

Construction Management Plan

207 Goldhurst Terrace,
London NW6 3ER

Basement Development

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
2017-09-05	1.2	Gianni Rossi Construction 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
2017-09-05	1.1	KP Acoustics Noise, Vibration and Dust Management Plan

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 Community 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.

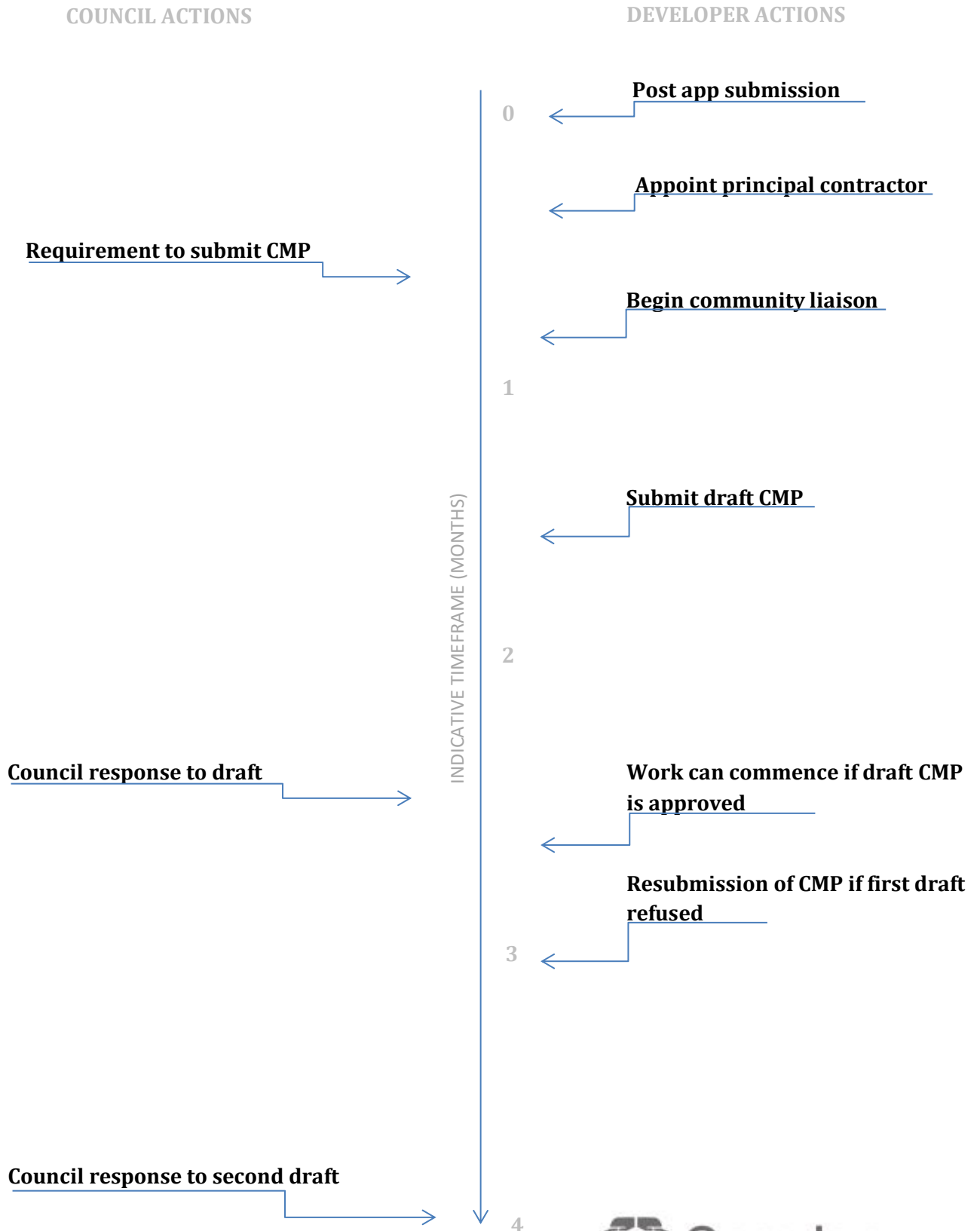
It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

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

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

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

Timeframe



Contact

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

Address:

207 Goldhurst Terrace, London NW6 3ER

Planning Application Ref: 2015/4370/P

Type of Construction Management Plan: Section 106 planning obligation

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

Name: Mr. Giovanni Rossi

Address: 8 Copthorne Avenue, London SW12 0JZ

Email: gianniaa.rossi@gmail.com

Phone: 077-6868-6186

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: Mr. Giovanni Rossi

Address: 8 Copthorne Avenue, London SW12 0JZ

Email: gianniaa.rossi@gmail.com

Phone: 077-6868-6186

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

Name:	Matteo Sotti
Address:	207 Goldhurst Terrace, London NW6 3ER
Email:	matteo.sotti@blueyonder.co.uk
Phone:	077-8693-7652

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:	Giovanni Rossi Construction Limited		
Address:	8 Copthorne Avenue, London SW12 0JZ		
Email:	gianniaa.rossi@gmail.com	with cc:	matteo.sotti@blueyonder.co.uk
Phone:	077-6868-6186		

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.

207 Goldhurst Terrace is a three storey mid terrace building comprised of ground, first and second floor. The property is a single- family dwelling.

The development proposals include the excavation of the basement to provide additional contemporary, flexible living space for the same dwelling.



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).

Excavation of basement beneath existing house and below part of the rear terraced patio, as per drawings in approved planning application, for a total new surface area of approximately 155 sqm at basement level.

The property is amongst a row of terraced houses, therefore maximum effort will be made to cause minimal obstruction and noise to all neighbouring properties.

The property benefits from large front and rear gardens and patio areas, which can be used to store materials, therefore minimising any impact on the street.

Several basements have been excavated on Goldhurst Terrace over the last 5 years and we are not aware of any issues with past Construction Management Plans; one basement is currently under excavation at 231 Goldhurst Terrace and this proposed CMP is similar the ones adopted by previous works at neighbouring properties.

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.).

Occupiers of neighboring properties at 205 Goldhurst Terrace and 209 Goldhurst Terrace; the rear garden is in excess of 15 meters in length and terminates with a row of trees, and therefore no impact is anticipated on the opposite properties on Belsize Road.

Some noise may also be heard by the occupiers of properties on the opposite side of the street at 144 and 146 Goldhurst Terrace during lorry operations of delivery and removals.

Noise generated by the excavation and construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

- Standard construction hours for the London Borough of Camden.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties and the street, utilising the front and rear gardens and patio areas of 207 Goldhurst Terrace.
- The use of quieter alternative methods or mechanical plant, where reasonably practical. Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings (or portable acoustic enclosures / screens where practical).
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- There is no necessity of any temporary site exterior lighting, however if any will be installed they will be faced into the site, and not directed towards any neighbouring properties.
- During the excavation and underpinning works the main air pollution emissions are the dust generated when soil and building materials are broken up and the fumes from machinery. The contractor will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
- Hoarding will be erected around the site at the front and back of the property. Along with reducing the visual impact and providing protection for the construction

workers and public, this will also act as a barrier for dust and dirt originating from within the site.

- All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. The excavation is being loaded directly from conveyors into a skip located in the hoarded off-street front patio; grab lorries will grab the material directly from the road.
- The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.
- Burning of materials on site will not be permitted in order to prevent smoke emissions.

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.

We enclose a street map and a satellite image; Goldhurst Terrace is a 2-way street regularly used by HGVs for construction works and some through traffic. HGVs will be entering Goldhurst Terrace from Fairhazel Gardens / Finchley Road and exiting towards Priory Road / Abbey Road, so that they arrive to the site on the correct side of the street.

We will avoid deliveries and removals with HGVs on Thursdays mornings because of the weekly and fortnightly rubbish collection with large vehicles by Veolia / Camden Council.

There are no cycle lanes on Goldhurst Terrace, while most of the street presents resident parking bays; the side of the street around number 207 Goldhurst Terrace only presents one single bay in front of 207, for which we will ask suspension while the works are ongoing.

There are no parking bays in front of 201, 203 and 205 Goldhurst Terrace and 209 Goldhurst Terrace, so that the whole section from 201 Goldhurst Terrace to 209 Goldhurst Terrace (about 32 meters long) will be free from parked vehicles and provide easy and quick kerb-side stop for off-loading and on-loading in front of the site, without impediment to local traffic.

The site at 207 Goldhurst Terrace is accessed from its front garden and patio (see photograph), and therefore no special arrangements for access are needed during the works.





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).

October 2017 to March 2018 - Underpinning & basement excavation: 20-24 weeks

Approx. April 2018 to June 2018 - On-going internal fitting of basement: 20 weeks

Overall programme approx. 40 – 44 weeks

The contractor will liaise with any other construction companies within the immediate environs, if any, in order to coordinate traffic flow and hours of maximum impact.

There are currently no visible construction works for 100 meters in each direction from the site.

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

Working hours at the site will be:

- 8.00am to 5:30pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant).

It is not anticipated that any material changes will be required: electricity, water and gas supplies enter the building underneath the entrance door and run from there straight towards the road.

If any changes will be required for electricity and gas, the contractor will discuss installation dates with the utilities suppliers, agree trenching details with them and coordinate installation dates.

Any such works are unlikely to affect the public pavement or road., and should only related to the off-street area of 207 Goldhurst Terrace.

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 granting 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 and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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 draft CMP version 1.1 was submitted for comments by email to:

- a. 205 Goldhurst Terrace Management Ltd, the freeholder of the share of freehold flats 1, 2 and 3 at 205 Goldhurst Terrace, and the owners of Flat 1 (Mr. Robert Neil and Mrs Ann Williams), Flat 2 (Mr Alex Turnbull) and Flat 3 (Mrs Christine Barber).
- b. The owner of 209 Goldhurst Terrace, Mr. Nick Gilbert.
- c. The owner of 211 Goldhurst Terrace, Mr. Ganesh Rajendra
- d. The owner of Flat B at 144 Goldhurst Terrace directly opposite the site, who also manages the freehold of 144 Goldhurst Terrace (Mrs Helen Orkin).
- e. The owner of Flat A at 146 Goldhurst Terrace, Mr. and Mrs. Mathur, who developed a basement a few years ago at 146 Goldhurst Terrace and have direct experience on these works and the possible issues created for neighbors.
- f. The owner of 148 Goldhurst Terrace, (Mr. David Resnick).
- g. The local councilors Mr. Don Williams and Mr. Roger Freeman.

The residents of 205 Goldhurst Terrace have sent their comments directly to Camden Council (Annex 1); we have accepted their request of a 2.5 meters high hoarding to the back garden.

Separate individual meetings in person were also held with the owners of the following properties in the immediate proximity of the site: 209 Goldhurst Terrace, 211 Goldhurst Terrace, Flat 1 213 Goldhurst Terrace, Flat B 144 Goldhurst Terrace, 148 Goldhurst Terrace. No concerns about the development or the CMP were raised by these neighbours; councillor Roger Freeman confirmed he had no comments on the CMP (Annex 2).

A letter was also delivered by hand in the mail boxes of houses on Goldhurst Terrace and Belsize Road (see details on next page, and Annex 3 for the map and letter delivered). We received no written replies but met occasionally with some residents in the immediate proximity who had no concerns.

Neighbours will be consulted on an on going basis as part of the construction process in relation to the proposed works.

There are no businesses, organisations or schools on Goldhurst Terrace in the section from Fairhazel Gardens to Priory Road.

Letters were delivered by hand on 30th June to the following addresses:

On the same side of the road:

197 Goldhurst Terrace, single dwelling

199 Goldhurst Terrace, Flats 1 to 2

201 Goldhurst Terrace, single dwelling

203 Goldhurst Terrace, Flats 1 to 3

213 Goldhurst Terrace, Flats 1 to 3

215 Goldhurst Terrace, single dwelling

217 Goldhurst Terrace, Flats 1 to 2

219 Goldhurst Terrace, Flats 1 to 2

221 Goldhurst Terrace, single dwelling

On the opposite side of the road:

136 Goldhurst Terrace, Flats 1 to 3

138 Goldhurst Terrace, Flats 1 to 4

140 Goldhurst Terrace, Flats 1 to 2

142 Goldhurst Terrace, Flats 1 to 3

144 Goldhurst Terrace, Flats 1 to 3

146 Goldhurst Terrace, Flats 1 to 3

148 Goldhurst Terrace, Flats 1 to 3

150 Goldhurst Terrace, Flats 1 to 3

152 Goldhurst Terrace, single dwelling

154 Goldhurst Terrace, Flats 1 to 3

Other roads:

134 Belsize Road, single dwelling (basement flat under redevelopment)

136 Belsize Road, Flats 1 to 3

138 Belsize Road, bedsits, spoke with one occupier

140 Belsize Road, single dwelling plus basement flat

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.

None of the previous and current basement excavations on Goldhurst Terrace required a Construction Working Group; no formal Construction Working Group is foreseen for the basement excavation at 207 Goldhurst Terrace.

The contractor will provide neighbours with all project details and all contact numbers for personnel on site and posted on external hoarding.

The contractor will also arrange weekly drop in sessions to inform residents of the progress of works and enquire about any comments/concerns.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

The contractor Gianni Rossi Construction Limited has agreed to abide to the "Guide for Contractors Working in Camden"; this undertaking is a contractual clause in the contract between the contractor and the owner.

Application has been made with the Considerate Constructor Scheme, with reference C2080 with approval expected soon.

Annex 4 contains the initial registration acknowledgement.

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.

Currently only one development is underway at 231 Goldhurst Terrace in the section from Fairhazel Gardens to Priory Road; this development is also a basement excavation and it is more than 100 meters away from the site.

We have visited the site in June 2017 and observed that the initial phase of the excavation, cementing and construction of the shell has already been completed.

The contractor will liaise with the construction company at 231 Goldhurst Terrace (Room Below, 28 Metro Centre, Dwight Road, Watford, Hertfordshire WD18 9SB), in order to coordinate traffic flow and hours of maximum impact.

We are not aware of any other anticipated developments nearby our site since we have not received any notices or Construction Management Plans from any neighbour.

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 referenced above which give a breakdown of requirements.

CLOCS Contractual Considerations

17. Name of Principal contractor:

Gianni Rossi Construction Limited

In the person of its director Mr. Giovanni Rossi

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

Written assurance will be sought by the contractor that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training.

CLOCS Compliance will be included as a contractual requirement for the contractor in the contract between the contractor and the site owner Mr. Matteo Sotti.

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

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

We confirm that the contract between Mr. Sotti and the contractor Gianni Rossi Construction Limited includes a requirement to abide by the CLOCS Standard for his company and the sub-contractors.

The contractor has reviewed and confirms that all of the aforementioned conditions will be met prior to start on site or will be ongoing throughout the project.

Please contact 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)*

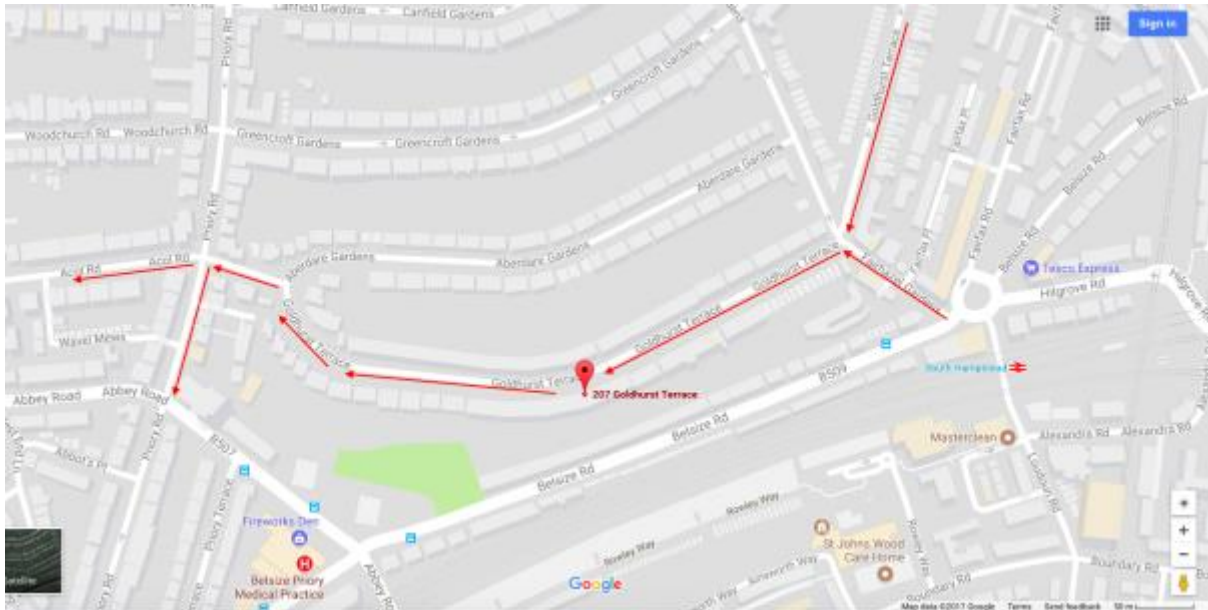
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes 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 how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

Please see map below; main access road to Goldhurst Terrace is the Finchley Road from north and Adelaide Road / Belsize Road through Fairhazel Gardens from south and east.

Exit road is to Abbey Road and West End Lane towards west through Acol Road and / or Priory Road.



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.

The contractor will endeavour to use the same haulage company throughout the programme, so the drivers become familiar with their methodology and Foremen.

They will be required to abide by this Construction Traffic Management Program, which will be given to them; stacking will be avoided by maintaining a minimum 30-minute call-up.

No workmen will be allowed to park in the vicinity, and are expected to use public transport.

Visitors are also encouraged to use public transport.

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

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

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

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

We estimate approx. 4/8 Grab Lorries a week over the basement excavation phase for 16-20 weeks. We estimate approx. 4/8 cement lorries a week over the same basement excavation phase for 16-20 weeks.

- We will liaise and ensure that deliveries and spoil removal will not happen on the domestic waste collection times and local businesses are not affected by the on-going construction works.
- We estimate approx. 200-250 Heavy Lorries over the duration of the basement works. (Grab-lorries and cement and steel work deliveries) over the 5 month period.
- As part of the contractor awareness on the project, the contractor will submit our condensed traffic plan / leaflet to the suppliers to ensure that they closely follow our submitted CMP.

Please see Scheduling Strategy table below, on the basis of the following:

Major Phases of the Project:

Phase 1 - Site Set Up

Phase 2 – Sub Structure Works

Construction Vehicle Types:

1. Car or small box/panel van, approximately 4m x 2m (3.5 tonnes unladen weight);
2. Grab/muck away lorry, approximately 8m x 2.25m (16 tonnes unladen weight);
3. Concrete lorry, approximately 8.25m x 2.4m (20 tonnes unladen weight);
4. Delivery flat-bed lorry, approximately 7m x 2.25m (7.5 tonnes unladen weight).

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

We will liaise with any other construction companies within the immediate environs in order to coordinate traffic flow and hours of maximum impact.

Upon commencement of works we will instruct our Project Manager to liaise with their equivalent officer at nearby sites to avoid overloading the locale.

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.

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 Camden Borough.
- The loading/collection area (the suspended residents parking bay) shall be clear of vehicles and materials before the next lorry arrives.
- Contractors' vehicles shall not park in any other suspended parking bays or on suspended waiting and loading restrictions.
- The engines of contractors' vehicles shall not be kept idling.

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.

The need to store any plant or materials on any area of the highway outside the proposed site is not anticipated.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

All delivery and waste material drivers will be in constant contact with the Foreman of the site and to the Banksman. Particular attention is paid to ensure pedestrians are protected, ensuring safe passage where deliveries are underway.

The contractor will allow a minimum of 30 minutes between a vehicle's departure and another's arrival to reduce the impact of associated traffic.

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 marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

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

As per previous drawings. No vehicles will enter the site as all removals and deliveries will be performed from the road side stationing the vehicle in front of the site property on the suspended residents parking bay.

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

The suspended parking bay outside of the house will be used for the removals with grab lorries and for unloading of HGVs (cement and other construction material); deliveries will be supervised by banksmen to manage traffic and ensure pedestrian safety during transition.

- One banksman will be in attendance as for grab / delivery operations;
- Road protection will be used and the delivery time kept to a minimum;
- The contractor will coordinate in advance with residents to minimise disruption;
- Road will be cleaned after each delivery, as required.
- Safe pedestrian passage across the front of the site will be maintained at all times and monitored at all times.

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).

Not necessary, no vehicles need to enter the site at 207 Goldhurst Terrace.

If there is any spillage from road side deliveries and grab lorry removals, the road will be cleaned with water.

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.

There is no room for a dedicated wheel wash facility. However, vehicles delivering material and removing debris will not leave the public road, and as such they should not enter into contact with mud.

There will be a dedicated banks man who be in charge of making sure that any mud that accidentally falls onto the public road will be cleared up and the tarmac hosed down to ensure no dirt is tracked by any vehicles leaving the site.

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.

No vehicles will enter or leave the site; delivery of materials and plant, removal of excavated material will be at the road side in front to the site at 207 Goldhurst Terrace.

During the removal phase of excavated material, lorries will grab the excavation material from the hoarded skip located in the off-street front of the site; during the construction phase, lorries will deliver material in front of the site since the residents parking bay is suspended.

Any material will be stored in the front patio and garden of the site, without occupying the public road.

Banksmen will attend the operations to ensure safe passage for pedestrians.

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.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

24. Parking bay suspensions and temporary traffic orders

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

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

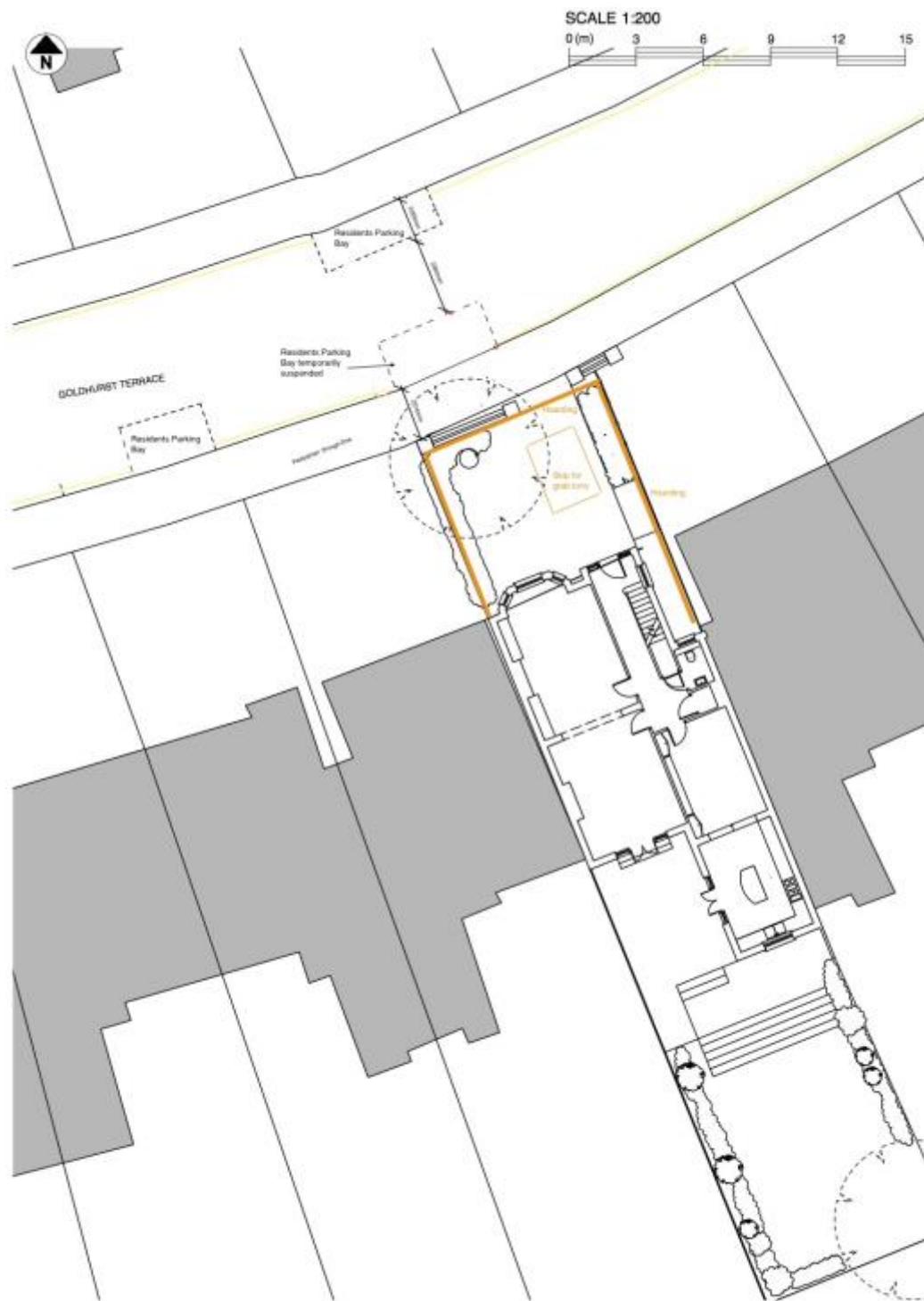
Information regarding parking suspensions can be found [here](#).

The contractor will apply for the suspension of the residents' bay in front of the site in order to facilitate the removal of the spoil waste from the hoarded skip inside the off-street without causing any problems for passing pedestrians. Banksmen will supervise loading and unloading.

One single car parking bay in front of the site will need to be temporarily suspended: we propose to suspend the residents parking bay directly in front of 207 Goldhurst Terrace and utilise it for the grab lorry to grab waste materials from the hoarded skip located in the off-street of the site during the excavation works, and for the delivery of the cement with a cement lorry.

It is not intended to occupy any other parts of the highway.

Please see plan below showing proposed hoarding and skip placement.



25. Scaled drawings of highway works

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

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

No highways works are required, confirmation has already been obtained from Camden Council with the approval of the level plans submitted. Please see Annex 5 for evidence of discharge notice issued by Camden Council.

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

The public road and pedestrian path will not be occupied, and therefore no signage is needed for the public.

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 diversions or disruptions are foreseen.

There will be no need to divert traffic around the site since suspending the parking bay directly in front of the site will allow enough space for cars to pass even during the operations with grab lorries and deliveries of construction material.

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.

The public highway will not be occupied, and as such there will be no need for alternative routes for pedestrians and cyclists.

Some minor disturbance to pedestrian movement is anticipated during loading and unloading; personnel in high-viz will be provided to supervise loading and unloading at all times during the works.

Any waste material will be swept free from the footpath if any debris is left behind.

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.

As per previous drawings on page 30, no temporary structures are foreseen on the public road.

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Environment

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

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

Noisy operations relate to the excavation phase of the basement, with main sources of noise from the excavation of the soil and its movement to street level by conveyor belts; the cementing phase of the works can also produce some noise at the street level from the cement lorries.

The excavation and cementing operations will proceed in parallel in sections of about 1200 mm alongside front façade of the property and the party walls, as per the technical drawings by the structural engineer.

The off-street of front of the site will be hoarded, so as to minimise the noise that escapes to the outside of the site towards the road. Also the back side towards the gardens will be hoarded.

The quietest and newest vehicles/plant machinery shall be used at all times.

All mechanical plant used on site for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

Any noisy operations outside the standard hours cannot be undertaken without prior written approval of the Local Authority.

The permitted times of working may be reduced in the case of noisy schedules.

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.

The contractor shall carry out prediction of noise and vibration levels before any work is carried out on site.

These predicted noise and vibration levels will be registered in the Construction Management Plan, and a copy provided to Camden Council and the neighbours.

The owner and the contractor have contracted the following specialist firm:

KP Acoustics

Britannia House, 11 Glenthorne Road, London W6 0LH

T: +44(0)208 222 8778

email: info@kpacoustics.com

KP Acoustics has prepared an assessment of the suitability of proposed works on site with regards to any potential impact on the amenity of nearby sensitive receivers; within the assessment KP Acoustics details mitigation measures potentially required to protect nearby residences from noise, vibration and dust exposure in a robust management plan.

A schedule of operations (with approximate duration of every operation) has been submitted by the contractor to KP Acoustics for their analysis.

KP Acoustics has advised to conduct the pre-construction noise monitoring about one week before commencement of the works. A copy will be provided to Camden Council and any neighbours that so request.

Please refer to Annex 6a and 6b for the engagement terms with KP Acoustics; their prediction of noise and vibration levels is attached as a separate document.

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

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

The main noise and vibration is expected during the excavation and concreting phases, while no significant noise is expected during the subsequent construction phases.

Predictions for noise levels by KP Acoustics are enclosed as a separate document to this CMP and have been submitted together with the CMP.

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

Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise'.

Noise levels shall be reduced further if it is reasonably practicable to do so.

It has additionally been agreed with the residents of 205 Goldhurst Terrace that a hoarding will also be erected on the back garden of 207 Goldhurst Terrace in order to further reduce any noise towards the back of the properties.

If appropriate, acoustic blankets and sound curtain systems will be used to further reduce any noise.

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

The contractor will ensure that the personnel meet all statutory requirements, and are fully competent to carry out these types of work.

The correct training is in place to cover all aspects expected of this standard; certificates of most recent training as of September 2017 for current staff (7 workers) of the contractor are attached in Annex 7:

Vasile Luca, Ady Arsene, Vasilica Haidamac, Costel Chelsea, Francesco Giocolano, Evair Roberto Carnevali, Waldir Feliciano

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

Dusty operations are related to the excavation phase; this phase is underground and therefore limited dust is expected to be released in the air. The existing building envelope will serve to contain dust significantly and minimise the escape of visible dust from the site.

The contractor will identify dusty operations planned on site and form strategies to suppress the emission of dust and creation of nuisance. Dust containment is achieved through constant watering of the excavation areas under the footprint of the building; these techniques will be planned in advance to ensure that the correct supplies of water etc. are in the correct locations, before dusty activities begin.

Where there is evidence of airborne dust from the building excavation / construction activities on site, the contractor will make their own inspection and assessment, and where necessary undertake ambient monitoring with the aim of identifying those process operations giving rise to the dust. Once the source of emission is known, corrective action will be taken without delay.

Effective preventative maintenance will be employed on all aspects of the construction works including all plant, buildings and the equipment concerned with the control of emissions to air.

All vehicle movements happen on the public road where the tarmac surface will be kept in clean condition.

Hoardings will be erected both on the front and backside of the building in order to contain all dust and noise inside the site.

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.

The contractor will have a hose and pressure washer at the main entrance to prevent any dirt/dust leaving the site.

We will sweep the road on a day-to-day basis, as required to maintain a clean road surface.

The main time where the roads will need to be cleaned within the project will be when ground excavation works commence i.e. removal of soil /clay etc. We will monitor this carefully.

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

Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods.

The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling will be agreed with the acoustics firm and the neighbours in writing.

Specialist noise and vibration consulting and monitoring firm KP Acoustics has been retained, their scope of services and methods to be utilised are attached in Annex 6b.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

An Air Quality Assessment will be undertaken prior to commencement of the works, focusing on the impact of construction dust and emissions. This assessment will be prepared taking into account all relevant local and national guidance and regulations.

The risk levels of Dust Soiling and PM10 effects will be assessed and identified.

See next question for some considerations.

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

No demolition works are required since the development is an excavation of a basement.

The size of the Earthworks Phase as per the Dust and Emissions SPG is classified as "Small" being under 2,500 cubic meters (the anticipated volume is 800 cubic meters).

The size of the Construction Phase as per the Dust and Emissions SPG is classified as "Small" being under 25,000 cubic meters (the anticipated volume is 800 cubic meters); all works are under ground.

The size of the Trackout Phase as per the Dust and Emissions SPG is classified as "Small" being under 10 HDV per day (only 2 per day are anticipated).

The development is under ground and screened-out with hoardings to block emission of dust or any other pollutant; the machines with non-electrical engines to be used have lower emissions than a car passing by on the public highway and will be in operation for a limited number of hours during the day.

As such, the risk of dust impacts from the earthworks, construction and trackout phases are classified as "Negligible" in the scale provided in the Dust and Emissions SPG.

There is no expected harm to the natural environment.

All relevant mitigation measures from the SPG will be delivered onsite.

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

This is not a high risk site nor a medium risk site.

There are no sensitive receptors in the vicinity.

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

We lifted the current floorboards at ground floor level to inspect for any signs of rodents. No carcasses, dropping or other signs of rodents were found.

Specialist pest control firm Armour Environmental Services Limited has been retained to control any pest issues; Annex 8 contains their invoices and report of the activities performed in July and August 2017. No evidence of rodent activity was found.

If any rodents problems will emerge in the future during the excavation phase, we will act to prevent their spreading.

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

There is no asbestos contamination on this site; we have inspected the ground and soil under the ground floor and did not find any evidence of asbestos.

Specialist firm TR Surveys was retained to perform an asbestos survey and their findings are included in Annex 9 which summarises their findings. No asbestos containing materials were found.

The full 23 pages report by TR Surveys is available upon request.

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 contractor will provide a smoking area away from the main gate (in the back garden of the site) to ensure limited health risks to local residents.

Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.

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:

a) Construction time period:

10/2017 – 06/2018:

b) Is the development within the CAZ? (Y/N):

No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):

Standards not applicable since not a Major Development Site and outside the Central Activity Zone.

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

The site is not a Major Development Site.

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:

Yes

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

Yes


 SYMBOL IS FOR INTERNAL USE

Agreement

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

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

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:5th September 2017.....

Print Name: Giovanni Rossi, Gianni Rossi Construction Limited

Position: Owner and Director

Please submit to: planningobligations@camden.gov.uk

End of form.