**Construction Management**

**Plan**

**pro forma** v2.3

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**APPENDICES:**

**Appendix A :** Travel Plan Statement published by SLR dated Feb 2015

**Appendix B :** Structural Engineers drawings – basement temporary works and related calculations

**Appendix C : Acoustic reports:**

Sharps Redmore Acoustic Consultants report

Han Tucker Environmental Noise Survey

Han Tucker Train induced vibration survey report

Acoustic ceiling specification for basement

**Revisions & additional material**

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **13/05/2015** | **Initial** | **Project and Building Consultancy Limited** |
| **13/02/2017** | **2.3** | **Project and Building Consultancy Limited** |

**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 as the development progresses.

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

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

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

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

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

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

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

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

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

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Post app submission**

**0ommunity liaison**

**Appoint principal contractor**

**Requirement to submit CMP**

**Begin community liaison**

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

**Council response to second draft**

**Resubmission of CMP if first draft refused**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

**Submit draft CMP**

**Contact**

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

Address: 44-44A Gloucester Avenue, London, NW1 8JD

Planning ref: Initial Application

Type of CMP: Section 106 planning obligation (Initial Planning Application)

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

Name: Project and Building Consultancy Limited

Address: 6-7 New Bridge Street

London

EC4V 6AB

Email: [atodman@pandbc.co.uk](mailto:atodman@pandbc.co.uk)

Phone: 020 3771 4603

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: S&T (uk) Ltd

Address: 5 Prescott Street, London, E1 8PA

Email: [michael.grosvenor@stcgroups.com](mailto:michael.grosvenor@stcgroups.com)

Phone: 020 7265 0428

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

Name: Project and Building Consultancy Limited

Address: 6-7 New Bridge Street

London

EC4V 6AB

Email: **TBC**

Phone: 020 3771 4603

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: S&T (uk) Ltd

Address: 5 Prescott Street, London, E1 8PA

Email: [michael.grosvenor@stcgroups.com](mailto:michael.grosvenor@stcgroups.com)

Phone: 020 7265 0428

**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.

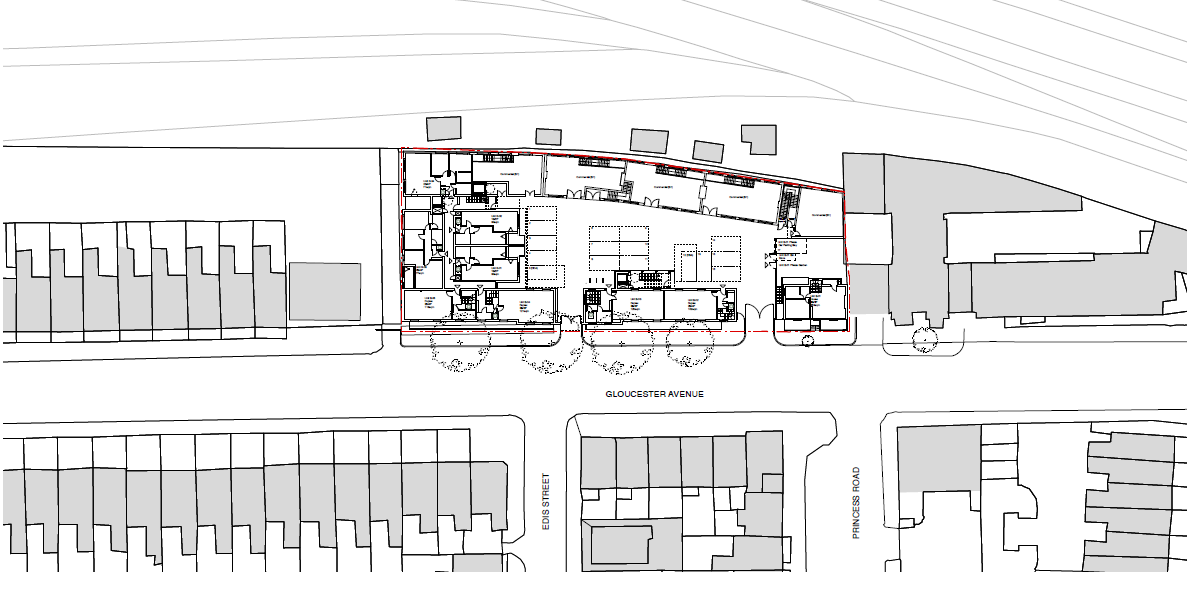
The site is located on Gloucester Avenue opposite two junctions, Edis Street and Princess Road, in the London Borough of Camden. Two openings are incorporated along the frontage of the site on Gloucester Avenue and these are used to provide vehicular access into the courtyard car park.

The site is located in immediate location to both residential properties to the west of site, commercial properties to the south and eastern direction and enclosed boundary by Network Rail / London Midland to the North of the Site.

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

The demolition of buildings at the northwest corner of the site and at the eastern corner of the site to provide a new ground plus 5 upper storey building along the north west part of the site and a ground plus 2 upper storey building at the eastern corner and refurbishment of the existing building on site to create 40 residential units, employment floor area (Use Class B1a) car parking and landscaping within the courtyard and ancillary works.

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.).



Adjacent to the site and affected by impact of construction works: Residents: Local Business

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.

Wider Highway Network



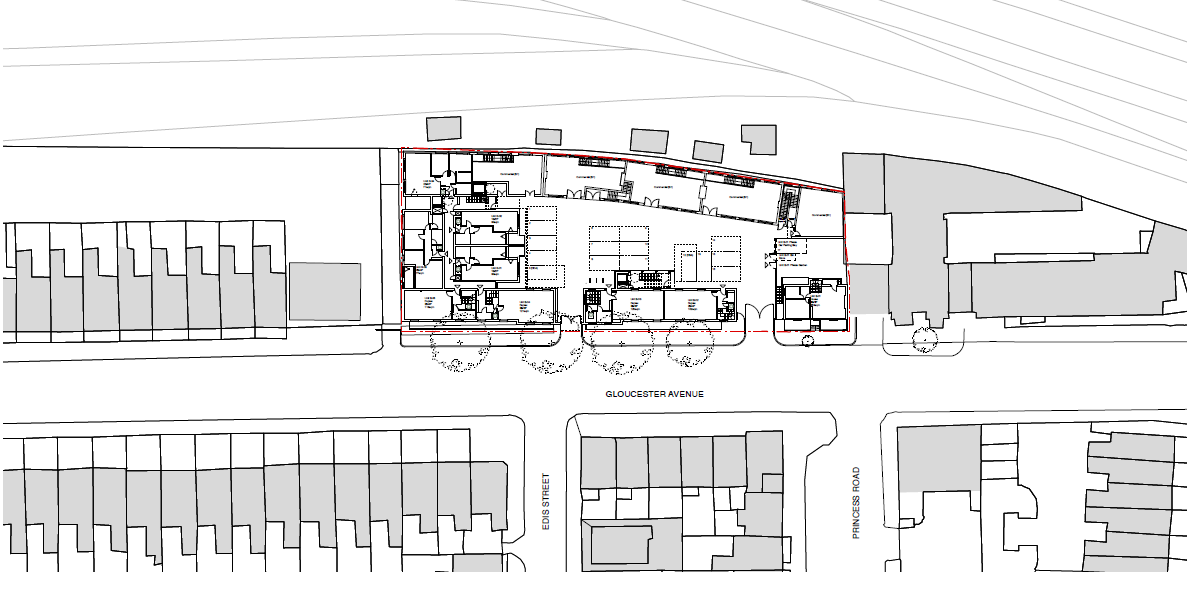
Site Highway Impact

Parking Locations

Cycle lanes: None on Network

Footway Impact

Site Vehicle Access



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).

PB&C have prepared an Indicative Project Programme for the Pre and Construction Programme for the demolition, enabling and main construction works ensuring that there is minimal environmental and ecological disturbance to the surrounding area. This programme will be developed in further detail as the project scope becomes more fully defined with services surveys completed and will then be prepared in consultation with the client.

Please note, if Party Wall dates need to be adjusted, the on-site periods may need to change.

At this stage we have assumed the following:

* It is proposed that the demolition works will take approximately 6 weeks.
* The main construction will take 94 weeks, therefore an overall on site construction period of 100 weeks in total.

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

Standard working hours will be Monday to Friday 8am to 6pm and Saturday 8am to 1pm.

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.

|  |  |  |
| --- | --- | --- |
| **Service** | **Details** | **Contact** |
| Water | Upgrade supply to accommodate dwellings. | Thames Water Utilities, Clearwater Court,  Vastern Road,  Reading  RG1 8DB |
| Electric | Upgrade supplies to accommodate development. | Uk Power Network  237 Southwark Bridge Rd, London SE1 6NP |
| Gas | Update to individual units. | British Gas PO Box 227 ROTHERHAM S98 1P |

**Community Liaison**

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

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

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

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

**Cumulative impact**

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

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

**13. Consultation**

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

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

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

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

The client has appointed PB&C as a Liaison Officer and we will, in consultation with them, issue regular newsletters to keep our neighbours advised of future events, general progress of the works and the requirements for any abnormal works. Newsletters will be distributed to the local community.

Appropriate signage and information boards will be displayed on site hoardings, including Project Team and Contractor, contact boards identifying key personnel, addresses, and telephone numbers. Public information boards will be erected in suitable areas to ensure that users of the area are informed of works on site. The information will include the progress of the works and instructions for reporting incidents of public interests.

Representatives of Residents have been invited to join the Construction Working Group (aka

Community Working Group). These include representatives from:

* Local Residents (no fewer than 6 and no more than 10)
* Local Business (all in identified impact area of site work)
* Network Rail
* London Midland
* Sunny Mews residents

This consultation process will include: -

* Statutory consultation with the Local Planning Authority and a pre-application advice
* Follow up meeting with Officers
* Letter drop to local residents with the outline detail of the scheme and an invitation to the public exhibition
* Public exhibition
* Further meetings
* LM Access Agreement
* LM Scaffold licence
* NR Basic Asset Protection Agreement
* Sunny Mews Scaffold licence

**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.

It is proposed that a Construction Working Group will be formed by the Contractor to ensure that local residents and other interested parties are aware of how the construction works are progressing and to provide them with the opportunity to raise any issues that may arise as they occur. The Construction Working Group will be set up prior to commencement on site and have a designated member of staff acting as the Community Liaison Officer. A direct dial number of the Client’s on-site Agent will also be provided so that any issues can be reported.

The Construction Working Group will meet on a regular basis, and will be attended by a contractor authorized representative.

The frequency of the meeting of the group will be subject to agreement to those attending.

**15. Schemes**

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

S&T will register and comply with the requirements of the Considerate Contractors Scheme for the duration of the project. A contact board will be displayed outside the site providing details of those to contact. This will include names and telephone numbers of key construction staff that neighbours and the general public can contact should they have cause to do so.

**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.

We have reviewed the current planning applications to assess the extent of impact of construction in the vicinity of the site.

Currently there are no construction sites that are in the impact area of the site or transport route, just the possibility that an HS2 train track will be built.

## Below is a short summary of information provided by HS2 around safeguarding, how it affects 44 Gloucester Avenue and our approach to tackle each issue, ensuring acceptance of the basement construction plan.

**Information received from HS2**, approach:

# The site (44GA) lies partly within the 1 and 10mm settlement contours, HS2 Ltd needs to ensure that the proposed construction works will accommodate any anticipated settlement.

New Buildings (Block B & D)

The raft foundation design of block B & D will limit the effect of differential settlement. It is specifically designed to be stiff & transfer load away from weak areas in the ground over the building footprint.

The movement of the building can be split into two categories; long term settlement due to the construction of the building and further settlement caused by HS2 during its construction. From our own ground movement analysis, we are expecting greater settlement of around 20mm from the construction of the buildings than the 1-10mm predicted from HS2 construction. Therefore, the structures tolerance for ground settlement will be sufficient enough to accommodate those caused by HS2’s construction.

Existing Buildings (Block A, C & E)

We are not proposing to alter the existing basements in block A, C & E and therefore we are not intending to include any details in the BCP. Over the life of the buildings they are likely to of undergone long term and seasonal movements similar in scale to those indicated by the HS2 construction. However, we will be including strapping & tie details to improve the existing masonry building’s robustness which will help to reduce the effects of future movements.

All buildings will be independent of each other allowing differential movement between them to occur

# The development should not impact upon the ability to build/operate HS2 or lead to excessive additional costs.

As it is a sub-surface safeguard and HS2 have stated that the bored tunnel is likely to be around 30m below ground level, we can assume the development will not have any effect on HS2 construction.

**Transport**

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

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

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

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

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

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

**CLOCS Considerations**

17. Name of Principal contractor:

Name: S&T (uk) Ltd

Address: 5 Prescott Street, London, E1 8PA

Email: [michael.grosvenor@stcgroups.com](mailto:michael.grosvenor@stcgroups.com)

Phone: 020 7265 0428

FORS Manager: [ari.fatah@stcgroups.com](mailto:ari.fatah@stcgroups.com)

Phone: 07702 333 776

FORS No: A00296

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 contract administrator will ensure that there is a contractual requirement for the contractor to check vehicles entering the site, to take appropriate action under the contract and to ensure the main contractor is FORS accredited. The contractor administrator will also undertake regular audits of the contractor’s process and compliance checks.

S&T are a registered FORS Champion to encompass all aspects of safety, efficiency and environmental protection by encouraging and training fleet operators to measure, monitor and improve performance.

As a champion, we look to use FORS operators wherever possible among our subcontractors and site deliveries to drive best practice in this area. The S&T PQQ sent out to all subcontractors asks for details of FORS accreditation and if they require it of their own supply chain.

All vehicles are booked and recorded at point of entry to the site covering the following information: Date, Material Delivery/Waste Removal, Fuel Type, Vehicle Size, Distance Travelled, FORS ID No. FORS trained drivers details are checked and copied and periodically the driver and company registrations are checked on line.

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

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

Confirmed.

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

**Site Traffic**

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

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

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

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

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

Please see attached SLR travel plan to this document.

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.

A vehicle marshal will be stationed at the main entrance gates/unloading bay and will be responsible for managing vehicle access into/out of the site and unloading operations. The marshal will be in radio communication with site manager and crane driver to ensure that vehicle movements are co-ordinated with other site operations and material unloading requirements.

The vehicle marshal will also control and co-ordinate any pedestrian movements with the crossover into the site during deliveries/unloading operations.

All deliveries will be managed using a booking in system where all deliveries will have an assigned delivery slot. No vehicles will be permitted to wait in the surrounding streets. This requirement will be included into the Contractor's appointment and transmitted downstream to the suppliers and sub-contractor’s orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Agent so drivers can contact the site directly if any issues arise during the journey to site.

To minimise the potential impact of construction workers travelling to the area a Travel Plan will be implemented to promote and encourage the use of sustainable mode of travel to and from the site and minimise the use of private cars. Construction workers will be instructed not to park private vehicles in the residential areas in the adjacent streets. The local area is also subject to residents parking zones and restrictions on street parking by non-residents.

In order to assist operatives in making the best use of the public transport links the construction phase Travel Plan will take the form of a leaflet that will include details of local public transport services, promote walking and cycling. This Travel Plan will form part of the site Health and Safety site induction pack that all operatives and staff working on site are required to undertake before commencing works on site.

The site is situated off the existing public access routes. Access to the site will be via the 2 entrances off Gloucester avenue as noted below Two openings are incorporated along the frontage of the site on Gloucester Avenue and these are used to provide vehicular and pedestrian access into the courtyard car park.

The first access is located opposite the priority T-junction that is formed where Edis Street meets with Gloucester Avenue. The second is located approximately 35 metres east of the junction with Edis Street, and 20 metres west of the junction with Princess Road.

The site compound will be located within the proposed site. The site compound will be securely fenced to ensure no unauthorised access into the area. The fencing hoarding is subject to a temporary works design and a current hoarding licence is in place. The fencing will have the relevant health and safety signage applied.

Mud creation will be controlled by the contractor; no mud or debris will be carried outside the site boundary or tracked onto the public areas or road the contractor will provide wheel cleaning facilities at site exit to prevent any tracking of such material at all times.

The Contractor will provide all necessary signage to warn and direct the general public (where necessary) and also for deliveries and access to and from the site.

Notwithstanding the above the Contractor will provide a Banksman wearing suitable safety clothing to direct all vehicles entering and exiting the site, whilst assisting with the loading/unloading of materials.

The Contractor will co-ordinate vehicular movements to cause minimum disruption to adjacent areas and local traffic, deliveries.

Prior to commencement of work the contractor will produced a detailed delivery schedule programme /strategy for the period of works

Access procedures will be discussed and confirmed by the client representative and other relevant parties at the pre-start meeting and shall be included in the Construction Phase Plan.

Adequate warning signs, traffic management systems and temporary barriers etc. will need to be in place prior to construction works commencing on site. The Contractor will maintain safe traffic/pedestrian routes at all times.

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

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

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

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

|  |  |  |  |
| --- | --- | --- | --- |
| Vehicle Type | Sizing | Weight | Maximum Dwell Time |
| Car or small box/panel van | 4m x 2m | 3.5 tonnes unladen | 45 mins |
| Grab Truck | 6.5m x 2.50m | 5 tonnes unladen | 60 mins |
| Concrete lorry | 6.6m x 2.55m | 20 tonnes unladen | 60 mins |
| Grab Truck  Delivery flat-bed lorry | 7m or 7.9m x 2.25m | 7.5 tonnes unladen | 60 mins |

Estimated delivery sizes, frequency and daily numbers for each phase will be determined once construction starts.

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

No developments have been identified on the construction route at this time.

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.

Additional management:

* Site management will not permit any permanent vehicles to park on site during any stage of the works
* Visitor will be instructed that there is no parking on or adjacent to the site in adjacent roads
* Operatives and sub-contractors will be requested to travel to site by way of public transport and only use site vehicles for delivery of equipment and final pick up of equipment on completion of works
* Traffic controller to manage delivery slots to agreed CTMP schedule per vehicle – per phase to avoid conflict of deliveries to site
* Traffic controller to continue consultation and co-ordination to adjacent properties on any conflict of deliveries to adjacent properties throughout the works
* Prior notice vehicle call up procedure to be observed by all transport contractors which follows
  + 24 hour confirmation of time and delivery slot
  + Day delivery confirmation of arrival
  + Half hour arrival call to confirm arrival
  + Vehicle arrival at Gloucester Ave with Banksmen / Traffic Controller ready in attendance

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.

No off site holdings will be required for this development.

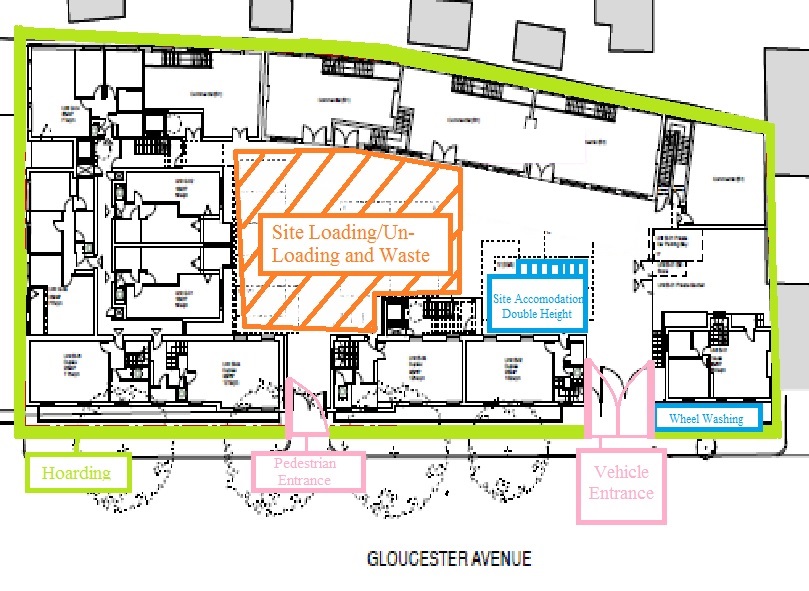
e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](http://content.tfl.gov.uk/directory-of-london-consolidation-centres.pdf)).

Due to the available access and storage area within the site demise and size of development there is no requirement to employ construction consolidation centres for this project.

**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



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

Vehicle Call Up Procedures will include:

* + All deliveries shall be pre booked and allocated set arrival times.
  + Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.
  + Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available.
  + If the loading area is unavailable construction vehicles shall not proceed to the site.
  + Vehicles shall not wait or stack on any road within the Borough.
  + The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.
  + Contractors’ vehicles shall not park in any suspended parking bays or on suspended waiting and loading restrictions.

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).

No swept path is required due to established site access and entry / exit route to within the site demise and boundary.

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.

During demolition and excavation phases a high pressure jet wash wheel cleaning station will be located by the site access gate and in addition a road sweeper will be in attendance to provide regular passes to ensure that all the adjoining streets are maintained in a clear condition free from any wheel borne debris and mud.

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

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

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

All vehicle loading and unloading will be carried out within the site boundary and will not impact public highways, pedestrians or highway network at any given time of the development.

**Highway interventions**

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

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

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

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

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

No parking bay suspensions will be required for construction phases or at any time in enabling or de-mobilisation of the works.

Car parking will not be provided within the site, all visitors and site operatives will be directed to use public transport.

**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).

There are no highway works to be undertaken through this development.

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

Appropriate signage and information boards will be displayed on site hoardings, including Project Team and Contractor, contact boards identifying key personnel, addresses, and telephone numbers. Public information boards will be erected in suitable areas to ensure that users of the area are informed of works on site. The information will include the progress of the works and instructions for reporting incidents of public interests.

Lighting to the hoarding will be provided at the top of the hoarding. Signage will be placed at all elevations of hoarding including warning signs and safety signs appropriate to construction works and considerate construction levels with details of site contact and communication routes.

**26. Diversions**

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

No crossover license will be required for pedestrian highways due to the sites dedicated highway access from Gloucester Road. No diversion or traffic management lighting system will be required at any time through the development.

**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.

Hoarding is already in existence and a license is in place. Scaffold will be erected in isolated locations to facilitate the works inside of the site perimeter hoarding. A flight of stairs will be incorporated within the scaffold from ground to roof level – this will serve as a means for the workforce to reach the roof. The scaffold stairs shall be secured outside working hours to prevent any unauthorised access to roof level. The scaffolding will be fully alarmed.

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 are no requirements through the works for temporary structures to overhang or over-sail public highways at any time of the works.

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**Environment**

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

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

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Work Phase | Completion Date | Plant Operation | Estimated Noise dB at source | Estimated boundary dB  at 10M distance |
| Site preparation and temporary works | All periods | Accumulation of works / Hand held equipment 110V breakers / drills, material movement | 70dB | 80dB |
| Break out of structure | Limited work periods | Accumulation of works / Hand held equipment 110V breakers / drills, material movement | 80dB | 90dB |
| Internal steelwork | All periods | Accumulation of works / Hand held equipment 110V breakers / drills, material movement | 80dB | 90dB |
| Demolition cut out | Limited work periods | Diamond track sawing – slab cutting  Brokk Demolition breaker | 95dB | 95dB |

**PLEASE REFER TO STRUCTRAL PACKAGE INCLUDED TO THIS CMP**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Internal demolition & basement works | Limited work periods | Diamond track sawing – slab cutting Brokk Demolition breaker | 85dB | 85dB |
| Scaffolding | As required | Accumulation of works / Hand held equipment / drills, material movement | 75dB | 70dB |
| First fix base build | Middle phasing | Accumulation of works / Hand held equipment / drills, material movement | 75dB | 70dB |
| Second fix Finishing works | Last phase | Accumulation of works / Hand held equipment 110V / drills, material movement | 75dB | 70dB |
| Demobilisation |  | Accumulation of works / Hand held equipment 110V / drills, material movement | 75dB | 70dB |

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.

Acoustic Report – Environmental Noise Survey

Hann Tucker Acoustic Consultants attached to this CMP.

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

Noise levels are identified within response 28.

The full list of equipment and methodology of the deconstruction will be further developed by the appointed contractor with reference to BS 5228-1:2009 appendix level data. The plant and equipment to be used will be monitored for vibration and noise at source of noise with further levels monitored at boundary.

The boundary noise and vibration impact at this time cannot be fully set at an accurate level without a period of works being performed to record fluctuations in levels imposed by the contagious terraced construction, concrete frame construction of the building and the opening of existing walls / facades which may enhance the acoustics dependant on task, environment and possible weather.

The initial work will be assessed with record of noise and vibration levels at source and consider the logarithmic scale of base 10 whereby an increase of 3dB can result in a doubling of sound intensity dependant on receptor and transmission through the building via reflection of surrounding buildings or structure of the building. All best practicable means will be undertaken to monitor and manage noise and vibration within the context of the building structure and continued ongoing phases of work.

A vibration limit at occupied buildings of 1 mm.s-1 PPV is proposed and it is predicted that operations will not result in an exceedance to this threshold.

Temporary acoustic screens will be installed to afford noise reducing Acoustic performance of 10 – 20dB. Barriers are used to block the line of sight between the noise source and the noise sensitive location, creating an “acoustic shadow”. The larger the shadow, the greater

the attenuation provided by the barrier. In addition, the higher the frequency of the sound, the larger the shadow as low frequencies are not so directional and will diffract more round the screen. Consequently the screen shall be placed as close to the noise source as is practical to ensure good performance.

All scaffolding will have Fire Rated Monarflex sheeting to all external facades with localised temporary acoustic sheets internally of the Monarflex where necessary. Noise monitors will regularly check the air and structure borne levels and where required respite period will be introduced.

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

Two permanent noise monitors will be installed at the site boundary to ensure compliance with agreed noise limit. As the monitors will be installed at the site boundary, it is proposed that a boundary limit of 75 dB (LAeq 15 minutes) be adopted. Exceedances to these levels would result in an alarm being generated so immediate action can be taken to identify the source of noise and apply mitigation.

A seismograph will be deployed on the site boundary during potential vibration causing activities such as demolition and piling to ensure compliance with the vibration limit. The seismograph will be fitted with a visual and audible alert system so immediate action can be taken to identify the source of vibration and apply mitigation.

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

The contractor will ensure all direct staff are trained internally in accordance with BS5228, COP for noise and vibration control on construction and open sites with direct reference to Regulation 8 of the Control of Vibration at Work Regulations 2005 for employee health.

All sub-contractors are to provide evidence of their own training in respect of CoVaWR, with particular attention to (HAV), (WBV), assessment and management of reducing exposure limits.

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

All works with breaking out and deconstruction will combine dampening and mist spray as best practicable means in conjunction with immediate bagging of waste, storage and removal from site. Public footpath crossed over with removal of debris will be immediately washed and swept. Scaffold at front and rear elevation will combine netting/mono-flex covering to suppress building dust at site area.

In addition, areas of public crossover will be continually swept at all routes from delivery to site, washed and swept on a regular basis as good practice to remove risk and continue with adequate clean footpaths and external site areas.

Any comment or concerns from local residents in relation to dust will be addressed immediately.

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.

As detailed within question 33.

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

Throughout the Construction Phase continuous particulate matter (PM10) monitoring shall be undertaken. Two instruments will be deployed at the site boundary in a transect orientated to the prevailing wind direction, with a third monitor located at the nearest sensitive receptor.

Two sound level meters will be co-located with two of the particulate monitors with telemetry access and an alert system.

A seismograph with a visual and audible alert system will be deployed on site during demolition and structural works.

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

Summary assessment in accordance with SPG includes:

|  |  |  |  |
| --- | --- | --- | --- |
| Size of Site | Number of Properties | Potential Sensitive  Receptors | Construction Impact |
| 1812sqM | Development of 40 residential units. 1 commercial. | Gloucester Avenue  Local up to 40M | Floor removal  Removal of rear building  Removal of debris / waste  Storage of material  Prolonged period of works 1 year  Weather Conditions  Site vehicles |
| Assessment Site Score | | **Low Risk** | |

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

Confirmed.

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

The site has been identified as medium risk and pursuant to the section 106 Agreement 2 dust monitors will be deployed as outlined within this CMP.

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

Rodent Control - An initial investigation to establish the existence of rodents on the site will be carried out before works on site commence. The investigation will cover the capping of any old redundant drains that may exist on the site.

If evidence is found of rodent population on the site detailed proposals on the control and dispersion will be agreed with Camden Environmental Health.

S&T Appointed pest control contractor:

Shield Pest Control

Address: 10 Ewhurst Road, London, SE4 1AQ

Telephone: 0370 801 3766

Email: helpdesk@shieldpestcontrol.co.uk

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

An asbestos survey was carried out on the site prior to the commencement of the demolition works. This found no evidence of asbestos containing material and the demolition works have also not encountered any asbestos materials.

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.

The professional expectations of all employees, sub-contractors and suppliers is addressed thought site rules and expectations inducted on site.

Any such deviation from these standard rules will result in removal from site. This includes our professional appearance, courtesy to public and neighbouring occupants and cleanliness of site.

A Neighbour Interface Register records any complaint or interaction with the local residents and area users. The register records the date and time, Name and address of the Complainant, Interface Type (Complaint, request or information), Request / Issue and the comment/ action taken. All local residents and business users have been contacted directly and provided with a point of contact via email, phone or in person.

Works will be conducted in line with the following documents:

* Camden’s minimum requirements for construction sites
* Guide for Contractors working in Camden
* The control of dust and emissions during construction and demolition.

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

**+**

**From 1st September 2015**

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

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

**From 1st September 2020**

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

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

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

1. Construction time period: **Nov. 2016 – Sep. 2018**
2. Is the development within the CAZ? (Y/N): **No**
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **Yes**
4. Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **The contractor will provide this data when available**
5. Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: **The contractor will keep records on site.**
6. Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: **Confirmed**

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**Agreement**

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

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

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

**Signed:** …………………………………………………………………

**Date:** ……………………………………………………………….…..

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

**Position:** ………………………………………………………………

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

End of form.