**Construction Management**

**Plan**

**pro forma** v2.2

6 Sumatra Road NW6 1PU.

22ND JAN 2018 V 4

**Contents**

**Revisions 3**

**Introduction 4**

**Timeframe 6**

[**Contact**](#_Contact) **7**

[**Site**](#_Site) **9**

[**Community liaison**](#_Community_Liaison) **12**

[**Transport**](#_Transport) **15**

[**Environment**](#_Environment) **25**

[**Agreement**](#_Agreement)  **30**

# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **15 Aug 2017**  **1 Nov 2017**  **12 Dec 2017**  **22 Jan 2018** | **1**  **2**  **3**  **4** | **Haringey Basements Ltd**  **Haringey Basements Ltd**  **Haringey Basements Ltd**  **Haringey Basements Ltd** |

**Additional sheets**

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

|  |  |  |
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| **Date** | **Version** | **Produced by** |
|  |  |  |

# Introduction

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

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

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

**Council response to second draft**

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

**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: Flat ground and 1st floor rear, 6 Sumatra Road, London, NW6 1PU

Planning reference number to which the CMP applies: 2014/7077/P

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

Name: Haringey Basements Ltd c/o Dariusz Raciborski

Address: 88 South Norwood Hill, London, SE25 6AQ

Email: info@haringey-baesments.london

Phone: 07725950954

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: Dariusz Raciborski

Address: 88 South Norwood Hill, London, SE25 6AQ

Email: info@haringey-basements.london

Phone: 07725950954

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: Dariusz Raciborski

Address: 40 Frobisher Road, London, N8 0QX

Email: info@haringey-basements.london

Phone: 07725950954

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: Haringey Basements Ltd c/o Dariusz Raciborski

Address: 88 South Norwood Hill, London, SE25 6AQ

Email: info@haringey-basements.london

Phone: 07725950954

# 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.

See attached Site Location Plan (Site Location Plan).

Three storey Victorian terrace adjoining to similar buildings on both sides. Unfinished basement to be converted.

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).

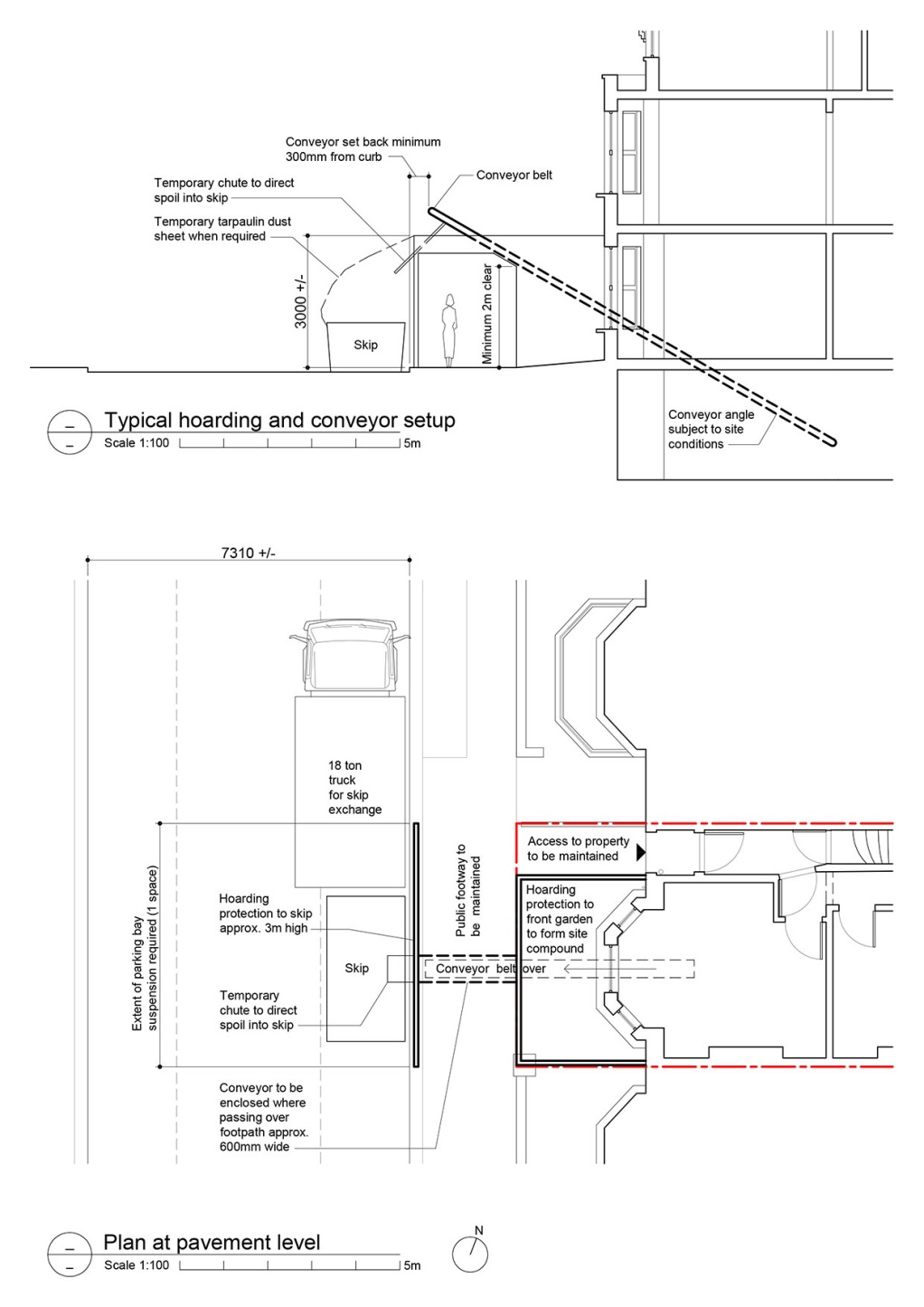
Basement conversion – excavation, underpinning, structural steelwork, waterproofing (50sqm)

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.).

Flat A 4 Sumatra Road, Flat B 4 Sumatra Road, Flat C 4 Sumatra Road

8 Sumatra Road

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.



See attached Scaled CMP site setup drawing (Scaled CMP site setup drawing).

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).

Proposed start date 29th January 2018.

Week 1-2 preliminaries / week 2-4 demolition & strip out / week 1-15 excavation & site work / week 2-15 underpinning / week 7-8, 10-11, 14-15 structural steelwork / week 15 drainage / week 15-17 concrete floors / week 15-18 waterproofing.

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

Monday to Friday 8.30am to 5.30pm

Noisy works or those which may cause vibration to the adjoining properties will only be undertaken between 9am and 4pm on weekdays.

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.

# 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.

Ours Neighbours in question 8 ie. **No 4 Sumatra Road**: Top flat both Residents and owner, Middle Flat owners, Garden flat owners and **No 8 Sumatra Road** owners have been consulted in writing with a draft copy of the CMP - see attached letters which were hand delivery / registered post.

We received one comment/ feedback from neighbours at No 4 where Mrs Narkis’ makes reference to the proposed working hours as specified in the freehold Party award ( see attached email) .

We noted Mrs Narkis refers in her email to the No 4 ‘Freehold’ Party Wall Agreement ( PWA) and not the 3x individual flat PWA, which states work may take place 8-5pm Mon to Friday and Sat 9-1pm.,- there is a discrepancy between these documents. However we have reverted to the document she refers to.

The CMP has been updated in question 11 to reflect the agreed working hours per the party wall award with the adjoining party wall owners.

Subsequently the updated CMP was posted/ hand delivered again to all concerned for their information and no further comments have been recd.

**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.

Letter drop

**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](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)”.

Please see attached email with CCS Site Registration ID 63295. We will follow the Guide for Contractors Working in Camden.

**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.

# 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/)

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=3550016&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550014&).

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 Contractual Considerations**

17. Name of Principal contractor:

Haringey Basements Ltd

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550016&) and [Q18 example response](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550015&)).

A FORS Gold accredited operator has been appointed. Please see FORS Gold certificate attached (fors gold\_2018). The operator has confirmed that all their drivers have completed the Safe Urban Driving Test. The operator has confirmed all their vehicles over 3.5t are fitted with 4 cameras, 2 at front and 2 at rear and have left hand turning alert mechanism. Please see attached email correspondence (Email correspondence RE\_Skips\_6 Sumatra Road).

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

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly. Collision reporting data will be requested from operators and acted upon when necessary.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](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:

Dariusz Raciborski

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 how vehicles will be routed to the [Transport for London Road Network](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (TLRN) on approach and departure from the site.

See attached routes to and from site to waste management facility (Route – NW10 2UG to Sumatra Road, NW6 1PU and Route – Sumatra Road, NW6 1PU to NW10 2UG). This route will be adhered to by all vehicles accessing the site. See attached Swept Path Analysis.

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.

We have emailed the company with the routes to be followed on attached map and specified their lorries must adhere to this route.

**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.

For 15 weeks during excavation an 18 ton truck will make a trip to the site an average of one per working day. Average dwelling time at the site will be around 20 minutes max..

Visits to the site will not be **before 10am** **nor after 3pm** to avoid school drop-off/pick-up times by parents/ carers accessing local schools and rush hours periods. Delivery vehicles will have left the site by 3pm during term time to avoid the schools in the local area.

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

None found in immediate vicinity on a recent search.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

The contractor will liaise by telephone with the suppliers and lorry companies employed to negotiate and arrange specific times of delivery between the hours of 10 am and 3pm. The contractor will wait out side the property and meet the delivery/ lorries at the agreed time to receive and oversee the safe delivery/ access of the lorry and goods. Any lorries/ deliveries that may occur outside of the specified hours by chance will not be allowed to stop, and the contractor will move the lorry on immediately and request they return at an agreed appropriate time.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

This project does not indicate nor require off site holdings.

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](https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=0ahUKEwi5hKjPiLjRAhVqLcAKHQduC_gQFggkMAE&url=http%3A%2F%2Fcontent.tfl.gov.uk%2Fdirectory-london-construction-consolidation-centres.pdf&usg=AFQjCNFhB34aaqw3M3fmDpJYUUBw_PjbdA&sig2=KXhGnTR3slzf0kN4XMOcQg&bvm=bv.143423383,d.ZWM)).

**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

Vehicles will access the site at no 6 Sumatra Road using the specified route approaching from the south ie. West End Lane and will drop off /pick up loads outside no 6 Sumatra Road and then will proceed north bound, onto Mill Lane .

Please see attached route for details to and from site and the TFL Red route.

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

The contractor will oversee all vehicles accessing and egressing the site, arranging specific delivery times as stated above in pt 21 c. The contractor and employees will act as marshals overseeing the management of traffic, cyclist and pedestrians in the immediate vicinity in Sumatra Road both on the path and highway. ‘Stop- Works’ signs will be used to manage the traffic as appropriate and use radios to communicate between themselves in the course of the access 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).

Please find attached diagram with measurements which demonstrates that there is sufficient room an 18 ton lorry to safely access the site and turn out from Sumatra Road into Mill Lane without hitting bollards at the top of the road, or mounting the curb.

Please also see diagram and photograph of area outside of no 6 Sumatra Road the site 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.

**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.

See attached Scaled CMP site setup drawing (Scaled CMP site setup drawing). Materials will be managed as detailed above and below.

Please note the owners of Grd floor flat at no 6 Sumatra Road ( Mr & Mrs Carter) No 6 Sumatra Road live on site in their flat on First and Second floor flat No 6 Sumatra Road and hold two resident parking permits for use on Sumatra road.

Mr Carter works from home and to date has worked with the contractors to move his cars and make available spaces for significant deliveries as they have occurred during the course of the building works to the back extension of the property.

It is therefore proposed that when both a delivery of a load is required and a skip exchange/ removal of materials is indicated Mr Carter will monitor parking spaces outside No 6 Sumatra Road and ensure his cars are parked immediately in front of/ and behind the skip in parking bays. This will ensure a parking space is made available for the skip/delivery lorry to park in front of skip (facing north) to make the exchange./ drop off/pick up.

Traffic marshals will be positioned at the junction of Glenbrook Road and Sumatra Road and Mill lane and Sumatra Road and use Stop signs (for a max of the allowed 2mins) to enable the skip lorry to takes its position off the road in the parking bay, ensuing minimum delay , the continued flow of traffic and prevention of vehicles backing out into Mill lane from the top of Sumatra Road which would not be safe.

The traffics marshals, using the Stop signs will alert drivers of the short delay enable them to take an alternative route if they choose.

The delivery/ pick up of materials/loads/ skips will only take place if a suitable parking space can be made available as above .

Please see no 24 re Parking suspension

**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)](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/)

Parking bay suspension will be obtained for one space outside of Sumatra Road for a skip. Following telephone conversation with Jason Smith Parking Officer on Thurs Nov 22nd 17 and his subsequent email ( attached to CMP submission v 3 13th Dec 2017), Mr Smith confirmed suspension of a second space (that would only be used *occasionally* for deliveries) would be seen unfavourably by the neighbours, and deliveries/ pick ups of materials will be managed as detailed above and below.

Please note the owners of Grd floor flat at no 6 Sumatra Road ( Mr & Carter) No 6 Sumatra Road live on site in their flat on First and Second floor flat No 6 Sumatra road and hold two resident parking permits for use on Sumatra road.

Mr Carter works from home and to date has worked with the contractors to move his cars and make available spaces for significant deliveries as they have occurred during the course of the building works to the back extension of the property.

It is therefore proposed that when a skip exchange is indicated Mr Carter will monitor parking spaces outside No 6 Sumatra Road and ensure his cars are parked immediately in front of/ and behind the skip in parking bays. This will ensure a parking space will be made available for the skip lorry to park in front of skip (facing north) to make the exchange. Traffic marshals will be positioned at the junction of Glenbrook Road and Sumatra Road and Mill lane and Sumatra Road and use Stop signs (for a max of the allowed 2mins) to enable the skip lorry to takes its position off the road in the parking bay.

**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).

See attached Scaled CMP site setup drawing (Scaled CMP site setup drawing).

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

**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).

**27. VRU and pedestrian diversions, scaffolding and hoarding**

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

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

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

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

A secure hoarding enclosure with lockable access will be used to separate work from pedestrian traffic. No materials or deliveries will be stored on public pavements.

The contractor will act as a marshal to ensure pedestrians and cyclists will be protected on the path during any delivery periods of unloading of materials to the site, and use of gantries , to ensure the safety of the public at all times.

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.

Temporary structure will be installed for conveyor belt. A covered path for pedestrians with minimum 2 metre height clearance will be maintained for the duration of conveyor belt activities. See drawing attached (Scaled CMP site setup drawing).

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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.

Breaking of concrete ground slab and masonry/concrete works as required during normal working hours. Note – underpinning is presumed to exist at the party wall with 4 Sumatra Road. If the existing underpinning exceeds the building wall line on the side of 6 Sumatra Road, it will need to be reduced to be flush with the party wall above. Please see Noise, Vibration and Dust Management Plan attached (KP Acoustics report).

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.

Noise survey was carried out between 13-15 October 2017. Please see Noise, Vibration and Dust Management Plan attached (KP Acoustics report).

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.

Please see Noise, Vibration and Dust Management Plan attached (KP Acoustics report).

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.

Please see Noise, Vibration and Dust Management Plan attached (KP Acoustics report).

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

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

Hoarding enclosure to reasonably contain dust on site. Most of the basement works is internal. Soil to be excavated mostly appears to be clay and would be moist. Please see Noise, Vibration and Dust Management Plan attached (KP Acoustics report).

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.

We will clean and remove all dirt or dust spread onto the public highway made by or related to our building works.

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.

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)](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP), 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.

See attached Risk Assessment from Croft Structural Engineers (Basement Croft Base Risk Assessment).

37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist.](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and)

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/file/18750/download?token=zV3ZKTpP). 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.

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).

In anticipation of basement excavation a three visit site monitoring programme for pest control has been undertaken by Beaver Pest Control - please see attached reports: 2nd- 6th of October 2017 This found no evidence of pests/ rats and has a 28 day warranty.

Subsequently we have commissioned a six month programme of monitoring, ( see attached contract and email below) which will commence a start of works with traps being laid prior to ground being broken, monitored just after ground broken and continue for the duration of the work. Beaver Pest Control is British Pest Control Approved.

Please see attachments (Beaver Pest Control 2017-10-17\_1 signed, Service Report 02.10.17, Service Report 04.10.17, Service Report 06.10.17, and FW Monitoring pest programme at 6 Sumatra Road NW6)

Prior to and immediately after breaking of the ground pest control will be commissioned to lay traps and bait and monitor for pests. After ground is broken all openings/ entrances from ducts/ pipes / holes etc will be filled and photographs of such taken as proof, these photographs and a copy of the pest control report will be forwarded to the  CMP officer at Camden.

Traps were laid on Mon 2nd Oct, revisited on Wed 4th- with no evdence of mice/rats, laid again and removed on Fri 6th as again there was no evidence of pests, our Warranty is for a 28 days.

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

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.

Smoking will only be allowed in the rear garden and away from neighbouring windows. Poor conduct from builders will be internally reprimanded.

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

**From 1st September 2015**

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

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

**From 1st September 2020**

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

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

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

1. Construction time period (mm/yy - mm/yy ):
2. Is the development within the CAZ? (Y/N):
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
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:
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:
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:

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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:** Dariusz Raciborski

**Date:** 15 August 2017, updated 22nd November 2017 & 13th Dec 2017. & 22nd Jan 2018

**Print Name:** Dariusz Raciborski

**Position:** Director and Site Project Manager

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

End of form.