

# Construction Management Plan

pro forma v2.1

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
04.08.16	1	STN Contracts Ltd
06.09.16	2	STN Contracts Ltd
13.09.16	3	STN Contracts Ltd
26.09.16	4	STN Contracts Ltd
10.10.16	5	STN Contracts Ltd
19.10.16	6	STN Contracts Ltd

## Additional sheets

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

Date	Version	Produced by

# Introduction

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

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

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance ([CPG](#) [6: Amenity](#) and [\(CPG\) 8: Planning Obligations](#)).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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

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

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

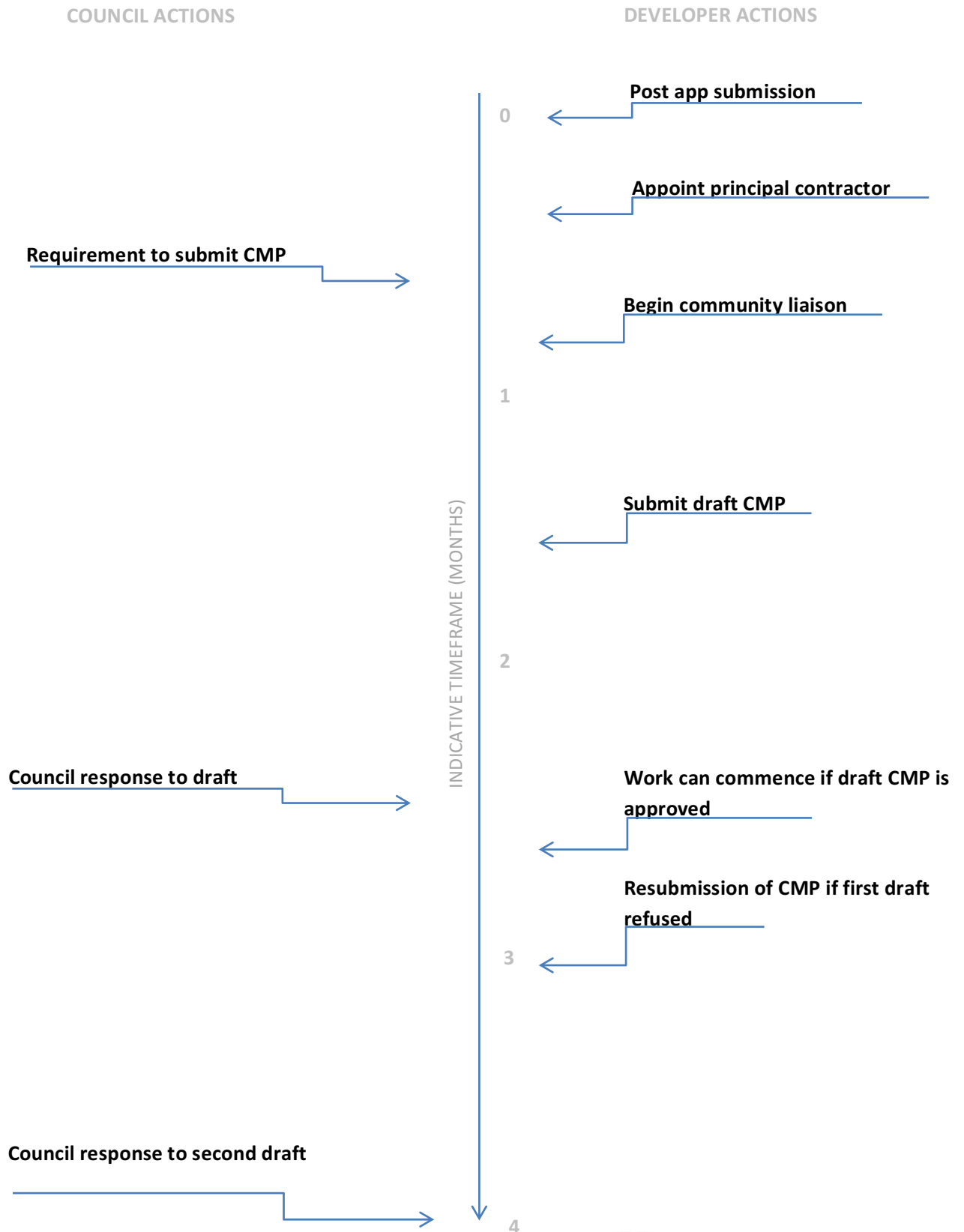
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

# Timeframe



# Contact

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

Address:	102, Camden Mews London, NW1 9AG
Planning ref:	2014/5589/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:	Stanislaw Rosol, STN Contracts Ltd
Address:	5, Highbridge Court Farrow Lane London, SE14 5EB
Email:	surcon-sr@hotmail.com
Phone:	07984 025244

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:	Dawid Makles, STN Contracts Ltd
Address:	5, Highbridge Court Farrow Lane London, SE14 5EB
Email:	surcon-sr@hotmail.com
Phone:	07466 731664

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

N/A

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: Stanislaw Rosol, STN Contracts Ltd

Address: 5, Highbridge Court  
Farrow Lane  
London, SE14 5EB

Email: surcon-sr@hotmail.com

Phone: 07984 025244



# Site

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

The site is on Camden Mews a narrow road located at the periphery of Camden Square Conservation Area. The area is residential and surrounded by similar 2, 3 storeys properties. (site location plan attached)

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).

Demolition of the existing 2no single storey garages, removal of all services and finishes from the existing 2 storey dwelling and cart off site of all the discarded materials. Excavation of a new basement underneath the whole site. Erection of a new two /three storey dwelling, refurbishment of the existing building and associated external works. The property is inserted between 2 other similar residential dwellings, a private garden to the rear and the main road to the front.

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.).

Following our conversation with the planner we have agreed to consult with the neighbours that will be likely to be affected by the works on site and submitted a draft of our previous CMP to the properties adjacent to 102, Camden Mews and to the ones opposite.

As described by the signed Section 106 Agreements, we have reached party walls agreement with the neighbours at 100A and 104 Camden Mews and forwarded notice letters to both of them and to the owners of the dwelling to the front and the rear of the property.

Please find enclosed copies of the notice letters that have been sent to the neighbours and evidences we have posted them the draft of the CMP and that they have signed at delivery.

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.

The hoarding to the front of the property will be 2.4m wide and as long as the property to be redeveloped, the attached drawings show clearly its extent.

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).

Commence: tba  
Duration: 40 weeks Site Contact

Please see attached chart showing the estimated lengths of all the phases of the project. The colour coding is an operational code that highlights the involvement of different subcontractors.

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

STN Contracts Ltd standard working hours are 08.00 – 18.00 Monday to Friday.  
Weekend working will only be arranged if required and by agreement with both the client and the Local authority.

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.

Services are known to exist on site and to enter site. All services to the premises to be demolished will be disconnected at or beyond the site boundary prior to the commencement of any works. STN Contracts Ltd propose to spend a pre commencement period working with the client representative, client and all statutory authorities and undertakers to ensure all services are identified and isolated and their positions marked/ recorded as required.

Services within the curtilage of the site which are to remain live will be assessed and protected as necessary. Carefully controlled hand excavated trial pits will be carried out as necessary to prove and verify exact location and nature of recorded services.

Services to serve the new dwelling will be reinstated in their new correct locations.

# 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.

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## 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.

Following our conversation with the planner, the notice letters sent to the immediate neighbours have been followed by copies of a draft Construction Management Plan. We have discussed with the planner to give them a 7 days period to forward us their comments. We have attached to this revised CMP their comments and incorporated our answers.

### 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.

The Section 106 Agreement for the development doesn't mentioned the request of arranging any Construction Working Group.

## 15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

The reference number for STN Limited Ltd's registration to the scheme is: 99040.

Please see attached receipt.

## 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.

N/A

# Transport

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

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

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

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

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

Stanislaw Rosol, STN Contracts Ltd

### 18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

The Site Manager will be responsible for the day to day management of all deliveries to the site. These will be booked in using a Delivery Schedule to prevent lorry congestion to the road network that surrounds the site.

Should a lorry/vehicle arrive that has not been booked in, that lorry will be asked to wait or turned away. In order to reduce traffic movements, we will arrange for full loads to be delivered whenever possible and only accept partial loads when essential.

We will also inform potential subcontractors that parking is very restricted in the area and that residents parking bays will not have to be used. We will monitor parking, especially on neighbouring roads, to ensure off-site parking is dealt with considerately.

#### Contracts

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (eg. SUD, elearning, Van Smart, on-cycle training etc). CLOCS Compliance will be included as a contractual requirement.

#### Desktop checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

#### Site checks

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.



19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

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

Stanislaw Rosol, STN Contracts 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](#) (TLRN).

Most suppliers will approach Camden from the A40, A41 and A1, A10.

Those coming from west, north/west (A40, A41, etc) will reach York Way (A5200) from Euston Road (A501) and turn into Camden Park Road to reach the Mews.

The vehicles coming from north (A1, A10, etc) will turn into York Way and then into Camden Park Road to get to the Mews.

As agreed during our meeting with the planners, in the unlikely event an unexpected vehicle will arrive while a delivery is in progress, it will be able to wait on Camden Park Road.

The movement of materials, particularly in the main contract works stage, will also be controlled by our road marshal. He will be responsible for the control and coordination of all aspects of material deliveries and movements. At the time of loading or unloading materials, a banks-man at the cross between Camden Mews and Camden Park Road will advise drivers about the obstruction next to the site.

When possible, if not restricted by the limited height of the exit of the mews on York Way, Vehicles will pull into Camden Mews and leave from the opposite end. If that would not be possible because of the 3.4 m height restriction, a Road Marshall will act as banks-man and will assist drivers when vehicles will enter Camden Mews from Camden Park Road in reverse gear and leaving the mews in forward gear to get back to Camden Park Road after loading/unloading.

Camden Mews, Camden Park Road and York Way are all one way roads.

The contractor will protect the existing access routes which includes the existing footpaths, roads, alleys, access road, road gullies, corner protection of all buildings within the agreed routes in strict accordance with the HSE Regulations.

Please refer to attached plan.

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

Details of agreed access/egress routes will be issued to all our suppliers and subcontractors. They will be controlled as far as practical but it must be recognized that we have no jurisdiction over the vehicles once they have left our site.

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

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

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

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

8 yard skips lorry for general and demolition waste (approx size 7m long and 2.4m wide).

Ready mix concrete lorries. ( approx size 9.15m long and 2.55m wide).

Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx size 8.5m long and 2.45m wide).

The projected vehicle movements are approximately 2 per day during the enabling works and 2-3 per day during the main contract works period.

The contractor anticipates 1 or 2 grab lorries a day for the first phase of the project and approximately 3 concrete delivery lorries a week to a maximum of 15 lorries per week. At no point we anticipate there will be more lorries. Because there is a school in the vicinity of the site, deliveries will be restricted to between 9.30am and 3pm on weekdays during term time.

The reduced storage area will affect the project only in its first stages. Once the excavation will be done and the basement slab cast it will be used as storage to avoid to have to increase the number of deliveries and minimize the impact of the development.

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

N/A

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.

The small site has a single access. Delivery will be arranged to avoid congestion and because of the vicinity with schools, they will happen between 9:30 and 3pm during school term.

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.

Following our meeting it has been agreed that in the unlikely event that more vehicles will arrive on site, one of them will wait for a short period on Camden Park Road. Considering the small dimensions of the site and the reduced number of parking spaces in the area it seemed reasonable to avoid to request a parking bay suspension as previously considered.

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).

N/A

**22. Site access and egress:** *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

Access to the 102 Camden Mews site is possible via Camden Mews only.

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

The Site Manager will be responsible for the day to day management of all deliveries to the site. These will be booked in using a Delivery Schedule to prevent lorry congestion to the road network that surrounds the site.

Should a lorry/vehicle arrive that has not been booked in, that lorry will be asked to wait or turned away. In order to reduce traffic movements, we will arrange for full loads to be delivered whenever possible and only accept partial loads when essential.

We will also inform potential subcontractors that parking is very restricted in the area and that residents parking bays will not have to be used. We will monitor parking, especially on neighbouring roads, to ensure off-site parking is dealt with considerately.

During the operations of loading/unloading at the site a banksman will be present at all time at the junction between Camden Mews and Camden Park Road to inform vehicles approaching the Mews about the operations and ask them to wait or to take a different route.

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).

We have included in our revised CMP more detailed swept path diagrams showing the movement of our biggest predicted lorries both when arriving and leaving the Mews. In order to minimize the impact of our development we have decided to use a smaller ready mix concrete truck. Its reduced width will allow not to affect the pavement opposite 102 Camden Mews at any time during the site operations and to not interrupt the pedestrian passage at any time.

Please refer to attached plan.

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.

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. STN Contracts will do their best to minimize this problem. In the early stages of the project, when demolition and ground works will be carried out, wheel washers will be used to wash down all vehicles that enter/leave site. We will make sure that all muck away lorries will be fully sheeted to minimize the risk of any mud over-spilling onto the highway and make provision for cleaning of the road if required by a road sweeper.

Because of the nature of the site, it won't be possible for the lorry to enter the construction area and that will largely reduce their possibility of getting dirty and spread mud and debris. In order to reduce the risk even further we will be spraying a fine spray to suppress dust on the following:

- \_Structures and building during demolition.
- \_Unpaved areas that are subject to traffic or wind.
- \_Sand, spoil and aggregate stockpiles.
- \_During loading/unloading of dust generating materials.

**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.

The operations of loading and unloading will take place on the highway.  
Due to the reduced width of the Mews, during those operations a road marshal will inform other cars and ask them to wait or to take a different route.

When possible, if not restricted by the limited height of the exit of the mews on York Way, Vehicles will pull into Camden Mews and leave from the opposite end. If that would not be possible because of the 3.4 m height restriction, a Road Marshall will act as banks-man and will assist drivers when vehicles will enter Camden Mews from Camden Park Road in reverse gear and leaving the mews in forward gear to get back to Camden Park Road after loading/unloading.

Please refer to attached plan.

## Highway interventions

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

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

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) 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](#).

Temporary Traffic Orders will be put in place in order to have enough space to locate the hoarding and to allow vehicles to turn into the Mews as per our diagrams.

A hoarding will be located in the area immediately in front of the site. Temporary traffic orders will be requested as shown on the attached drawings to allow both to have enough space for the hoarding and to ease the operations of entering and leaving the Mews from Camden Park Road.

The hoarding will have a width of 2.4 m, that including the existing footpath will occupy less street space than cars parked along the mews. The remaining space will be sufficient for vehicles to drive next to the hoarding.

Following our meeting it has been agreed that in the unlikely event that more vehicles will arrive on site, one of them will wait for a short period on Camden Park Road. Considering the small dimensions of the site and the reduced number of parking spaces in the area it seemed reasonable to avoid to request a parking bay suspension as previously considered.

### 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).

N/A

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

Areas of risk directly beneath the demolition area will be cordoned off and clearly segregated from third parties. Barriers will be erected complete with warning signs.

All temporary barriers and signs etc will be constantly checked and maintained before and during each day by the Site Supervisors.

All areas of safety will be constantly evaluated with attention to detail being given the utmost concern at all times.

Any lighting required within the site will be the responsibility of and provided by STN Contracts Ltd in a safe and secure manner. The positioning of any lights will be agreed with the client representative. The position of any lighting will be such not to create any annoyance to adjacent properties and not to cause distraction or confusion to passing drivers on adjoining public highways.

## 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).

N/A

## 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.

When vehicles will enter or leave Camden Mews, they will be supervised by our road marshals. Where vehicle will be loading/unloading in Camden Mews, this will be supervised by either road marshals or banks-man.

The general public/pedestrians will have right of way along the pathways that surround the site. The construction site gates will be kept closed and monitored, only when deliveries are made to the site they will be opened to allow operatives to access the site, at which time barriers will be put across the pavement to prevent access by pedestrians. All delivery vehicles will be supervised/controlled by a banks-man.

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.

There will be no scaffold overhang to any public footpath on Camden Mews.  
All scaffolding will be within the boundary of the hoarding.

Please find enclosed a drawing showing the extent of the hoardings.

• SYMBOL IS FOR INTERNAL USE

# Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction ([CMRBC](#))**.

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

Please refer to attached chart.

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

A noise survey has been carried out.

Please find enclosed the result documents.

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

ACTIVITY	NOISE PRODUCED AT SOURCE	NOISE PRODUCED ON SITE
demolition	93db(A)	80db(A)
breaking slabs	103db(A)	85db(A)
crushing	89db(A)	75db(A)
 _ Makita 10kg breaker		
Noise sound pressure:	75 dB(A)	
Noise sound power:	95 dB(A)	
Vibration K factor:	1.5 m/sec <sup>2</sup>	
Noise K factor:	2.53 dB(A)	
Vibration: Chiselling:	7 m/sec <sup>2</sup>	
 _ Mini digger 8014 CTS		
Cab external sound	93 dB (LwA)	
Cab internal sound	76 dB (LpA)	

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Noise levels will be monitored during the course of the works. It is accepted that noise cannot be eliminated entirely, but reasonable steps will be taken to reduce any adverse effects of noise generated by the works.

The nature and capability of the plant proposed to be used is such that all operations will be carried out with the minimum of noise and emissions generated on site. All STN Contracts Ltd plant and machinery have engines compliant with emissions regulation EU Stage 3. In addition, all exhaust gases are mixed with intake air to reduce particle matter (PM) and Nitrogen (NOx) emissions. Refer to BS5228- Guidance on noise within construction.

Noise Assessment will be undertaken to establish adequacy of the PPE worn by operatives at regular intervals and feedback reported to the Health and Safety Officer on Site.

The location of all plant and machinery, specifically crushing plant will be positioned as far as is reasonably practicable from sensitive receptors, specifically members of the public and adjacent to residential properties.

The mobile screens will have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical and where practicable, acoustic blankets shall be used around noisy plant.

For structure borne noise, a 2hr on/off respite periods will be respected to reduce impact to all nearby sensitive receptors.

In the event of complaints from neighbours, the works will stop until a satisfactory alternative mitigation procedure will be found and put into action.

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

Operatives will be trained to employ appropriate techniques to keep site noise to a minimum, and will be effectively supervised to ensure that best working practice in respect of noise reduction is followed.

All employees will be advised regularly of the following, as part of their training:

- a) the proper use and maintenance of tools and equipment;
- b) the positioning of machinery on site to reduce the emission of noise to the neighbourhood and to site personnel;
- c) the avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment;
- d) the protection of persons against noise;
- e) the operation of sound measuring equipment (selected personnel).

Special attention will be given to the use and maintenance of sound-reduction equipment fitted to power tools and machines.

Persons issued with ear protection equipment will be instructed on its use, care and maintenance.

Education programmes should be provided which draw attention to the harmful effects of noise and make it clear that there are several ways in which employees can help themselves to protect their hearing, for example:

- \_by using and maintaining measures adopted for noise control;
- \_by reporting defective noise control equipment to their superiors;
- \_by not damaging or misusing ear protectors provided and by immediately reporting damage to or loss of such items to their superiors.

a programme of monitoring will be implemented to ensure that condition limits are not exceeded and that all the relevant recommendations are met.

Managers and supervisors can help by recognizing the need for employees to make proper use of equipment so that noise emission will be minimized, and to make proper use of ear protectors when required.

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

In order to prevent and contained dust dispersion, we will be spraying a fine spray to suppress dust on the following:

- \_Structures and building during demolition;
- \_Unpaved areas that are subject to traffic or wind;
- \_Sand, spoil and aggregate stockpiles;
- \_During loading/unloading of dust generating materials.

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.

In the early stages of the project, when demolition and ground works will be carried out, wheel washers will be used to wash down all vehicles that enter/leave site. We will make sure that all muck away lorry's be fully sheeted to minimize the risk of any mud over-spilling onto the highway and make provision for cleaning of the road if required by an approved road sweeper.

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

Our main control is through restricting the hours that noisy work is carried out from 08:00 until 18:00 Monday to Friday. No noisy works will be carried out on Sundays and Bank Holidays.

Noise levels will be monitored during the course of the works. It is accepted that noise cannot be eliminated entirely, but reasonable steps will be taken to reduce any adverse effects of noise generated by the works.

Two semi-permanent Class 1 sound level meters will be installed at appropriate site boundary locations, continuously monitoring a range of noise metrics, including LMax, LMin, LAeq, LA90, at 15 minute intervals.

The Provision of alerts via SMS or email when levels breach specified noise levels allowing site staff to undertake immediate investigation and take remedial action where necessary and the provision of weekly/monthly reports to the Council on request, detailing daily noise emissions, and listing and discussing of any noise level triggers by text alert and action taken, will be arranged.

All STN Contracts Ltd plant and machinery have engines compliant with emissions regulation EU Stage 3. In addition, all exhaust gases are mixed with intake air to reduce particle matter (PM) and Nitrogen (NOx) emissions. The measured noise level will be compared to those listed on BS5228 (part 1) Guidance on noise within construction.

Noise Assessment will be undertaken to establish adequacy of the PPE worn by operatives at regular intervals and feedback reported to the Health and Safety Officer on Site.

The location of all plant and machinery, specifically crushing plant will be positioned as far as is reasonably practicable from sensitive receptors, specifically members of the public and adjacent to residential properties.

In the case of any vibration, the measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 ( $1\text{mm/s}^2$  PPV for potential disturbance in residential).



36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Please find attached the Risk Assessment.

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

All relevant measures from SPG/SPD will be observed on site.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site is a 'Low Risk Site' (development of one property and up to a maximum of 10 and with potential for emissions and dust to have an infrequent impact on sensitive receptors).

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Visual surveys will be undertaken on site to highlight the presence of rats. All rubbish will be collected and disposed of on a regular basis to prevent the attraction of any rodents.

If the presence of rodents would be notice, we will install Solar-powered Pest Reach Ultrasonic Clear Deluxe or similar equipment.

If that would solve the problem we will hire a specialist pest control company.

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

Identification and removal of asbestos containing materials (ACM's) will be carried out prior to the commencement on site. However, given the age of the structures it is envisaged that ACM's will remain undetected until the soft strip and main demolition works will progress.

Site managers, Supervisors and operatives will be briefed in this regard and a procedure will be agreed between STN Contracts Ltd , the Client and his asbestos surveyor to minimize the potential hazard of any asbestos discovery during the works and also the potential delays to the contract.

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.

During Site induction all personnel will be made aware of the site rules, accident reporting and site emergency procedures. These will be adhered to at all times. STN Contracts Ltd operatives will be familiar with all the policies, conduct requirements and procedures.

The neighbours that might be affected by the noise from the works have been notified about the nature and durations of the works and they have been given details of both the architect, the main contractor and site manager.

At least the site manager telephone line will be maintained at all times and he will deal directly with any enquiry and eventually with any complaint.

Should noise/vibration/dust complaints arise from the building construction/building works, these complaints will be recorded in a complaint's register and make available to the Local Authority, if requested. The complaint register will provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of complaint will cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

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 1<sup>st</sup> 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 1<sup>st</sup> September 2020**

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

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

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

- a) Construction time period: 10/16 - 07/17
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): N/A (digger 1.5t (17.7 HP)
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: N/A (digger 1.5t (17.7 HP)
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: N/A (digger 1.5t (17.7 HP).
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes.

# Agreement

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

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

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

**Signed:** .....

**Date:** .....

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

**Position:** .....

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

End of form.