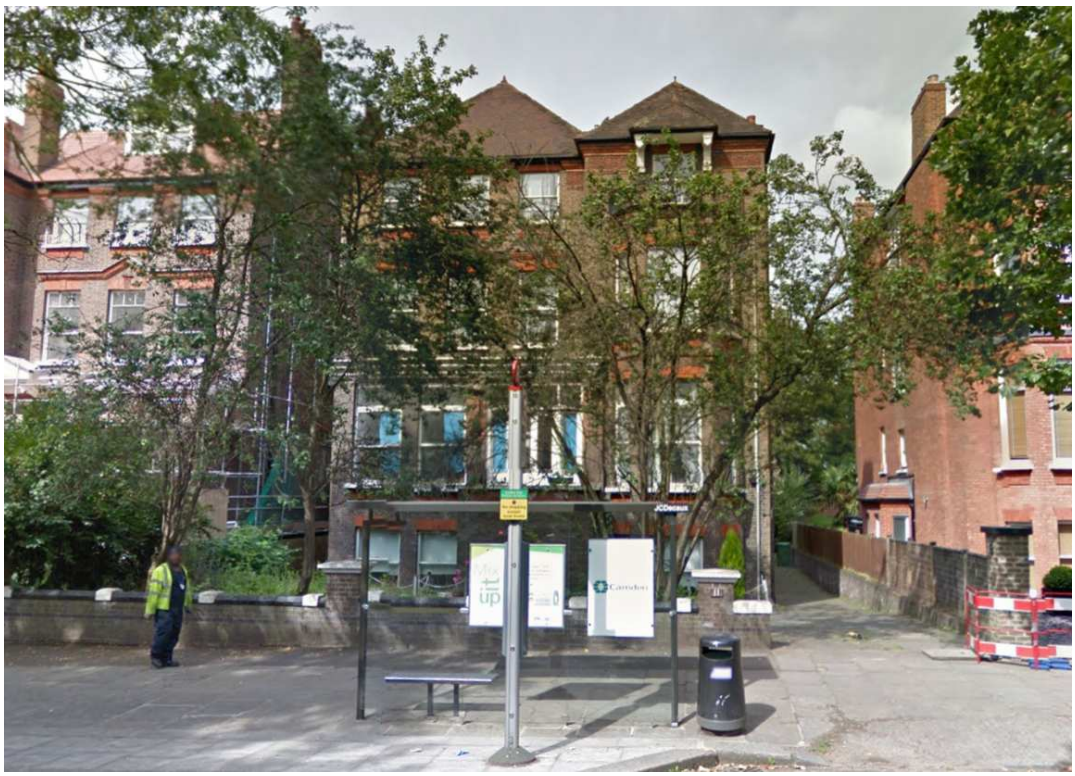
Construction Management Plan



11, FITZJOHNS AVENUE

LONDON

NW3 5JY

Camden

Contents

Review

For Internal use only

Please initial and date in the relevant section of the table.

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	01.11.16
CLOCS	01.11.16
Transport	01.11.16
Highways	01.11.16
Parking	01.11.16
Environmental health	01.11.16
Sustainability	01.11.16
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

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

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

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

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

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

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

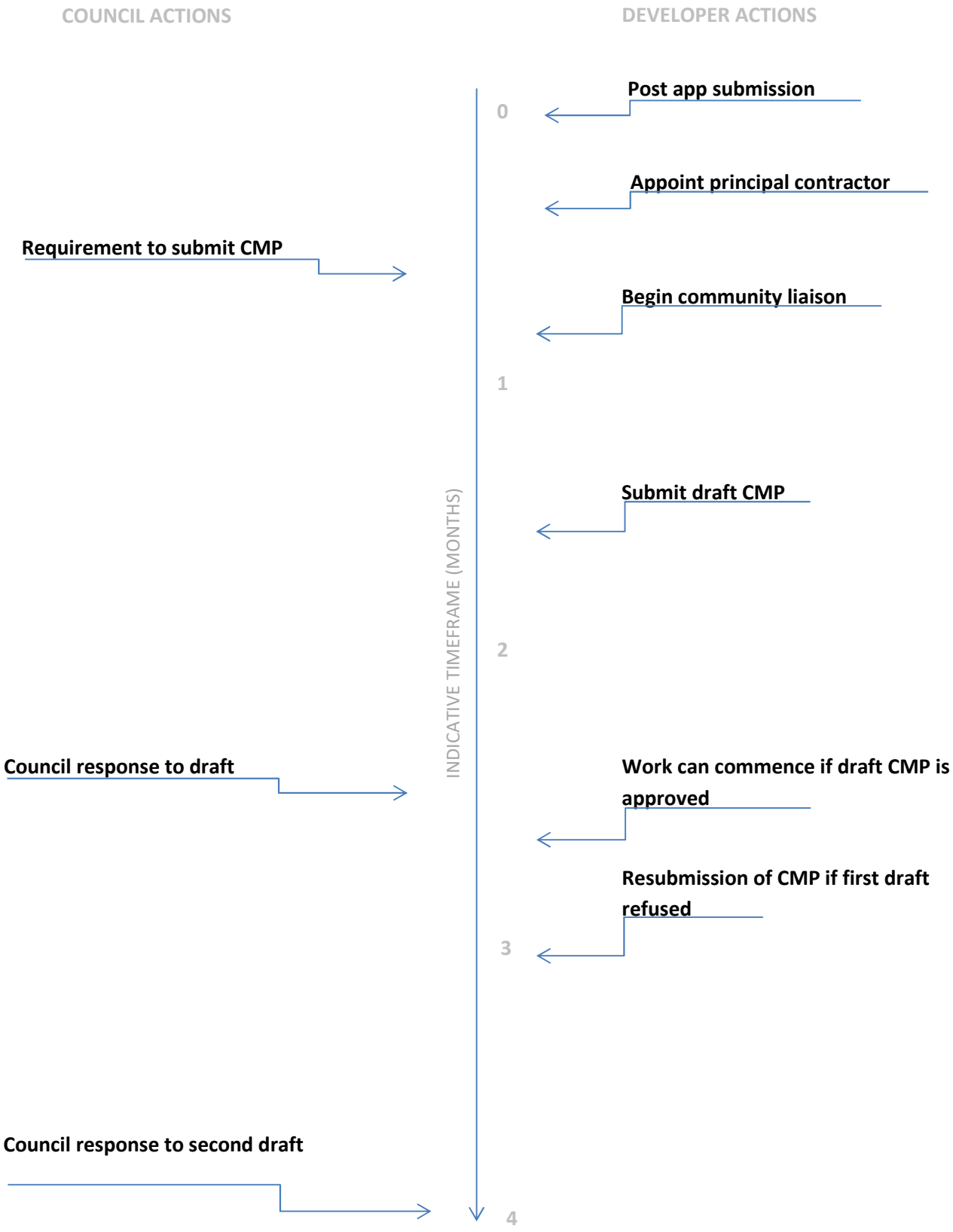
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service.

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

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

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: **11, Fitzjohns Avenue, London NW3 5JY**

Planning ref: **2016/4057/P**

Type of CMP - **Section 106 planning obligation**

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

Name: **Austin Warnes**

Address: **Oak View, Main Street, Fenton, Nottinghamshire NG23 5DE**

Email: **austin.warnes@btinternet.com**

Phone: **07801-203681**

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: **Peter Buckley**

Address: **Zen Construction Ltd, Hillview House, 1, Hallswelle Parade, London NW11 0DL**

Email: peter@zendevelopments.co.uk

Phone: **0208-209-3048 / 07790-455939**

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

Name: **Austin Warnes / Peter Buckley**

Address: **As 3**

Email: **As 3 and 2**

Phone: **As 3 and 2**

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

Name: **As 3**

Address:

Email:

Phone:

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

Name: **Peter Buckley**

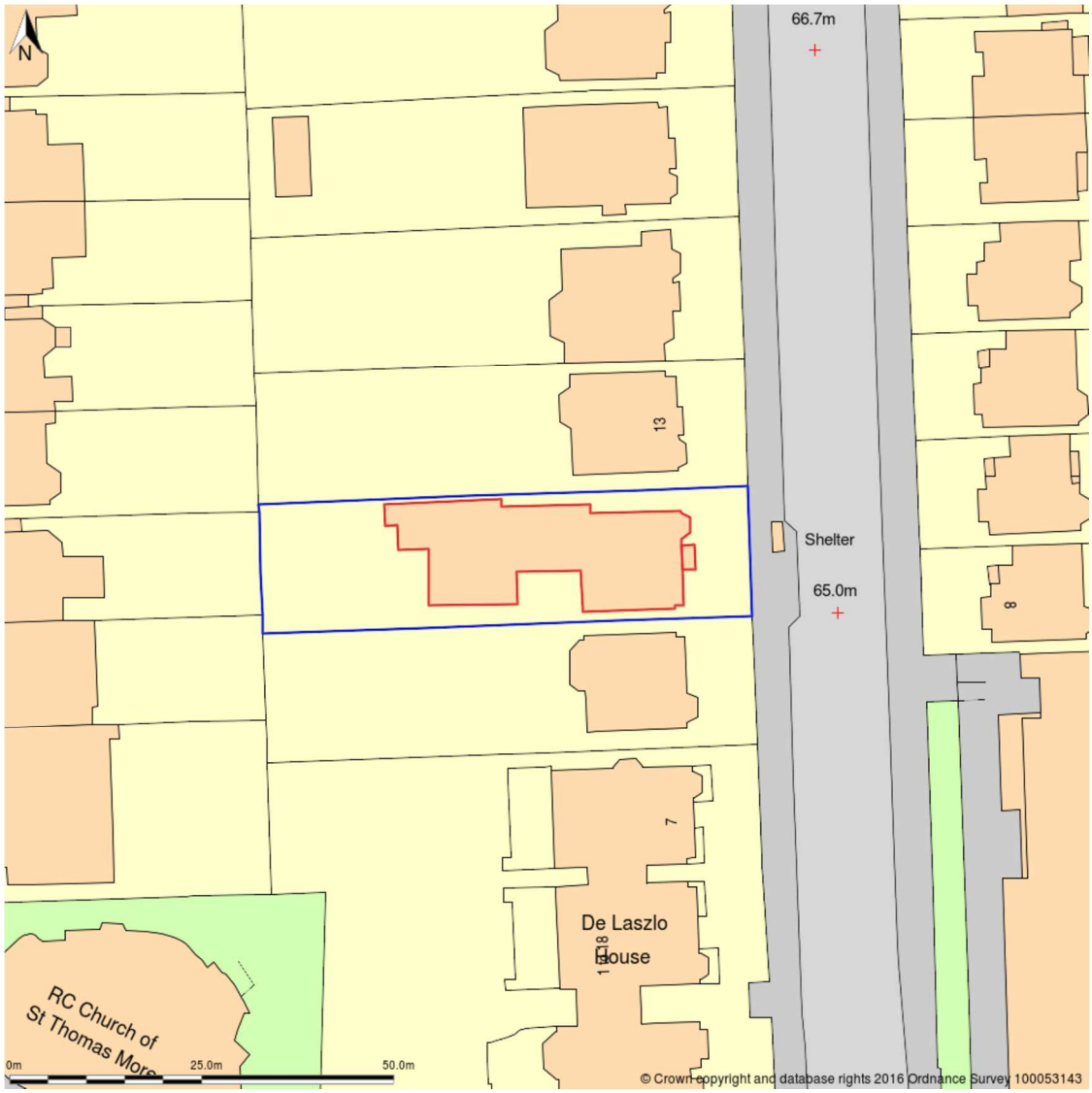
Address: **Zen Construction Ltd, Hillview House, 1, Hallswelle Parade, London NW11 0DL**

Email: peter@zendevelopments.co.uk

Phone: **0208-209-3048 / 07790-455939**

Site

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



The blue bordered land is currently a large multi-floor property with a single storey rear extension.

A residence borders the site to the left at 9, Fitzjohns Ave with another residence at 13. There is a driveway entrance to the property which crosses a public footway and is adjacent to a bus stop and shelter.

The building is going to be developed into a multiple occupancy dwelling with several apartments. Planning has been submitted for a basement construction and permission has been granted for a roof extension.

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

Construction work will include a full strip out of the buildings, demolition of some internal walls and reconfiguration. Steel beam installation and reconfiguration of floor levels throughout.

The main issues on the site will be:

- initial demolition and removal of waste from the site
- Deliveries to and from site
- pedestrians and local traffic

The close proximity to dwellings and crossing the footway outside the site will make this a challenge as well as noise and vibration.

The access into site is wide enough for most vehicles but to get into the gate it is necessary to cross a live footway and manoeuvre next to a live bus stop and shelter.

Fitzjohns Avenue has parking on both sides and it is a mixture of permit and pay and display. This effectively narrows the street. Opposite the site entrance is a parking bay but access to the site is not restricted.

The area is busy with traffic and pedestrians especially at peak times with several schools, nurseries and local businesses in the locality.

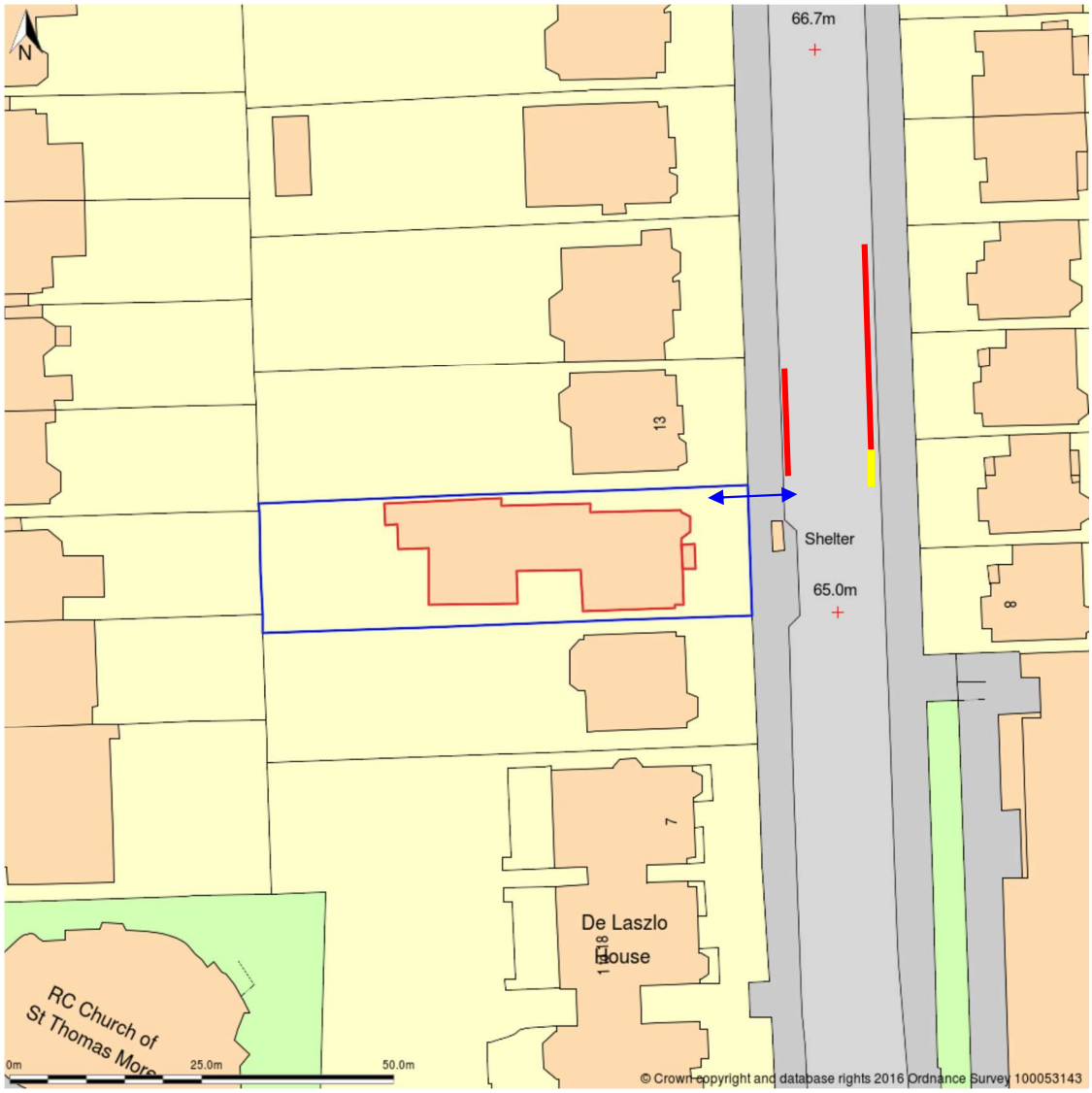
As a result of these there will be significant foot traffic along the footway of Fitzjohns Avenue and surrounding streets.

3. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

The closest receptors to the site which will be affected by the construction are the neighbouring residential properties, No.9 has been refurbished and is undergoing construction work at this time.

There are no significant trees on site that will be retained and hence there will be no natural barrier between the site and neighbouring buildings.

4. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.



The scaled plan above shows red lines which denote the parking alongside and opposite the site. The yellow line denotes a disabled parking space, This is a mixture of residential permit bays and pay and display/online parking.

The blue double arrow denotes the site entrance through which all site traffic will come and go.

There are no cycle lanes in the road outside the site but footways on both sides of the road.

The footway on the site side crosses the entrance which means site traffic will have to be guided in and out of the site by trained staff.

5. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Phase 1 Strip Out Works – 4 Weeks
Removal of internal doors and skirtings', walls taken back to brickwork

Phase 2 Demolition of Internal Walls – 6 Weeks
Some walls removed for restructuring

Phase 3 Steel Installation – 5 Weeks
Steel installed to reconfigure floors

Phase 4 Internal Refurbishment of Development 52 Weeks
Refurbishment of main building creating several residential units

Phase 5 External landscaping 4 Weeks
External landscaping and decorating

6. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

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

The site hours will follow the Camden guidelines:

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

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

Services have been supplied to this property previously but these may need to be reconfigured as the building will now be multiple occupancy.

A strategy is being developed for utility services to be provided and the companies involved.

Full details of this strategy, the companies involved and traffic management proposals will be added to a later revision of this document.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

1. Consultation

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

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

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

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

Contact has been made with local residents by circulation of a formal letter of introduction informing them of the development and introducing the developer.

There have been no responses to these communications as yet.

Any representations made will be attached to this document.

2. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

Zen Construction will continue to keep the residents' updated and will post notices on the external hoarding.

Zen will place construction updates outside the site when elements of the development which may impact more upon the local community take place, such as lifting operations or noisier works.

The contact numbers for those in charge of the site and the development will be posted outside the site and in the notice board.

If a Working Group needs to be set up, we will consider this and update this document accordingly.

3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will

also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

Zen are involved in several local developments in the Camden area and have registered all of those sites with the Considerate Contractors Scheme.

We will do so for this project if required.

Zen and their Principal Contractor will follow the Guide for Contractors Working in Camden.

4. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

There is a construction site at the neighbouring property, however, this is expected to be largely completed prior to our intrusive works on site.

There are several small renovation projects in the locality. This project will increase heavy traffic at certain times and there are similarly sized projects in the locality. As a result, the traffic may increase with this project, however, the neighbouring property will be almost complete reducing traffic in the immediate vicinity.

Scheduled deliveries avoiding school pick up and drop off times will be put in place from the beginning of the project.

There are no other sites of comparable size due to start within this projects time frame that we are currently aware of within the immediate vicinity of the site.

Transport

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

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

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

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

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

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

1. Name of Principal contractor:

4 D Structures
79, College Road
Harrow
Middlesex
HA1 1BD

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

The Principal Contractor will ensure that:

- All logistics operators visiting the site in a vehicle exceeding 3.5 tonne are registered with the FORS scheme with at least a Bronze certificate
- A route to and from the site is communicated to all companies delivering to and collecting from the site avoiding major cycle routes where possible
- Proximity warning signage and side 'under run' protection is affixed to vehicles over 3.5 tonne
- Vision aids including mirrors and cameras are fitted to vehicles
- Audible warning devices are fitted and working

No loading or unloading will be done from the street unless an appropriate licence for closure has been applied for and agreed in advance.

Marshalling of vehicles will be done with trained and competent operatives.

During vehicle movements barriers will be available and signage will be placed on both sides of the site entrance warning pedestrians of the danger of emerging vehicles.

The Principal Contractor will sign up to the CLOCS community to monitor changes to the standard.

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

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

The requirement to abide by CLOCS will be included in all contracts and tender

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

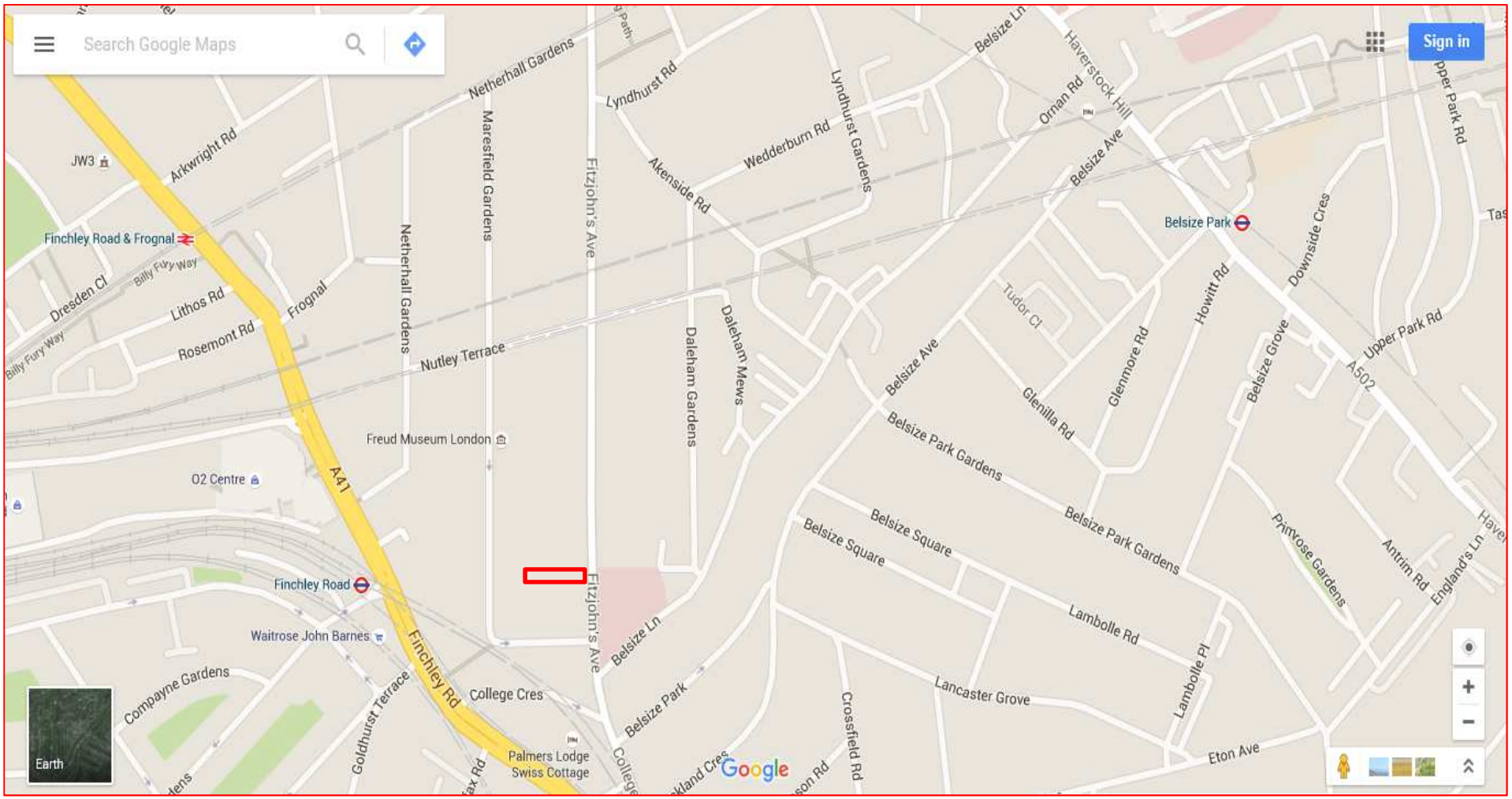
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the Transport for London Road Network (TLRN).



Site is shown by red box

Camden

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 and potential suppliers to site will be made aware of the routes to and from site including on-site restrictions in a brief supplied to them before commencement on site. This will include a desired vehicle size, times of acceptance of delivery / collection.

We will expect and ask all of our contractors to communicate this to their supply chain.

There are schools in the immediate vicinity of the site and the times of delivery will be confined to times between 09.30am – 3.00pm weekdays and 08.00am to 1.00pm on Saturdays.

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

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

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

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

Vehicles will include: (Typical Sizes)

Flatbed Trucks – 6.0 x 2.5 metres
Articulated Lorries with flatbed trailers – 8 x 3.0 metres
Readymix concrete lorries – 7 x 3.0 metres

During the hours mentioned above vehicles will arrive at scheduled times throughout the day.

No vehicles will be allowed to dwell around the site or wait outside the site due to a bus stop and shelter in front of the site.

Scheduled deliveries and collections will avoid vehicles waiting in the surrounding streets.

The surrounding streets are suitable for such transport.

The frequency of vehicles can be predicted as follows:

Phase 1 – 1 – 2 per day
Phase 2 – 2 – 3 per day
Phase 3 – 1 per week
Phase 4 – 2 - 3 per day
Phase 5 – 1 – 2 per day

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

None that will further impact upon the local community to any significant degree.

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 entrance to this site, the vehicles will be asked to take a specific route to site so that they are facing in the right direction to be able to manoeuvre onto site under guidance.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

There will be no off-site holding areas as the visits to site will be scheduled. The size of the size does not warrant a logistics holding centre.

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).

Material consolidation centre not required due to the size of the site.

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

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

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

The route that is to be proposed and briefed to all contractors and supply chains is as follows:

From the LTRN A41 Finchley Road travelling North turn into Fitzjohns Avenue and announce arrival to be manoeuvred onto site.

Site will be on the left.

From the LTRN A41 Finchley Road travelling South turn into Fitzjohns Avenue and announce arrival to be manoeuvred onto site.

All vehicles to announce arrival and get the site banksmen to assist the manoeuvring of the vehicle into site.

Once vehicles have finished on site they will exit right or left, guided out of the site again by banksmen, and follow Fitzjohns Avenue and then join the LTRN.

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

Vehicles will be scheduled to site as there is no space for vehicles to wait without contravening local parking restrictions or creating difficulty for public transport and those waiting for it at the bus shelter.

Drivers of vehicles will announce their arrival to site and they will be immediately attended to by trained site banksmen.

Only trained banksmen will assist in manoeuvring the vehicle into site.

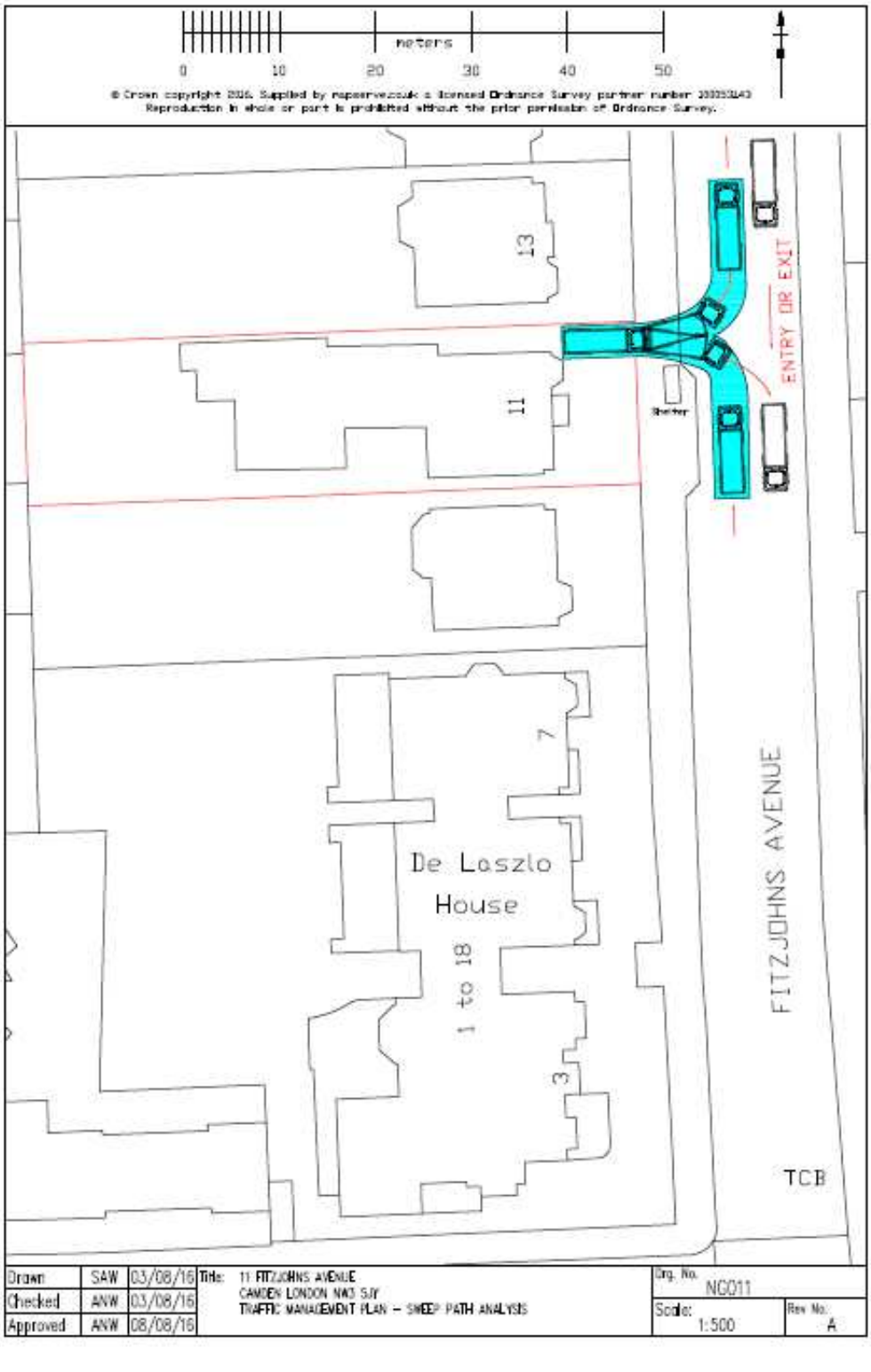
As the site has an entrance that emerges directly onto the pavement, vehicles will wait on site until instructed by the banksmen to exit into Fitzjohns Avenue where they can turn left or right away from the site.

Banksmen will control any pedestrian traffic along the footways by extending or placing barriers temporary closing the footways on the site side until the vehicle is safely onto site.

Barriers will be replaced closing the footways again prior to any vehicle being cleared to exit the site.

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).

Please see Swept Path Analysis of proposed vehicular access onto and off site below:



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.

A jet wash facility will be set up on site to provide a wheel wash for vehicles exiting the site.

Runoff from washing down vehicles will be allowed to drain into the soils on site.

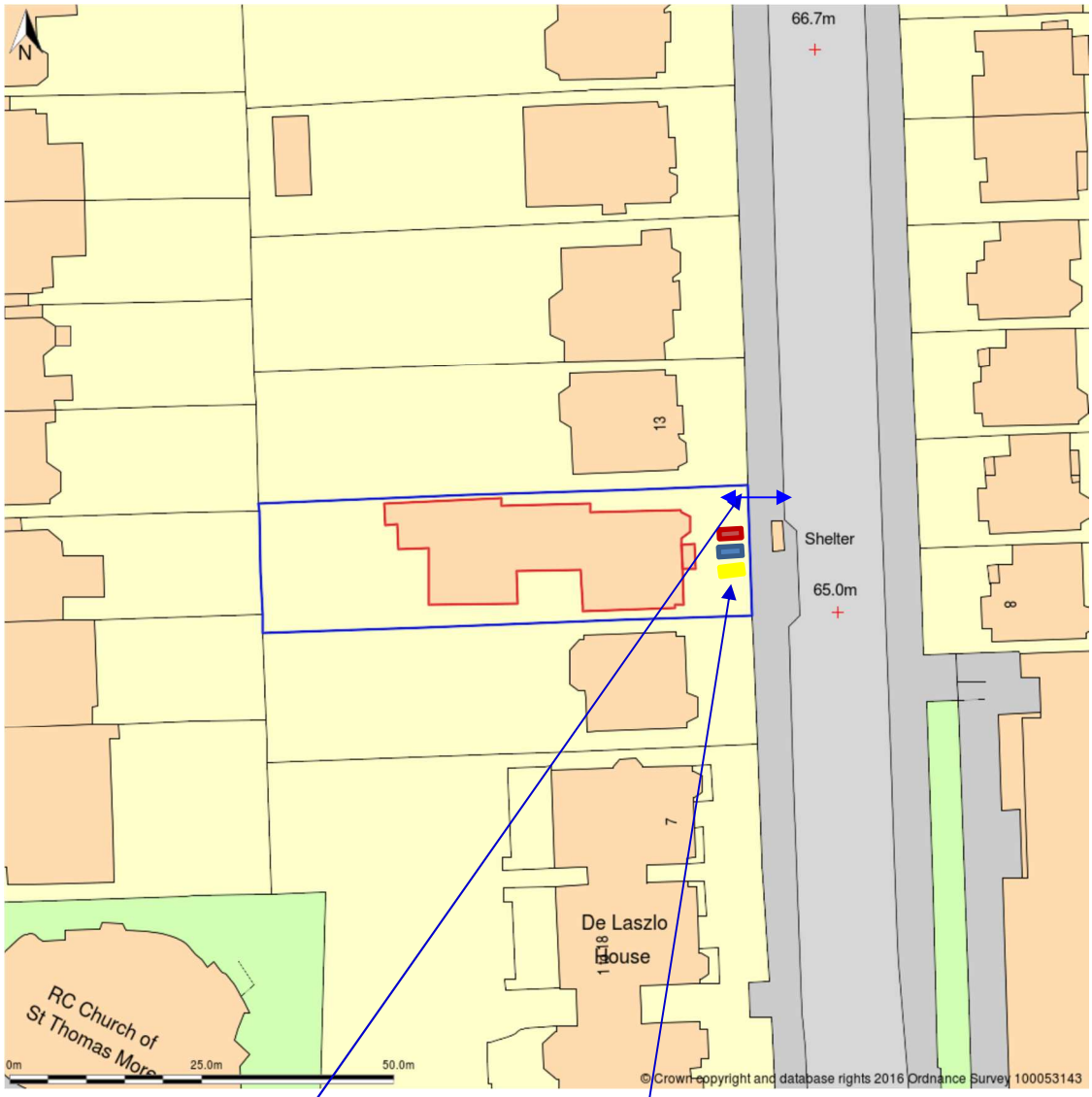
Vehicles will not be allowed to leave the site dirty.

Any contamination of mud on the road will be cleaned off at the end of each day and will be left clean and clear of site debris and detritus.

7. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.



Entrance to site made wider to allow greater access for vehicles

Proposed location for waste / skip area.

Arisings from underpinning excavations will be removed by lorry using HIAB grab.

Off-loading or loading in the street is not anticipated at this time.

A revision to this document will be completed if there is a need to perform any loading or unloading from the street.

- **8. Parking bay suspensions and temporary traffic management orders**

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information regarding parking suspensions can be found here.

Parking bay suspensions are not anticipated at this time. There are bays that border and are opposite the site entrance but these should not create a problem for manoeuvring vehicles.

9. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

None Required.

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

Safety signage dictating what equipment and PPE is required to enter the site and contact details will be posted on the external hoarding.

Extendable barriers will be placed across footways during vehicle access / egress.

Lighting is required at this stage as we are moving out of early Spring into British Summertime and then evenings will remain light until well after the site has closed.

Lighting will be discreet and will be controlled by PIR sensor. Angles of lights will be maintained so the illumination stays within the site border.

Ramps will not be required.

10. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

No diversions or prolonged disruption of the highway is anticipated at any stage of construction.

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered, these include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/ hoardings, etc.

A secure hoarding will generally be required to the site boundary with a lockable access

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Pedestrians will be marshalled around the site entrance or temporarily held whilst vehicles are manoeuvred into or out of site. This will be done by trained banksmen and the use of plastic barriers or ‘extenda’ tape barriers extended across the footways to prevent access across the site entrance.

Cyclists using the road at these critical periods will also be temporarily held whilst the vehicles are manoeuvred.

No alternative routes are available for pedestrians or cyclists to take once they reach this point in Fitzjohns Avenue.

All traffic marshalling will be done by trained operatives wearing appropriately coloured hi-visibility clothing.

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.

Scaffolding will be contained entirely within the site boundary and will be fitted with appropriate netting or Monarflex sheeting to prevent materials reaching public areas and neighbouring residences property and land.

No materials will be lifted over the public highway without a full lifting plan being in place, fully approved by the Local Authority and with necessary highway closures and permits applied for.

This again will be discussed during this pre-application phase submission of this CMP.

Hoarding will be erected but none of this will be on the public highway in the initial stages of the project. The existing wall to the site will be retained until such time that it needs to be removed for landscaping.

- SYMBOL IS FOR INTERNAL USE

Environment

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

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

Noisy works will consist of:

Demolition and strip out – 08.00-18.00 – 4-6 weeks

Plant operations for underpinning works – 08.00-18.00 – 6 weeks

Construction operations - – 08.00-18.00 – 10 Months

No noisy works will take place outside of the permitted working hours of the site.

We will maintain a close liaison with the local residents to determine whether quiet times are needed throughout any other part of the day.

The site contractors will be required to use modern machinery that has posted noise notices and low vibration output.

A survey is to be carried out regarding predicted noise levels but the actual levels cannot be determined until the work begins on site. Noise monitoring will begin immediately and levels recorded in this CMP.

The result of any noise assessment monitoring will be recorded in a revision to this CMP.

As yet we are unaware of the specific type of plant that will be used on site, however, the Principal Contractor (4D) will be asked to source plant that has the highest specification for noise abatement and mechanical plant will be fitted with exhaust silencers and properly maintained.

Best Practicable Means as defined in Control of Pollution Act 1974 shall be used to reduce noise and vibration with reference to the principles of BS5228:2009 which shall be briefed to all operatives.

Dawkins will endeavour to achieve a lower noise threshold of 75(dBA) at the site boundary. This will be monitored and if consistently exceeded, work will cease and the causes will be investigated. Mitigation measures will be put in place to prevent recurrence.

Once levels have been determined the Contractor will be able to evaluate whether acoustic screening is required.

As most of the noisy work will be taking place inside the building noise externally will be limited.

Noise monitoring techniques and equipment locations can be erected if noise surveys determine them necessary.

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

No recent noise survey has been carried out. This will be done once operational on site and the results will be contained within a revised CMP.

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

Vibration Level ppv mms-1	Description of Effect	Effect
<0.3	**Vibration is unlikely to be perceptible in even the most sensitive situations for most vibration frequencies associated with construction.**	**Negligible**
0.3 to 1	**Increasing likelihood of perceptible vibration in residential environments.**	**Minor**
1 to 10	**Increasing likelihood of complaint in residential environments, but can be tolerated at the lower end of the scale if prior warning and explanation has been given to residents.**	**Moderate**
>10 Vibration	**Is likely to be intolerable for any more than a very brief exposure to a level of 10mms-1.**	**Major**

It is commonly held that if vibration can be felt, it is also likely to have a simultaneous adverse effect on the building, possibly resulting in damage of either a cosmetic or structural nature.

It is stated in BS 7385-2:1993 that cosmetic damage to residential or light commercial type buildings may occur at 15 mm/s. For industrial and heavy commercial buildings, this increases to 50 mm/s.

The LV10 parameter is the rolling hourly 10th percentile of the reported PPV levels measured at intervals of one minute. It is specified in relation to human perception of vibration. To prevent building damage from vibration an instantaneous vibration level of 10 mm/s will be applied. The contractors will endeavour to keep vibration to less than 1mm/s ppv.

Using modern excavating equipment and excavation techniques, vibration is not expected from the development unless obstructions underground are encountered in which case monitoring equipment will be deployed.

Any increase into the levels within the red highlighted section will require further investigation of work processes to reduce the vibration. Mitigation will be used in accordance with Best Practice Guidance

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

The site will be protected by walls or hoarding around its entire perimeter reducing any noise exposure at ground level.

Cutting areas will be internally located where possible otherwise an enclosure will be built at the rear of the property.

Modern machinery with low noise and vibration output will be utilised on site.

Residents will be consulted / forewarned of any activity that might give rise to elevated noise and vibration levels in advance of those works.

Several noisy operations may be scheduled to take place together as the cumulative effect may not be any more significant.

Vibration operates differently and operations where vibration is likely to occur will be scheduled separately. Vibration is expected to be minimal.

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

All operatives on site will be briefed on the contents of BS 5228 -1: 2009 and a copy will be available on site for reference.

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

Higher dust levels will be confined to the strip out stage. Good water use will supress a large quantity of dust escaping the site.

Earth removal from site is not expected to raise high dust levels.

All lorries transporting material from site will be sheeted prior to leaving site and wheels will be washed reducing track-out.

Dust levels on properties around the site will be monitored and assessed. If there is any significant soiling found corrective action and control measures will be employed to prevent a recurrence.

Effective management, supervision and training for all operatives to identify and control dust levels is essential as is the careful selection of equipment capable of controlling dust levels and emissions to air.

The site operations have been classified as below:

Activity	Dust Emission Magnitude
Demolition / Strip Out	**Medium / High**
Excavations	**Small**
Construction	**Small**
Track-Out	**Minimal**

This is a relatively small construction site and although the weather will be changeable during the construction phases good effective suppression of dust will be practiced on site to keep dust levels to a minimum.

The following table shows an evaluation of the dust impact for each given activity considering the factors:

Time of Year
Duration
Volume of construction
Controls put in place

Sensitivity of Area	**Dust Emission Magnitude –Demolition**
	Classification of Site – Small
High	**Low Risk**
Sensitivity of Area	**Dust Emission Magnitude – Groundworks / Excavations**
	Classification of Site - Small
High	**Low Risk**
Sensitivity of Area	**Dust Emission Magnitude – Construction**
	Classification of Site - Small
High	**Low Risk**
Sensitivity of Area	**Dust Emission Magnitude – Track-Out**
	Classification of Site - Small
High	**Negligible**

7. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Significant dirt and debris will be prevented from reaching the highway due to a site wheel wash facility in place.

Any materials transferred to the highway will be cleaned using the jet wash and brushes ensuring the highway and footway is cleared each night.

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

Monitoring equipment can be set up along the site boundary for the measuring of nuisance dusts, vibration and noise emanating from the site activities, if the noise levels are surveyed to be above the control levels.

The results of any monitoring will be recorded and entered into the CMP.

Copies of any monitoring documentation can be forwarded on request.

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

As attached.

10. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 9 have been addressed by completing the GLA mitigation measures checklist. Please attach this as an appendix.

As attached.

11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

This is classified as a high risk site due to the numbers of residential properties within a close proximity to the site.

Dust monitoring will be carried out as per SPG.

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

The site is not known to have a high rodent population. The area is mainly residential and no nearby watercourses are in the area.

The site is not believed to have a rodent problem and is no more populated by vermin than any other property in the street. The building has been vacant for some time, however, there is no evidence of a rodent infestation.

Rodent infestation is likely to occur if drains are not sealed correctly and / or operatives leave food on site.

All drainage points will be sealed.

The welfare area will be contained within the building and bins with lids will be provided within the building and externally for the processing of food waste.

Operatives will be instructed to remove all food waste from any tables and a high level of hygiene will be adopted within the site canteen area.

Bins will be emptied regularly and fridges and cupboards will be cleaned out periodically.

Copies of any relevant surveys will be provided.

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

An asbestos survey has been completed and asbestos found was removed.

This type of asbestos can be removed under strictly controlled conditions by an unlicensed contractor. A full risk assessment and method statement for the removal of the asbestos sheets was completed prior to the task.

Asbestos waste was disposed of under strict conditions to a licenced tip.

Waste transfer notes were retained as evidence of this disposal.

14. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Due to the sensitive nature of the area smoking will be allowed on site in a designated area.

Smoking outside the site will be discouraged. There are local cafes and restaurants which may be frequented by site staff. They will do so in a responsible manner and will be appropriately dressed.

The Principal Contractor has a good reputation and as such will not tolerate bad behaviour, poor language, wolf whistling etc. from their site staff. The developer will also not tolerate such behaviour and the necessary discussions will be held before works commence on site.

Radios will not be allowed on site.

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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.

Signed: ……

Date: ……..

Print Name: ……..….

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.