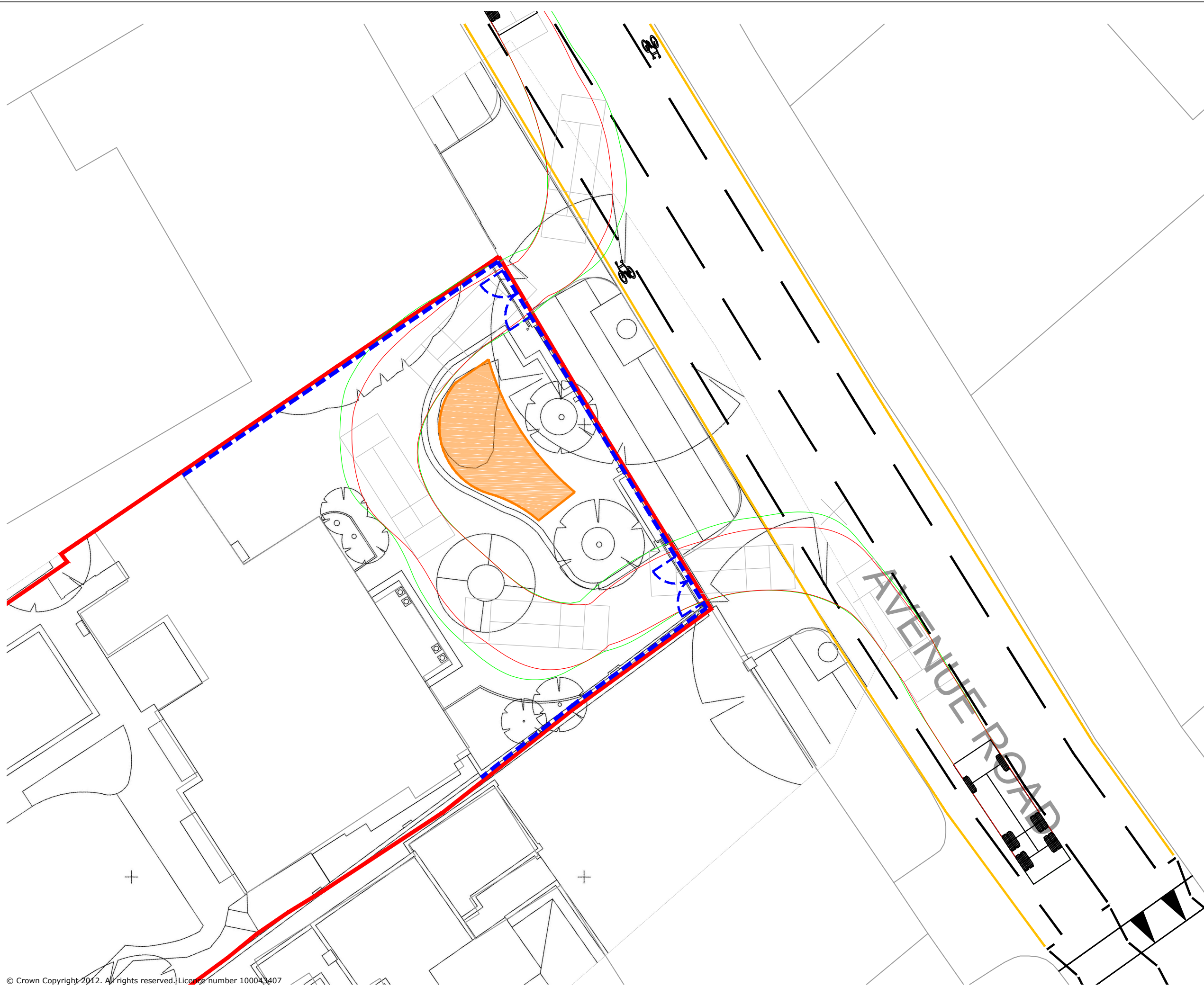
Drawing:
151011-02

Revision:
-

L:\Projects\woaven_151011\Drawings\151011-02.dwg



Mercedes Actros Rigid Tipper 6x4 2632K
Overall Length 8.040m
Overall Width 2.490m
Overall Body Height 3.191m
Min Body Ground Clearance 0.257m
Track Width 2.490m
Lock-to-lock time 5.00s
Wall to Wall Turning Radius 8.750m



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Project:
81 Avenue Road

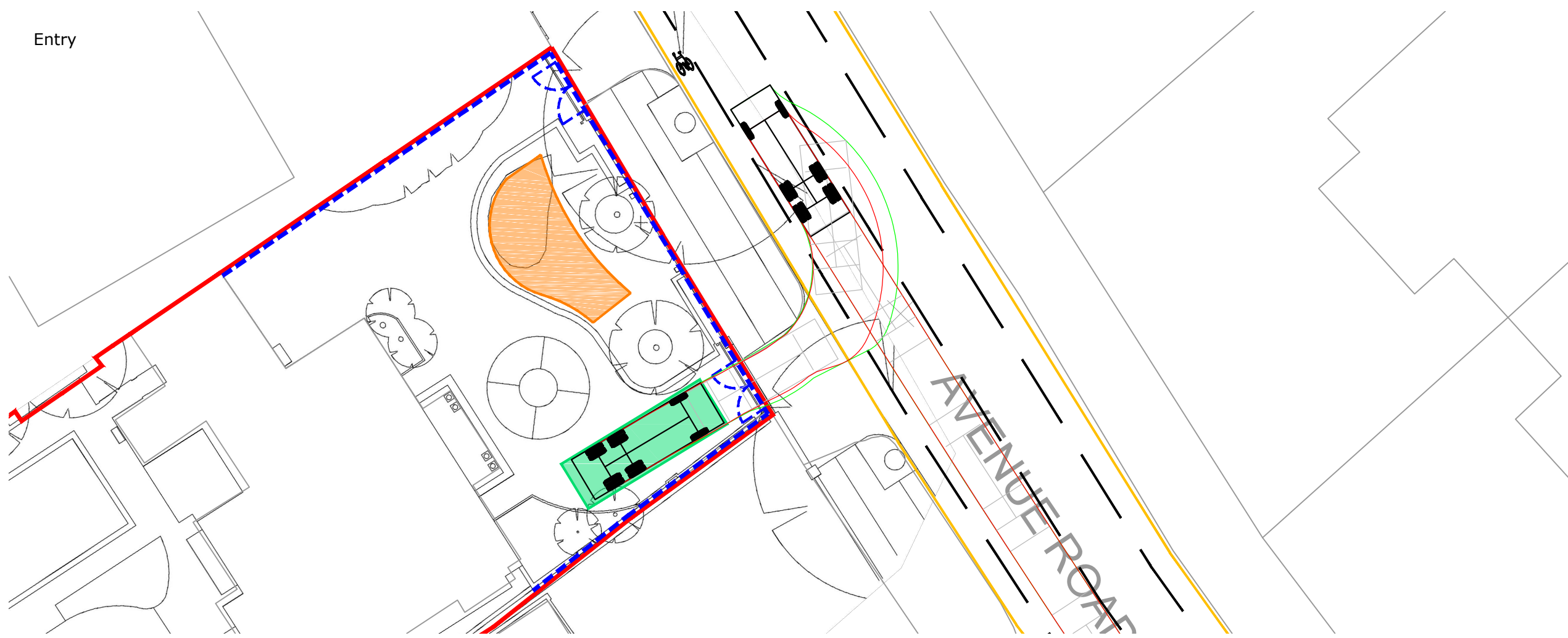
Title:
**Swept Path Analysis
3 Axle Tipper**

Scale: 1:200 (@ A3)

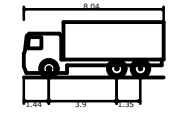
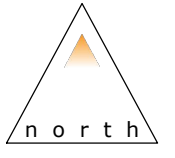
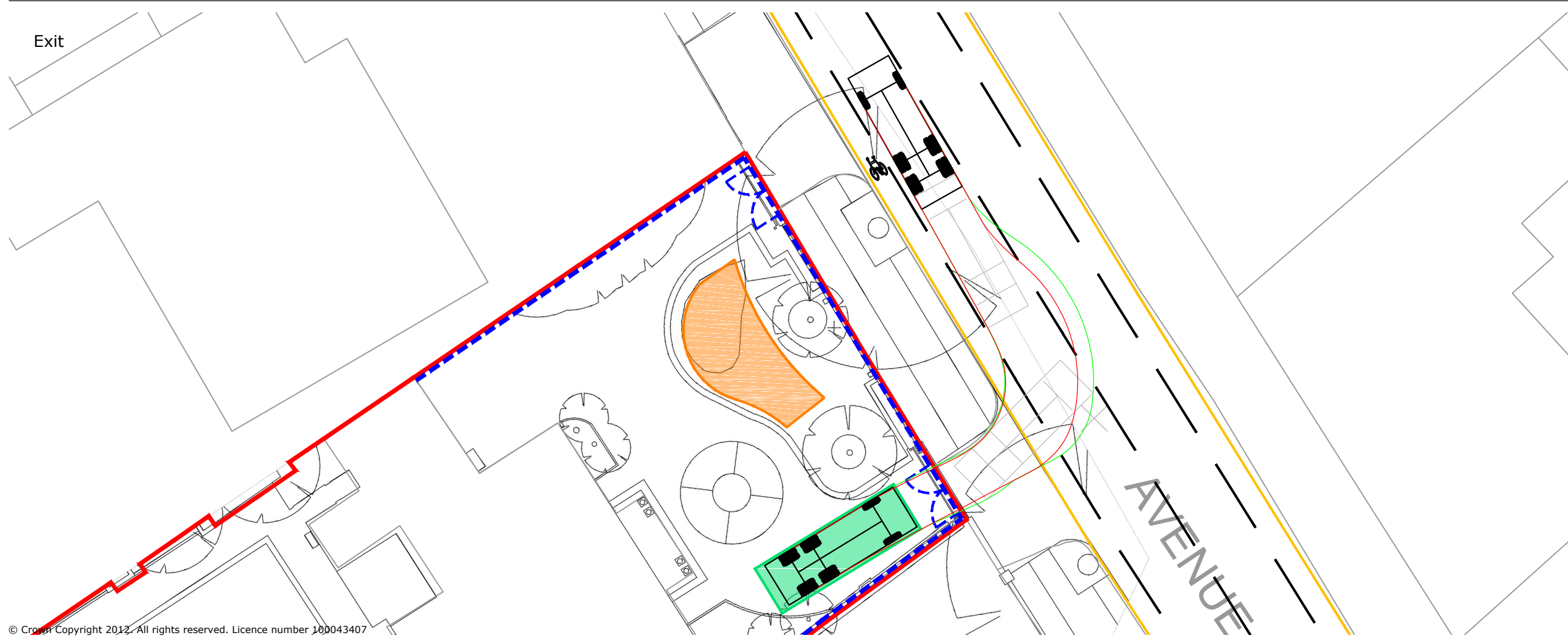
Drawing:
151011-TK03

Revision:
-

Entry



Exit



Mercedes Actros Rigid Tipper 6x4 2632K	8.040m
Overall Length	2.490m
Overall Width	3.191m
Overall Body Height	0.257m
Min Body Ground Clearance	2.490m
Track Width	5.005
Lock-to-lock time	8.750m
Wall to Wall Turning Radius	



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 London
 WC2N 4JF

T: 01483 531 300 T: 020 7031 8141

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Project:
81 Avenue Road

Title:
**Swept Path Analysis
 3 Axle Tipper**

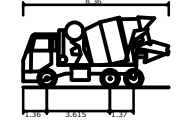
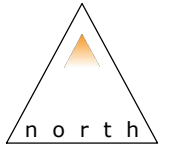
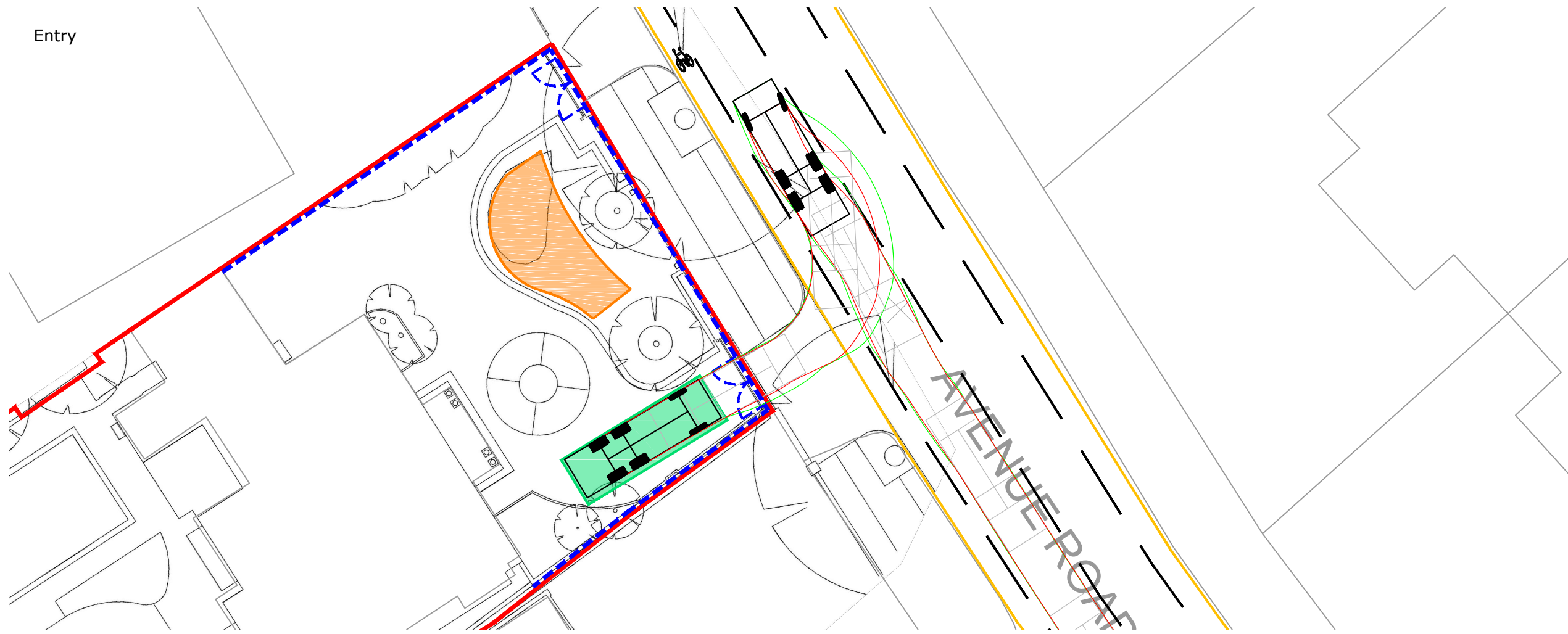
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Drawing:
151011-TK02

Revision:
 -

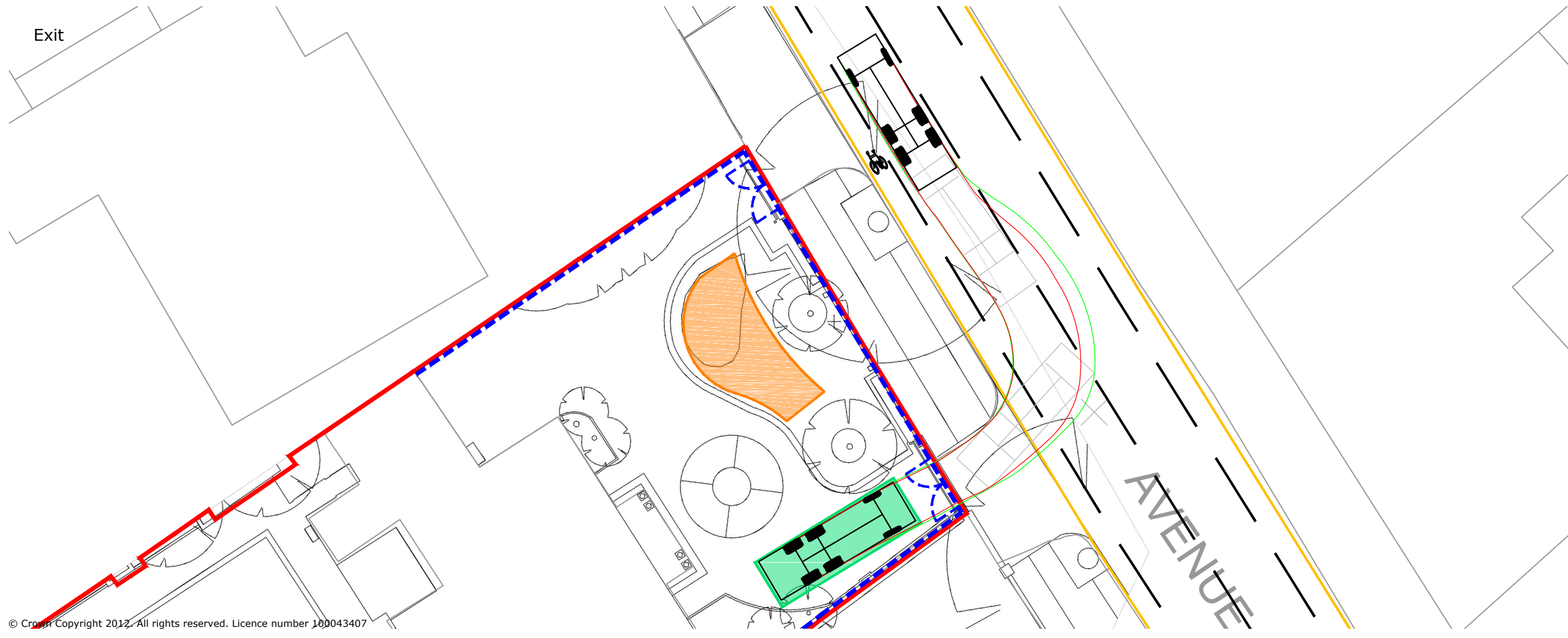
L:\Projects\woaven 151011\Drawings\151011-TK01 - TK03.dwg

Entry



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	8.210m

Exit



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T: 01483 531 300 T: 020 7031 8141

www.motion.co.uk

Project:
81 Avenue Road

Title:
**Swept Path Analysis
 Concrete Mixer**

Scale: 1:250 (@ A3)

Drawing: **151011-TK01** Revision: -

L:\Projects\woaven 151011\Drawings\151011-TK01 - TK03.dwg