**Construction Management**

**Plan**

**pro forma** v2.1

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| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **28 July 2016** | **Revision 0** | **Philip Wagner Architects** |
| **6 September 2016** | **Revision 1** | **Philip Wagner Architects** |
| **28 September 2016** | **Revision 2** | **Philip Wagner Architects** |

**Additional sheets**

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

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**Introduction**

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance [**(CPG)** 6: Amenity](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

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

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

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

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

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

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

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically. **Timeframe**

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Post app submission**

**0ommunity liaison**

**Appoint principal contractor**

**Requirement to submit CMP**

**Begin community liaison**

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

**Council response to second draft**

**Resubmission of CMP if first draft refused**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

**Submit draft CMP**

**Contact**

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

Address: 14 Well Road, London NW3 1LH

Planning ref: 2013/3998/P

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

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

Name: Philip Wagner Architects on behalf of Square Foot Solutions Ltd

Address: 5 Ladbroke Road, London W11 3PA

Email: mailbox@philipwagner.co.uk

Phone: +44 (0) 20 7221 3219

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: Glen Gradwell c/o Square Foot Solutions Ltd

Address: 204 Chalk Farm Road, London NW1 8AB

Email: info@sq-foot.co.uk

Phone: +44 (0) 20 7424 0390

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

Name: Elizabeth Tornkvist, Philip Wagner Architects – Pre-construction

Glen Gradwell, Square Foot Solutions Ltd – Construction phase

Address: 204 Chalk Farm Road, London NW1 8AB

Email: info@sq-foot.co.uk

Phone: +44 (0) 20 7424 0390

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: Jerry Fiore, Square Foot Solutions Ltd

Address: 204 Chalk Farm Road, London NW1 8AB

Email: info@sq-foot.co.uk

Phone: +44 (0) 20 7424 0390

**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.

A site location plan has been provided as a PDF.

The site is situated to the south of Well Road, a residential street located approximately 100 metres from Hampstead Heath.

The site is situated approximately 100 metres to the south-west of the junction with East Heath Road and some 30 metres to the north-east of the junction with Christchurch Hill.

The existing property at 14 Well Road is a semi-detached dwelling comprised of two stories and a basement. A garage is situated at the front of the property.

In summary, it is proposed that the house will be demolished and replaced by a new house. The new dwelling will comprise two stories and a basement, as existing, and will also be provided with a new garage that will be accessed via Well Road as existing.



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

The construction work comprises the building of a new 400sq.M semi-detached dwelling within a residential area. It is situated on a quiet residential street. The site is small and access is restricted.

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.).

Mr and Mrs Hall 15 Well Road, London NW3

Mr and Mrs Joyce 13 Well Road, London NW3

Mr Kristian Levring 21 Well Walk, London NW3

Along with properties: Nos. 8,9,10,11,12,13,15,21,22 Well Road

No. 11 Cannon Lane, No. 11 East Heath Road

Nos. 15,17,19,21,23,25, 27 Well Walk



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.

A scaled plan has been provided as a PDF in the included Motion CMP document.

Vehicles will enter and exit the strategic road network via the A406 North Circular Road, which provides access towards the site via the A598 Finchley Road at Henley’s Corner then via A502 /North End Road/Heath Street. From the A502, vehicles will turn left onto East Heath Road until turning right in to Well Road to access the site. On leaving the site vehicles will progress south westwards to the junction with Christchurch Hill where they will undertake a three point turn before progressing back along Well Road to East Heath Road before turning right on to Downshire Hill then right onto the A502. Tracking has shown that vehicles turn left out of Well Road would be required to cross both carriageways of East Heath Road to undertake the manoeuvre. From here vehicles will follow the A502 until the A598 and the inbound route in reverse

This routing avoids the narrow routes from Heath Street to site via roads like New End, where we are aware another large construction project is occurring. As such there will be no conflict from the delivery vehicles from either site as the vehicle delivery routes do not overlap. A vehicle routing diagram is provided at **Appendix F**. All contractors, delivery companies and visitors to the site will be made aware of the access and egress routes and of on-site restrictions prior to undertaking their journey.

In order to maintain pedestrian and cyclist safety, a traffic marshal / banksman strategy will be used. A Banksman Coordinator will log the movements of all construction vehicles to and from the site. This strategy will include a banksman / traffic marshal stationed at the junction of East Heath Road and Well Road to meet construction vehicles, the arrivals of which will be scheduled and anticipated. The banksman / traffic marshal will ensure safe entrance to Well Road and walk alongside the construction vehicle the short distance along Well Road to the site. During the period where materials are being delivered the banksman / traffic marshal will remain adjacent to the vehicle to ensure no conflict occurs with the other vehicles travelling along Well Road or with vulnerable road users such as pedestrians and cyclists. When a construction vehicle is leaving the site, at least 2 banksman / traffic marshals will again walk alongside the vehicle to the junction with Christchurch Hill, ensuring a walking speed of 4mph along Well Road. At the junction the 2 traffic marshals will ensure that the delivery vehicles can undertake the 3 point turn safely. The banksman / traffic marshll will be on site from 10:00 to 16:00 Monday to Friday, the only times during which construction vehicles will be scheduled. The traffic marshals will be HSE/Road Transport Industry Training Board recongnised.

A number of adjacent properties have private driveways which will not be used by any of the construction vehicles coming to and from the site. This will be vigorously enforced by the banksman / traffic marshall.

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).

The total works involved are expected to last 53 weeks and will be carried out in four phases as follows:

► Demolition – 4 weeks;

► Ground Works (including underpinning, foundations and below ground drainage) – 12 weeks;

► Superstructure to Water-Tight – 15weeks; and

► Internal Finishing Works and External Landscaping – 22 weeks.

Subject to the approval of the planning application, it is intended that the demolition works will start in the autumn of 2016. These works will then be followed directly by the construction works, with an intended completion date of late summer 2017. Timescales are only provided on an indicative basis and will be confirmed once a start date has been determined.

A draft tender programme has been provided as a PDF.

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

Work on site will follow standard working hours for construction sites in Camden.

8.00am to 6pm on Monday to Friday

8.00am to 1.00pm on Saturdays

No working on Sundays or Public Holidays

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.

All works to services and services connections will take place within the site.

Mains electrical gas and water supply will be isolated prior to commencement of works and 110v electrical site supply fitted for site use.

**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 routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

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

**13. Consultation**

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

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

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

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

An initial consultation process for the proposed replacement of the house has been conducted. Letters outlining the project and seeking the views, comments and concerns regarding the proposed works were hand delivered on 11th December 2013 to all properties that fall wholly, or in part, within a 50 metre radius of the centre of the site. These properties are:

► Nos. 8,9,10,11,12,13,15,21,22 Well Road;

► No. 11 Cannon Lane; and

► Nos. 15,17,19,21,23,25, 27 Well Walk.

A second consultation was carried out on the 15th August 2016 and was hand delivered to the following properties:

► Nos. 8,9,10,11,12,13,15,17,18,19,20,21,22 Well Road;

► No. 11 Cannon Lane;

► Nos. 15,17,19,21,23,25, 27 Well Walk; and

► No 11 East Heath Road.

► No. 11 Cannon Lane; and

► Nos. 15,17,19,21,23,25, 27 Well Walk.

It is considered that this represents those properties that would be most directly affected by the building works and for whom noise and nuisance arising from the construction may need to be managed. A copy of the latest consultation documents is included as a PDF.

Comments from the August 2016 consultation were received from 21 Well Road by telephone and email and concerns raised about the height of the hoarding and prohibiting the use of private drives for vehicle turning were incorporated into this document. Email PDF included.

A letter describing the proposed 3-point lorry turning at the intersection of Christchurch Hill and Well Road (included as a PDF) was hand delivered to the following properties on 21 September 1026:

Weatherall Lodge, Well Road

Well Mount Studio, Well Road

Well Mount Cottage, Well Road

The Studio, Well Road

5 Well Road

Cannon Cottage, Well Road

24 Well Road

Providence Corner (corner of Well Road and Christchurch Hill)

28 Christchurch Hill

53 Christchurch Hill

55 Christchurch Hill

55A Christchurch Hill

**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.

A person will carry out and be responsible for community liaison at all times during the pre-construction and construction phases.

A Construction Project Manager (CPM) will be appointed and will be responsible for implementing measures contained in the CMP and will be the point of contact for local residents. The CPM will manage a Construction Working Group, which will liaise with local residents and respond to any concerns that they may have. The CPM will be responsible for monitoring and reviewing this CMP.

A letter to neighbours of the properties listed above will be issued prior to the start of work on site and will include contact details of Square foot Solutions Ltd CPM and emergency contact details. The contact details of the CPM will be displayed on the site frontage as well. A weekly news sheet will be displayed on the site hoarding which will include information on current works and progress plus details of activities that are planned for the immediate future.

The CPM will ensure that local residents are aware of the programme of works taking place and will give advance notice of any anticipated periods of excessive noise or disruption during the works.

Representatives of the Heath and Hampstead Society and Ward Councillors will be invited to join the Construction Working Group and will be advised of how the construction works are progressing. Local residents will be given the opportunity to be put on a mailing list for progress reports from the CPM so that they are aware of the stages of construction and any upcoming works that may directly affect them.

**15. Schemes**

Please provide details of any schemes such as the ‘Considerate Constructors Scheme’, such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the “[Guide for Contractors Working in Camden](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

Square Foot Solutions are members of Considerate Constructors Scheme and winners of bronze award in 2015.

The Camden’s Considerate Contractors Manual will be adopted into the site rules for the duration of the project and all contractor and subcontractors will be required to adhere this guide.

**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.

It is noteworthy that there is another proposed construction site, for which an application has been registered with the LBC. The site is located at 1A Well Road, approximately 75 metres to the south- west of 14 Well Road. Substantial work is proposed to an existing house in this location. If the two construction projects were to go ahead at the same time, there would potentially be a conflict of construction vehicles sharing Well Road that would need to be managed (if the same route to and from the A502 is used). If works are carried out at the same time, careful coordination will be required between the two sites to ensure that no construction vehicles meet on Well Road. The banksman will allow flexibility in the movement of the construction vehicles and the scheduling of the arrival and departure of construction vehicles will be managed by the CPMs from the two sites.

We are also aware of a very large construction site at 29 New End and the delivery routes to and from the site as detailed within paragraph 6.1 have been identified to ensure no conflict with deliveries between the two sites occur as requested by the London Borough of Camden.

In the event of other construction activity taking place in proximity to the site, the CPM will liaise with other sites in order to avoid unnecessary conflicting vehicle movements. The CPM will liaise closely with the Project Managers of any other construction sites in the immediate vicinity so that consideration can be given to any measures that could be implemented to minimise the cumulative effect of construction work.

The delivery of materials, collection of waste and delivery/collection of machinery will be scheduled and managed by banksmen. Deliveries will be booked in 24hrs in advance and allocated a time slot. Any vehicles not booked in will be turned away. In addition all deliveries will be ‘Just in Time’ to minimise waiting/unloading times. All drivers will be provided with instructions on approach routes and mobile phone contact details of the banksman who will be put on ‘stand-by’ to receive a vehicle from the East Heath Road / Well Road junction. Suppliers will be expected to call the CPM approximately 20 minutes prior to arrival at the site to ensure the loading area is available.

Pedestrian routes will be kept clear and any necessary signage will be provided in accordance with relevant guidance. Banksmen / traffic marshall will assist with any potential conflicts when materials are being transferred. In addition, when vehicles are arriving on-site banksmen / traffic marshall will manage pedestrian movements to ensure safety.

All HGV arrivals and departures limited to the between 10:00 and 16:00 Monday to Friday. This will avoid peak traffic periods on the local highway network.

The CPM will monitor all construction procedures to ensure all activities are undertaken in a safe and efficient manner. Should any issues arise the CPM will make efforts to provide a suitable solution. Monitoring checks will be undertaken on a monthly basis.

Refuse collections within the borough commence at 7am and take place on Mondays. It is not expected that construction and delivery vehicles to the site will coincide with refuse collection activity; however, the CPM will liaise with the local refuse department to ensure that collections are not disrupted.

**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 referenced above which give a breakdown of requirements.**

**CLOCS Considerations**

17. Name of Principal contractor:

Square Foot Solutions Limited

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).

It is a requirement on this development that all deliveries will be undertaken by Silver or Gold accredited contractors under the Fleet Operator Recognition Scheme (FORS)where possible in accordance with the CLOCS standard. Where Bronze accredited contractors are appointed, written assurance stating that vehicles have adequate blind spot minimisation equipment fitted and that drivers have received the necessary training will be sought from the supplier. No deliveries will be undertaken from non-accredited suppliers.

FORS ID numbers will be used as part of the delivery booking process to ensure that all operators visiting the site are FORS accredited.

As the number of vehicles visiting the site will be low the banksman / traffic marshal will fill in a CLOCS compliance check form for each delivery. If there are any non-compliances the driver and the supplier will be informed and asked to ensure future deliveries occur in compliant vehicles. If non-compliance continues the supplier will be informed that they will no longer be used. All forms will be retained for inspection.

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

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

I confirm that the requirement to abide by the CLOCS standard will be included in the contracts to contractors and suppliers: Square Foot Solutions Ltd

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.**

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

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

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

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

Vehicles will enter and exit the strategic road network via the A406 North Circular Road, which provides access towards the site via the A598 Finchley Road at Henley’s Corner then via A502 /North End Road/Heath Street. From the A502, vehicles will turn left onto East Heath Road until turning right in to Well Road to access the site. On leaving the site vehicles will progress south westwards to the junction with Christchurch Hill where they will undertake a three point turn before progressing back along Well Road to East Heath Road before turning right on to Downshire Hill then right onto the A502. Tracking has shown that vehicles turn left out of Well Road would be required to cross both carriageways of East Heath Road to undertake the manoeuvre. From here vehicles will follow the A502 until the A598 and the inbound route in reverse.

This routing avoids the narrow routes from Heath Street to site via roads like New End, where we are aware another large construction project is occurring. As such there will be no conflict from the delivery vehicles from either site as the vehicle delivery routes do not overlap.

b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

All contractors, delivery companies and visitors will be emailed the relevant criteria prior to the visiting the site by the principle contractor. The criteria will also be sent out by the principle contractor attached to every order placed with a sub-contractor.

**21. Control of site traffic, particularly at peak hours**: “*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries”* (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [*Guide for Contractors Working in Camden*](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)).

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

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

The following list provides an indicative list of the type of vehicles that will need to serve the site during the construction process:

Concrete lorries – these will be a standard ready mixed lorry with an approximate size of 8m long by 2.4m wide;

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 7m long by 2.25m wide;

Box van (Luton) – these will be utilised for all ancillary deliveries and small components, the approximate size of this vehicle is 4m long by 2m wide; and

Skip lorries (if required) – these will be standard 4.2m skips for waste removal and lorries with an approximate size being 7m long and 2.4m wide.

The number of construction -related and waste collection vehicles associated with the works is expected to be in the order of 15-20 vehicles per week and is unlikely to exceed four vehicles per day. During the initial 30 week period of works, vehicles will be able to load and unload within the designated loading area on Well Road.

Towards the end of the project during fit out it is anticipated that smaller vehicles will be visiting the site, such as plaster’s / electrician’s plumbers transit type vans, which will need to park locally having first unloaded any heavy tools/materials. A number of pay and display parking bays are located on Well Road and New End.

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

We are aware of a neighbouring development at 29 New End but the revised construction routes avoid using the narrow roads within the vicinity of this site so there will be no conflict with vehicle deliveries between the two sites.

It is noteworthy that there is another proposed construction site, for which an application has been registered with the LBC. The site is located at 1A Well Road, approximately 75 metres to the south- west of 14 Well Road. Substantial work is proposed to an existing house in this location.

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.

There is only one vehicular access point. All deliveries will be by appointment with telephone updates of any delays.

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.

This is a small site and no stacking is anticipated.

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://content.tfl.gov.uk/directory-of-london-consolidation-centres.pdf)).

All deliveries will be planned and coordinated by the principle contractors site manager to ensure only one vehicle will access the site at a time.

**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

The proposed access and egress routes have been described in the answer to question 20 and the routes are included within the revised CMS attached.

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

A traffic marshall / banksman will be employed by the principle contractor to reduce conflict between construction vehicles and vulnerable road users such as pedestrians and cyclists.

All demolition/construction activities are expected to take place between 8am and 5pm Monday to Friday and 9am to 1pm on a Saturday with all HGV arrivals and departures limited to between 10.00 and 16.00 Monday to Friday to avoid peak periods on the local road network.

The delivery of materials, collection of waste and delivery/collection of machinery will be scheduled and managed by banksmen. Deliveries will be booked a minimum of 24 hours in advance and allocated a time slot. Any vehicles not booked in via this system will be turned away. In additional all deliveries will be ‘Just In Time’ to minimise waiting/unloading times. All drivers will be provided with instructions on approach routes and mobile phone contact details of the banksman who will be put on ‘stand-by’ to receive a vehicle. Suppliers will be expected to call the site approximately 20 minutes prior to arrival at the site to ensure the loading area is available.

A 3-point turn at Christchurch Hill and Well Road is proposed to permit lorries to enter Well Road from East Heath Road, unload, and then continue along Well Road to the intersection with Christchurch Hill where the lorries will turn around. This manoeuvre will be undertaken with the assistance of 2 traffic marshalls to ensure the safety of people, trees and street furniture. The lorries will then travel north east along Well Road to East Heath Road to leave the area.

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).

Scaled swept path drawings for tight manoeuvres on the vehicle routes have been provided as PDF’s and are enclosed in the revised CMS.

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.

It is not anticipated that the works will result in significant quantities of dirt or debris being transferred onto the public highway. The loading / unloading area in the location of the old garage will be kept clear of dirt by regular cleaning. During the demolition phase (when dirt and dust are most prevalent), skip lorries will not enter the site further than this maintained concrete area. At the end of every day this area will be brushed and washed using an existing channel drain and a temporary silt trap which will be regularly emptied. The footway and carriageway to the front of the site will also be cleared at the end of every working day.

**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.

As already stated delivery vehicles will not enter the site. They will be unloaded from the suspended bay and the area directly in front of the existing garage as shown in the drawings provided. Traffic Marshall / banksmen will be employed to ensure vulnerable road users, pedestrians and motor vehicles can pass deliveries safely.

**Highway interventions**

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

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

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

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

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

1 parking bay will be suspended and we are aware if the bay is suspended for a period greater than 6 months then a TTO is required.

**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 highways works are required.

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

There will be a hoarding on the property boundary but there will be no hording outside the site boundary on public highway.

**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).

This is not applicable.

**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 2.4 metre secure hoarding within the boundary of number 14 to 3 sides of the front garden with digital lock access, during working hours and dead locking facility to secure the site at all other times.

The height of the hoarding will be reviewed and raised if deemed advantageous to prevent dust entering neighbouring properties.

The hoarding will be painted and the necessary signage attached to inform the public of restrictions in place and emergency contact details for the site/company personnel.

Re painting will occur every 3 months or as requested by the project manager.

Pedestrian footways will be kept clear of materials at all times and the banksman / traffic marshall will ensure that during times of deliveries, pedestrian access along the footway is maintained and will manage any potential conflicts with materials being transferred into the site.

While lorries are unloading the banksman will assist pedestrians to cross to the opposite pathway and temporarily pause other traffic as necessary.

During collection and deliveries we will protect the road and pavement using nonslip flame retardant surface protector. This will be laid down immediately prior to any kerbside operation taking place and rolled up on completion. While it is in place a trained banksman will be present to aid/assist the public.

The banksman / traffic marshall will also ensure no conflicts occur with cyclists along Well Road at the time of deliveries. Due to the delivery times being scheduled and anticipated the banksman / traffic marshall will walk alongside the vehicle from the junction of East Heath Road to the site and after the delivery will escort the vehicle to the junction with Christchurch Hill, assist with 3-point turning, then escort the lorries back to East Heath Road ensuring a walking speed of 4 miles per hour is maintained.

A banksman will be present to control all collections and deliveries for the duration of the work.

Collections and deliveries will be scheduled to take place between the hours of 9.30am and 2.30pm to avoid the peak traffic times on this road, care will also be given to avoid deliveries when bin collection is taking place on this road.

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.

This is not applicable.

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**Environment**

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

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

The masonry will be removed from the top down using 7kg demolition breakers onto a suspended crash deck fitted with rubberised crash deck sheeting to minimise noise and loading of the first floor, these will be moved by the operatives to the required location as the work progresses.

All materials will be reduced to a suitable size for removal, loaded into hippo tubs/ barrows and moved to the collection point.

Noise will be kept to a minimum with care being given to the tools and equipment being used during the strip and demolition.

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

A baseline survey was carried out on Monday 22 August and a report of the survey is provided as a PDF.

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

The existing ambient noise levels are low, and as such noise levels at the nearest sensitive façade will aim to be within a daily level of 70 dB (LAeq, 10hr) for airborne noise. The threshold level of 73 dB (LAeq, 1hr) will be used as our Action Level Trigger to ensure daily levels remain within the 70 dB (LAeq, 10hr) level.

This Noise Control Limit strategy will be used instead of the Noisy Activities and Predicted Noise Levels strategy.

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

There will be no noisy operations outside the standard hours set by Camden.

The quietest vehicles and machinery available shall be used and these will be fitted with effective exhaust silencers.

It is not anticipated that any of the planned works will cause vibration at a level that would require monitoring.

During demolition, masonry will be removed to a rubberised crash deck to minimise noise. These will be moved by site operatives to required locations as the work progresses.

Noise will be kept to a minimum with care being given to the tools and equipment being used during demolition.

If noise levels exceed threshold levels as above, the general principles of BS5228: 2009 ‘Noise and Vibration Control on Construction and Open Sites’ will be employed and an SMS text will be sent direct to the CPM and the noisy activity will be immediately stopped. An investigation will then be carried out and best practicable means used to control the noise and keep it within predetermined levels. This may involve the use of different machinery, attenuation screening, or both of these measures may be used. Noise levels will be reduced further if reasonable practicable.

Acoustic enclosures will be used for breaking out of concrete and temporary acoustic enclosures will have sufficient mass and be free of significant holes or gaps so as to be able to resist the passage of sound across the barrier.

With work causing structure borne noise, the contractor will incorporate 2hr on/off respite periods to reduce the impact on neighbouring properties.

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

Square Foot Solutions are aware of the requirement of Camden Council under BS5228:2009 to ensure that our staff are trained on the requirements of this British Standard, we will aim to provide this by ensuring the construction management plan / demolition plan and associated construction phase plan are fully developed by Sq Foot and our competent H&S advisors RHSS Ltd, part of the development of this plan will be the training for key personnel on how we will aim to comply with the requirements to prevent noise, vibration, dust and vibration disturbances to the local community.

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

Dust will be controlled within the site by the use of vacuum and damping down.

Shrink wrap sheeting will be fitted to the scaffold during the demolition works to prevent dust blowing from the site. In more localised areas of demolition dust sheets will be suspended around the area of work as deemed necessary to prevent dust migrating to neighbouring property or the highway.

Openings will be cut in the existing walls using diamond disc saw, fitted with dust extractor filters.

Damping down will be used during the demolition to minimise dust.

We will erect a conveyor system to transfer materials to the holding container. This conveyor will have protective panels fitted to prevent any dirt or dust falling onto the ground.

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.

It is not anticipated that the works will result in significant quantities of dirt or debris being transferred onto the public highway. The loading / unloading area in the location of the old garage will be kept clear of dirt by regular cleaning.

At the end of every day this area will be brushed and washed using an existing channel drain and a temporary silt trap which will be regularly emptied. The footway and carriageway to the front of the site will also be cleared at the end of every working day.

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

Noise monitoring will be conducted from the start of the demolition through all noisy work on site. Monitoring will cease when noise levels have dropped for a significant period of time. This is anticipated to be after the new building has been made water-tight when the roof, windows and doors have been fitted, but in any case will be determined by monitoring data.

Monitoring locations will be determined to reflect the potentially most noise impact from the construction/demolition. A report containing a site map showing noise monitoring locations is included as a PDF.

2No. Class 1 integrating logging sound level metres will be installed and calibrated (before and after) with a Class 1 acoustic calibrator. The instrumentation will be fully calibrated by the manufacturer, or other approved body, as required by the British Standard, with current calibration certificates. The meters will be set to measure and store samples of various acoustic parameters such as LAeq, LA90, LA10, LAmax and LC peak.

Alert threshold response would be available by SMS text/e-mail facility once pre-defined trigger noise levels are exceeded.

Monitoring data will be downloaded from metres, and normal operation of the meters will be verified, on a regular basis via a remote modem link. Calibration would be checked during periodic visits to site. Weekly summary reports will be issued to relevant parties by email, as required.

All data will be remotely managed so that the involvement of non-acoustically trained staff is minimised. Raw data will be collected on a remote server and treated according to the specific customer requirements, therefore providing a highly flexible solution. All data will be accessible through a secure website, with individual access to the end-user.

Prior to the commencement of the whole monitoring exercise, we would recommend organising a meeting with all related parties in order to agree on what type of data would be displayed on the dedicated website.

It is not anticipated that vibration levels will be significant enough to require monitoring.

Dust levels will be visually monitored and noted in daily site notes by the CPM.

36. Please confirm that a [Risk Assessment](http://www.hse.gov.uk/risk/controlling-risks.htm) has been undertaken at planning application stage in line with the [GLA’s Control of Dust and Emissions Supplementary Planning Guidance](https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and) (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

This was not required at the planning stage because this development was not considered to be of sufficient scale to require this assessment.

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

Because of the scale of the development, the GLA mitigation measures checklist has not been completed.

38. If the site is a ‘High Risk Site’, 4 real time dust monitors will be required. If the site is a ‘Medium Risk Site’, 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

This is a small domestic project and as such is a low risk site.

39. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

An initial survey to determine rodent infestation levels was carried out on 18 August 2016 and bait stations to the external yard and within the premises were installed on that day in order to carry out monitoring at the start.

The bait stations will be maintained and serviced to the following specification:

•12 routine visits per annum by a service technician• A schedule of visits will be provided to ensure correct visit frequency• Cover will be provided against rats and mice• Call out visits will be carried out within 24 hours if the CPM advises these are necessary• Eye level wall stickers will be installed indicating bait point numbers and locations• A pest control manual will be provided to the CPM containing all visits recorded• A bait location site plan and COSHH details will be provided to the CPM

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

An asbestos R&D survey was carried out on 29/03/2016 and a report was prepared on 12/04/2016. No asbestos containing materials were detected.

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.

An outside on-site smoking area will be provided and the Principal Contractor has a policy of consideration in these respects.

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

**From 1st September 2015**

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

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

**From 1st September 2020**

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

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

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

1. Construction time period (mm/yy - mm/yy ): 10/16 – 06/17
2. Is the development within the CAZ? (Y/N): N
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): No NRMM with net power between 37kW and 560kW are to be used.
4. Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Not applicable for this development.
5. Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Not applicable for this development.
6. Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Y.

Light Pollution:

Site lighting will be positioned and directed so as not to cause a nuisance to the adjacent properties and special care will be taken to prevent light being directed towards the windows of these properties. If night-time lighting is deemed necessary, it will be kept to the lowest effective level and point downwards. Lighting will not be directed in such a way as to cause distraction or confusion to drivers on 14 Well Road or on adjacent public highways.

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**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:** …28 September 2016………………………………

**Print Name:** …Elizabeth Tornkvist……………………

**Position:** …Project Lead……………………………………

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

End of form.