**Construction Management**

**Plan**

**pro forma** v2.0

Revision dated 19.07.16

(amended text is in blue for ease of reference)

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**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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Cyclist Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318) **(CMRBC)**.

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

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

If your scheme involves any demolition, you need to make an application to the Council’s Building Control Service. Please complete the “[**Demolition Notice**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)”

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

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Post app submission**

**0ommunity liaison**

**Appoint principal contractor**

**Requirement to submit CMP**

**Begin community liaison**

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

**Council response to second draft**

**Resubmission of CMP if first draft refused**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

**Submit draft CMP**

**Contact**

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

Address: **JEFFREY’S STREET GARAGES – (GARAGES 1, 2, 3, 4, 5 & 6) LONDON, NW1 9PN**

Planning ref: 2014/4777/P and 2016/2137/P

Type of CMP - Section 106 planning obligation/Major sites framework: (NB – this text was on the pro-forma but not sure if it is correct given that it refers to ‘major site’ which may not be correct)

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

Name: Liz King (project manager)

Address: DDC Ltd, 77 Elmers end Road, London, SE20 7UU

Email: [lking@ddclimited.com](mailto:lking@ddclimited.com)

Phone: 020 8778 6111

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: Phil Davies or Liz King.

(Day to day site foreman contact will be Graham Bold)

Address: As Q2 above

Email:

Phone: Graham Bold’s contact info will be posted on the site hoarding once works commence.

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3.

Name: As per Q2 & Q3

Address:

Email:

Phone:

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

Name: As per Q2 & Q3

Address:

Email:

Phone:

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

Name: As per Q2

Address:

Email:

Phone:

**Site**

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

It is proposed to demolish garages 1 to 6 on the site. The scheme includes the retention of four of the garages at ground floor and the creation of 2 self-contained residential units (1 x 2 bed flat and 1 x 3 bed flat) spread over 3 storeys, ground to second with a roof terrace.

The existing garage 3 plot will become the entrance to Flat 1 on the upper floors and the rear of the existing garage 1 plot will be added to the studio flat at 29 Prowse Place. The entrance to Flat 2 of the new development will be from the side entrance at Prowse Place and will utilise garage 6.

A site meeting has been held with Highways officer Gordon Hamilton, at which we agreed the location of the proposed hoarding, site welfare etc and any measures required to minimise disruption to the neighbouring occupants / road users.

We do not anticipate any issues or challenges outside of the norm. Every effort will be made to ensure this and that good communication / relationship are a high priority.

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).

Description as per item 1 above.

With regards size: (Flat 1=90.4m2) + (Flat 2 – 101.0m2) = 191.4 m2

Site dimension - 113.0 m2

Jeffrey’s St has no vehicular access at the one end (other than for emergency vehicles so access must be maintained for this. As the area directly outside the proposed development is much wider than the rest of the street we do not anticipate any issue with deliveries blocking the road.

There are residential dwellings directly opposite and in the neighbouring Prowse Place and every effort will be made to maintain good communication and good practice as laid out in this document, in order to ensure that issues / complaints are at best non existent or at least minimal and dealt with promptly and professionally.

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.).

No 29 Prowse Place (at rear of the site) No’s 1 & 3 Jeffrey’s St and 174 Camden Street (whose rear garden borders the site) are the most closely affected properties.

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.

See attached drawings. As previously stated, we are still awaiting a date to meet with the highways representative and these drawings will be updated as necessary following this meeting



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).

Site set up commenced on Monday 23rd November with duration of 51 weeks. The demolition work will be carried out in 3 phases, with an approx. duration of 26 weeks overall. A copy of the Full programme is attached with completion 18th November 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

Our general site hours are 8.00am to between 4.30 & 6.00pm latest on Monday to Friday & 8.00am to 1.00pm on Saturday.

No works will take place on Sundays or bank holidays

7. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers’ plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

No discussions have taken place as yet but applications were submitted on 9.11.15 to Thames water, National Grid & UK Power Networks for new supplies. Every effort will be made to co-ordinate their works to cause minimum disruption.

**Community Liaison**

Significant time savings can be made by running an effective neighbourhood consultation process. This should be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. Ideally this consultation and discussion process should have already started with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the build, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

**Cumulative impact**

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

**The Council can advise on this if necessary.**

**1. Consultation**

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents prior to submission of the first draft CMP.

Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Consultation has taken place with 29 Prowse Place (at rear of the site), 174 Camden Street (whose rear garden borders the site) and the existing garage owners, most of whom live in Jeffrey’s Street.

An offer was made, but not taken up, to meet with the residents association to advise them of the planned works.

The scheme received planning at the end of March 2015, so the local neighbours and residents association are fully aware of the details of the project and three of the garage owners are local residents, so the information on the status of the project has been disseminated through those very local connections.

A further planning application was submitted in April 2016 for minor amendments.

The necessary party wall awards are in place.

**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.

Prior to the commencement of the works, a letter of introduction will be given to the neighbouring properties by DDC Ltd to ensure they have contact details for both our head office and site contacts (contracts manager and site manager). This has now been done.

We will seek to keep any close neighbours advised of any large scale operations but any works that may impact the site hours or restriction to vehicular access would be dealt with via the appropriate channels. It is not anticipated at this stage that any full road closures will be required.

We will generally seek to liaise with neighbours via regular verbal dialogue but will advise them via a letter of any major events such as road closure or craneage.etc

Details of site contact person will also be posted on the contact board on the outside of our site entrance area so anyone else in the vicinity who has any issues / queries can contact the site direct.

Contact board will contain the following information:

a) The title ‘Contact Board’

b) Name of the main contractor, address and person to whom correspondence should be addressed.

c) Name of the site manager.

d) Month and year of completion of works.

e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Any complaints made direct to the site will be recorded and advised to both the contracts manager and our head office. They will be investigated by the site manager and if necessary, the contracts manager will follow any complaint up within 24 hours and again, a record will be kept of the outcome.

Should a complaint be received regarding works that are taking place, those works will be put on hold temporarily until agreement can be reached with regards any noisy works restrictions etc. If agreement cannot be reached, we would seek to involve a representative from Camden council to agree a way forward.

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

The site has now been registered with the ‘Considerate Constructors Scheme’ (copy of email verifying payment is attached with this CMP resubmission) and we are aware of the code of considerate contractor standards contained within your manual (Table 1.1) and will endeavour to work within all 8 of these standards. A copy of these standards will be displayed in the site welfare area and site office.

**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.

We are not aware of any planned works in the neighbouring area at this time. Should this arise as an issue whilst we are on site with this project then we are happy to look at ways to further mitigate any impact to neighbours.

We are now aware of what appears to be small scale refurb work taking place further down Jeffery’s St. Providing they, along with ourselves, adhere to the guidelines set by Camden and the CCS then we do not anticipate any issues with neighbourly relations.

**Transport**

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

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard.](http://www.clocs.org.uk/wp-content/uploads/2014/09/CLOCS-Standard-v1.2.pdf)

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

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345819&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345820&).

Please contact [CLOCS@camden.gov.uk](mailto: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:

DDC Ltd

77 Elmers End Road, London SE20 7UU

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).

All subcontractors and suppliers to the site will be advised at point of our placing orders of the requirement to comply with the council requirements as laid out in the CLOCS Overview document.

Our principle supplier for the site will be Travis Perkins who are already signed up to the FORS scheme and waste will be cleared by Metro Waste who are also registered.

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

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

Confirmed. This will be done on an ongoing basis during the contract.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Site Traffic**

**Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.**

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (TLRN).

A meeting with Highways officer has taken place and it was agreed that as Jeffrey’s St is closed off at one end and is a one way street, delivery vehicles will need to access via Prowse Place.

See attached traffic plan marked up, as discussed with highways officer on site .

This will be given to all appropriate vehicle users for the site.

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.

See item a) above.

This will be done via email at point of our placing orders.

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

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

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction.You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

We anticipate that during the demo phase, two clearances per day will be carried out, scaling down to one or two a week in latter stages and we will endeavour to restrict deliveries to once a day.

There will be more frequent coming and going by subcontractors but these will be smaller vehicles, none of whom will be parking on site.

Maximum time for any vehicle offloading will be half hour and for waste clearances maximum would be one hour. As the road is wider outside the actual site we do not anticipate any negative impact on other road users or emergency services should they need to access via the closed off end of the street.

Largest anticipated vehicle sizes will be 18.5 tonne & 2.6 wide

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

Small scale works going on further down Jeffrey’s Street

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.

This is a small site with only one point at which vehicles can park and all deliveries and clearances will be at pre-agreed times so we do not anticipate any issues on this front.

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.

As stated above, due to the size and nature of this development, and the fact that any deliveries or clearances will be staggered we do not anticipate the need for any off site holding area.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](http://www.tfl.gov.uk/cdn/static/cms/documents/building-on-the-benefits-of-consolidation-centres.pdf)).

We will avoid peak times, as per Camden’s recommendations.

Banksmen will be used as necessary

**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

As discussed with highways, and as per the traffic plan now provided.

Vehicles will turn right into Jeffrey’s St from Prowse Place, and using banksman, they will then reverse to park up adjacent to our hoarding

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

As 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).

These were not requested by the highway officer

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 vehicles will be entering the site itself so wheel washing will not be necessary.

The area where loading & offloading takes place will be swept down at the end of each day and during the day as 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.

At present it is not anticipated that any bay suspensions will be necessary as there is space for the vehicles to pull up adjacent to the hoarding without impacting the passing of vehicles.

The SK 10, 11 & 12 drawings attached show the planned extent of hoarding etc

**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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

Not applicable

**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).

Not applicable

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

Appropriate safety signage will be displayed on the hoarding along with the contact board.

No ramps required.

Hoarding and scaffold has now been agreed with highways . Hoarding licence has been submitted.

Appropriate level of lighting will be used to comply with the current regulations.

**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).

None anticipated

**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.

At present it is anticipated that the only affected section will be the pavement in Prowse Place (to the side of existing garage 6).

We have agreed with highways how they would like this dealt with. A revised drawing (SK 11) has been updated to show the hoarding line to the front of the garages as slightly reduced and it was agreed that the hoarding line in Prowse Place was acceptable but bulk timbers will be required. This is all now shown on the attached sketch.

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 previous notes

No gantry

SYMBOL IS FOR INTERNAL USE

**Environment**

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318)**).**

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

Demolition of existing garages – this will be done by hand using medium to heavy hand held breakers for brickworks and existing slab. This will be carried out during normal site hours.

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.

Matrix Acoustics are booked to do a noise survey on Thursday 26th November ‘15

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

The heavy duty breaker that will be used for the breaking up of the slabs shows a measured A-weighted sound power level of 102 dB (A) and a sound pressure level of 82 dB (A).

Vibration for this piece of kit shows as ah, Cheq = 7.7 m/s2

4. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/demolition/) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

We will work within the previously stated site hours which are compliant with the council set guidelines.

We will take all practical measures to keep noise to a minimum, using well maintained plant and on site power rather than generators.

Acoustic noise barrier will be used to the internal face of the hoarding if deemed necessary, but due to the small scale nature of the works, we do not anticipate that this will be required.

We do not anticipate that full noise, dust and vibration monitoring would need to be set up for this scale of project but this will be put in place at any point in the project if it was felt necessary.

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

All personnel have carried out either the SSSTS or site operatives H&S awareness training via the National Construction college.

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

As the dwellings to be demolished are single storey, the existence of a solid ply hoarding and the damping down carried out as walls & slabs are broken both mean that the airborne dust will be kept to a minimum.

Any aggregate to be removed from site will be stockpiled within the site compound until it is ready to be removed from site.

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.

We do not believe that significant amounts of dust can be spread onto the highway with the measures in place but regular and at a minimum daily sweeping of the area outside the site compound will take place.

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

As previously stated, we do not anticipate that full noise, dust and vibration monitoring would need to be set up for this scale of project but this could be put in place at any point in the project if it was felt necessary.

Your notes seem to indicate that this is a necessity but we feel this could be discussed once we are on site and if insisted upon, we will obviously comply.

9. Please confirm that a [Risk Assessment](http://www.hse.gov.uk/risk/controlling-risks.htm) has been undertaken at planning application stage in line with the [GLA’s Control of Dust](http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp) 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.

This was not requested at planning application stage and has not been carried out.

The Construction Phase Plan will include a method statement that deals with managing the risk / dust control and use of personal protective equipment.

10. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance) document relative to the level of risk identified in question 9 have been addressed by completing the [GLA mitigation measures checklist.](https://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3347562&) Please attach this as an appendix.

See item 9 above

11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance). 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](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

During site set up phase, if any evidence of current rodent infestation is found, a pest control contractor will be instructed to take necessary measures, until such point as the problem has been dealt with.

Record will be kept of this as necessary.

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

No formal survey has been carried out but 2no of the garage roofs have been visually confirmed as corrugated asbestos sheet and an asbestos removal contractor will be booked in to remove these and survey balance of the structure once the demolition notice has been awarded. Garage 4 subsequently demolished did not have an asbestos roof.

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.

All of our site personnel are aware of the need to behave in a professional manner and the same is expected of any subcontractors and this is made clear at the site induction.

An agreed area will be set for any smoking breaks and personnel are aware of the need to dispose of cigarette butts in a correct manner.

Any personnel deemed to be causing a nuisance to third parties would be spoken to immediately about appropriate conduct by the site foreman.

Radio noise will be kept to a sensible level so as not to cause a nuisance to those in the surrounding dwellings or passers-by.

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:** ………………23 / 11 /15……………………………..

**Print Name:** …………Liz King…………………………………………..….

**Position:** ………………………Project Manager…………………

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.