

# Construction Management Plan

pro forma v2.1

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
14/03/2017	Draft	Tony Covey ACAB - The Design Works

## Additional sheets

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

Date	Version	Produced by
04/04/2017	Appendix A – (Construction Traffic Management Plan)	The Design Works
04/04/2017	Appendix B – (Construction Program)	The Design Works
04/04/2017	Appendix C – (Vehicle Access Routes to and from Site)	The Design Works
14/10/2016	Appendix D – (Asbestos Survey)	CEC Safety

# Introduction

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

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

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

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

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

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

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

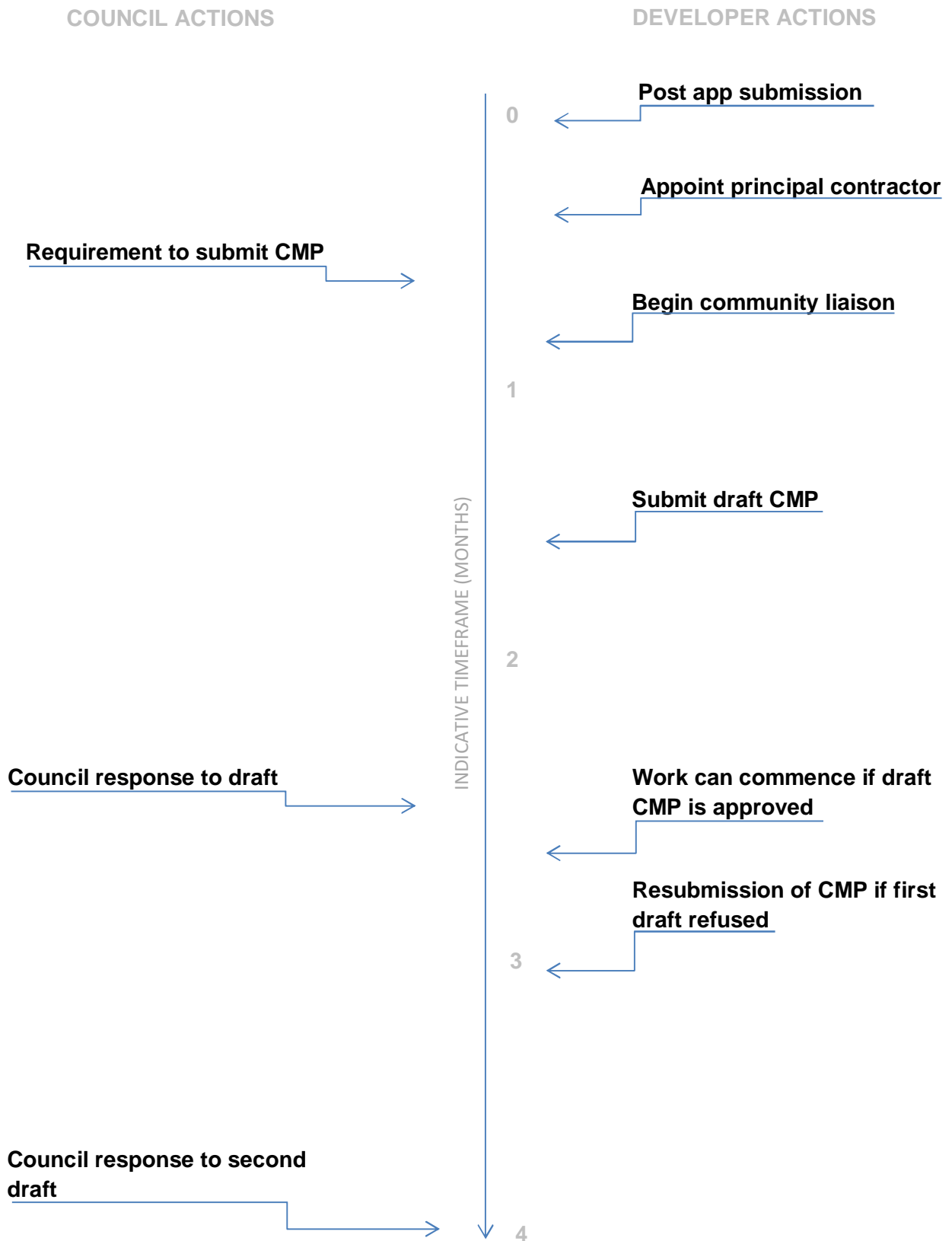
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

# Timeframe



# Contact

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

Address: 48 Shoot-Up Hill London NW2 3QB

Planning ref: 2016/1089/P

Type of CMP - Section 106 planning obligation/Major sites framework:

Section 106 Obligation

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

Name: Tony Covey ACAB - The Design Works

Address: 32 Grange Road Plymouth Devon PL7 2HY

Email: tony@thedesignworks.biz

Phone: 01752 341696 or 07973 136876

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: Isidor Cata of A to Z Construction Solutions Ltd

Address: 99 COLCHESTER ROAD, EDGWARE, MIDDLESEX, HA8 0QX

Email: atozconstructionsolutions@yahoo.co.uk

Phone: 07766 572303

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: Nick Grant of 48 SHootUp Hill Ltd

Address: 3 Theobald Court, Theobald Street, Borehamwood, Herts, WD6 4RN

Email: [nick@grantassoc.co.uk](mailto:nick@grantassoc.co.uk)

Phone: 07939 217587

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: A to Z Construction Solutions Ltd

Address: 99 COLCHESTER ROAD, EDGWARE, MIDDLESEX, HA8 0QX

Email: [atozconstructionsolutions@yahoo.co.uk](mailto:atozconstructionsolutions@yahoo.co.uk)

Phone: 07766 572303 or 020 8201 0122



# 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.

48 Shoot-Up Hill is a semi detached villa style property sitting roughly in the middle of its plot with a frontage depth of at least 12.4m and in excess of 2.1m to its left flank boundary wall.

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).

## Description of Development

- Excavation of full basement below the existing building footprint together with front, rear and side light wells
- Reconfiguration of existing 7 residential units comprising 3 flats and ground floor level, 2 flats at first floor level and 2 flats at second floor level resulting in 2 new basement level flats, 2 flats at ground floor level, 2 flats at first floor level and 1 flat at second floor level
- Provision of new floor structures at ground and second floor levels
- New rear dormer window (Subject to further planning permission)
- Internal alterations and general refurbishment of structure
- Replacement of external render and general upgrading of insulation levels throughout
- Renewing of electrical, gas, water services and the like to the individual flats
- New internal finishes and decoration throughout

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.).

To the North lies Fordwych Court, an H shaped 5 storey block of 39 flats, with a distance of 5.79m between its closest flank wall and the subject property

To the South is the attached Villa style property no 46 which is currently arranged as 7 self contained residential units

To the East are rear gardens of houses in Fordwych Road which are around 32m long

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.

Refer to Appendix A – Construction Traffic Management Engineering 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).

Refer to Appendix B – Construction Program

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

Camden standard working hours for construction sites (above) will be adhered to

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.

New Gas services for 4 of the residential units will be required and an application has been made to National Grid. Electric, Water and Phone connections already exist as there is an existing building on the site containing 7 residential units. There will only be one excavation for the new gas services. It is being investigated if the existing gas supply into the site currently serving 3 of the residential units can be adapted to meet the updated requirements. The Gas main is situated within the public footpath immediately outside the development site. A new connection will likely involve the temporary closure or diversion of the public footpath on the East side of ShootUp Hill

# Community Liaison

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

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

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

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

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## Cumulative impact

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

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

### 13. Consultation

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

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

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

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

There has been full consultation with the owners agents for 46 Shoot-Up Hill who have confirmed they are satisfied with the proposals. Party Wall surveyors have been appointed and it is anticipated that Party Wall Awards will be issued prior to commencement of any excavation works on site. There are no excavations within 3.0m of 1-39 Fordwych Court, which lies to the North West of the site, or within 6.0m that fall below a 45 degree line from the foundations of that property. Party Wall notices & agreements are therefore not required  
**There has been no adverse feedback from adjoining owners/occupants**

### 14. Construction Working Group

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

The scale of the works is such that a Construction Working Group is not considered necessary  
The adjoining owners agent has full knowledge of the extent of the works and they will be kept informed of the works intended throughout the construction phase of the development  
Site signage on the hoarding will include the contractors and the clients phone numbers for contact. The contractor will notify the client who will in turn notify the adjoining owners agent of any imminent work that is likely to generate undue noise or disturbance beyond normal construction levels

## 15. Schemes

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

A to Z Construction Solutions have agreed to adhere to Camden's Considerate Contractors Manual. They have received an electronic copy of the manual and the Guide for Contractors Working in Camden. A to Z Construction Solutions Ltd will be contractually obliged to follow the relevant criteria as the above documents will form part of the construction contract with the client 48 SHootUp Hill Ltd (A to Z Construction Solutions are not currently members of the scheme- Membership Ref not available)

## 16. Neighbouring sites

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

We are not aware of any significant existing or anticipated construction sites in the vicinity of the site which is in an already developed area and the project primarily relates to works to an existing building with an extended basement

# Transport

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

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

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

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

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

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

## CLOCS Considerations

17. Name of Principal contractor:

A to Z Construction Solutions 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](#) and [Q18 example response](#)).

### Contracts

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module **OR** Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.). CLOCS Compliance will be included as a contractual requirement.

### Desktop checks

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

### Site checks

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 at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

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

CLOCS Vehicle Checking in Operation poster will be displayed on site and CLOCS Compliance check lists will be provided which are to be filled in for all heavy goods vehicles over 3.5 tonnes gvw and the appropriate action taken in accordance with the CLOCS Levels of Compliance, Checking and monitoring process should non compliance be discovered. The Principal Contractor will also check with all suppliers for compliance with CLOCS prior to placing any orders or agreeing deliveries to site

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:

A to Z Construction Solutions Ltd and 48 SHootUp Hill Ltd have both received electronic copies of the CLOCS Standard for Construction Logistics (Managing work related road risk) Version 1.2 April 2015 and have agreed to adhere to the requirements of this document in relation to all HGV's over 3.5 tonnes gvw

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

## Site Traffic

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

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

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

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

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

Refer to Appendix A for Vehicle Access Routes to and from Site

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

A copy of the map and notes in Q20a. above is to be sent via guaranteed next day royal mail delivery or electronically served on all suppliers, contractors and visitors. A verbal check will be made prior to the first site visit of any supplier, contractor or visitor to the site to ensure they have received the document, read it and understood the requirements

**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.

Deliveries will not be outside the times of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays  
All vehicles will reverse onto site into the temporary loading/unloading bay  
SUBSTRUCTURE STAGE - DURATION Approx 12 weeks (On average around 1 per day)  
20 x Rigid grab loader Lorries (Max 3.5T) for removal of muck away. 30 mins dwell time  
20 x Rigid grab loader Lorries (Max 3.5T) for delivery of imported fill. 30 mins dwell time  
12 x standard concrete lorry loads. 60 mins dwell time  
6 - 8 deliveries by standard flatbed rigid lorry (Builders providers) 30 mins dwell time  
SUPERSTRUCTURE & 1ST & 2ND FIXING - DURATION - Approx 6months (On average 1 or 2 per week)  
20 x deliveries on rigid grab loader Lorries. 30 mins dwell time  
20 x deliveries by standard flatbed rigid lorry. (Builders providers) 30 mins dwell time

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

We are not aware of any other developments in progress or pending at this time that are likely to impact on or be impacted by this development which will likely affect traffic management proposals

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 site is limited in that it is a semi detached villa style property with total frontage of 10.0m onto the public highway. There will therefore be a single point of access/site entry for the entire project to which all vehicles requiring access to the site will arrive

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.

Delivery vehicles will be scheduled so that only one delivery will occur at any given time. To be unloaded vehicles will need to park kerbside in ShootUp Hill. The site will have a forklift teleloader to reduce unloading and waiting times

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).

Construction site is not of a sufficient size or complexity that would warrant such measures

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

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

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

The site is limited in that it is a semi detached villa style property with total frontage of 10.0m onto the public highway. There will therefore be a single point of access/site entry for the entire project to which all vehicles accessing the site will arrive facing south and reverse onto the site into a temporary loading/unloading bay via steel mesh heras gates enabling visibility for the manouvres. All access and egress movements will be closely supervised by Traffic Marshalls to ensure the safety of pedestrians & other road users, particularly vulnerable ones

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

All vehicles will be scheduled so that only one collection/delivery will occur at any given time. All vehicles will access the site clear of the public footpath and Traffic Marshalls will remain in position each side of the vehicle at the site boundary to ensure access to the site remains secure for the duration the vehicle is on site. It is planned that all vehicle will have their own mechanical loading/unloading equipment (Hyab arm etc) The site will also have a part time forklift loader to unload materials that will be on pallets in the superstructure phase of the development which will reduce unloading times to a minimum.

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).

There are no tight manoeuvres on vehicle routes to and from the site. Traffic marshalls will be employed to facilitate safe access and egress arrangements at the site boundary. Vehicles will reverse onto the site into the vehicle loading and unloading bay to be formed at the front of the site through Heras fencing gates that will be used to temporarily close off the footpath for a few minutes during the manoeuvre and ensure safety of pedestrians and other vulnerable road users

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

A temporary loading/unloading bay is to be provided surfaced with MOT type 1 crushed concrete laid over a heavy duty geotextile membrane. The loading bay surface will be level with the public footpath with a heavy duty ACO drain along the front site boundary discharging to a temporary soakaway in the centre of the loading bay of 1.0m<sup>3</sup> filled with brick rubble hardcore. Site operatives will be on hand with a pressure washer and brushes to ensure that no mud or debris is transferred onto the public footpath or highway

**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.

There is a current driveway laid in concrete serving the property which will be used for initial access for site set up and to enable excavating plant to access the site to prepare the temporary loading/unloading bay. Excavator will be delivered on a low loader which will stop at kerbside to offload. Traffic Marshalls will be in attendance to ensure safe access to the site

## Highway interventions

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

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

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

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

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

There are no parking bays outside or close by the property and therefore parking bay suspensions will not be required in order to complete the development

### 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).

The property already benefits from a vehicle access point and vehicle cross over. The existing driveway will be widened by 1.0m on site and levelled down to align with the public footpath creating a vehicle loading/unloading bay. No associated highway works will be required in order to complete the development

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

The site will be hoarded along its boundaries with access gates to the vehicle loading bay. There will be no encroachment onto the public footpath or highway. Standard site safety signage will be fixed to the hoarding. No ramps or lighting will be required

## **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).

The only disruption to the public footpath and highway will be when vehicles are entering and exiting the site at which point Traffic Marshalls will be employed to ensure the safety of pedestrians and other road users

## **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 only disruption to the public footpath and highway will be when vehicles are entering and exiting the site at which point Traffic Marshalls will be employed to ensure the safety of pedestrians and other vulnerable road users

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

There will not be any temporary structures that would overhang the public highway

 SYMBOL IS FOR INTERNAL USE



# Environment

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

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

External excavations using mechanical diggers/excavation plant  
External render removal – kango hammers  
Internal plaster removal – kango hammers  
General carpentry using powered circular saws  
All to be carried out within normal site working hours of 8.00am to 6pm on Monday to Friday, 8.00am to 1.00pm on Saturdays, No working on Sundays or Public Holidays

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

A noise survey has not been carried out as it is considered unnecessary due to the general ambient noise levels of the location of the site and small scale of the development

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

It is predicted that noise & vibration levels will not be excessive beyond normal construction site levels

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.

If noise and vibration become an issue then the works will be limited to a maximum of 2 hours of continuous use without a 30 minute interval

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

A to Z Construction Solutions Lts have confirmed that all relevant staff will be trained to BS 5228:2009 – Appropriate certification to be forwarded in due course

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

All work likely to produce dust will be doused down sufficiently and frequently enough to limit dust from emanating from the construction site. Scaffolding will be fully boarded and sheeted to limit outfall of building debris from removal of external rendering and brick repairs

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 buildings are set back for the road and the site is to be hoarded along its boundaries and vehicles will be cleaned down, wheels and underside, where appropriate which should limit or eliminate dirt or dust spreading onto the highway. In the event of a breach in this respect then site operatives will clean down any affected area's immediately upon notification of an issue and the condition of the highway checked at the beginning, middle and end of each working day

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

Monitoring of noise, vibration and dust levels will be carried out by the site foreman or other designated, appropriately trained site operatives, on a regular basis during construction operations that might give rise to unacceptable excessive levels of the aforementioned

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.

Risk Assessment for the control of dust and emissions during construction and demolition. The existing buildings are to be retained. There is to be no significant external demolition and any other demolition will be contained within the extant building envelope. It has been ascertained that there are multiple human receptors within 50m of the site boundary but no ecological receptors within 50m of the site boundaries or on the routes construction vehicles will use within 500m of the site entrance

The Air Quality (Dust) Risk Assessment

Dust emission magnitude for the site

Demolition – Small to negligible

Earthworks – Small

Construction Phase – Small

Trackout – Small

There are multiple residential properties, predominately flats, estimated to be less than 100 but more than 10 within 50m of the site boundary resulting in the area being considered as a high sensitivity area reducing up to 20m from the source, medium sensitivity from 20m to 50m and low sensitivity in excess of 50m. The area may also contain people with a high sensitivity to health risks although it has not been established as fact at this time

Although the risk is small the potential sensitivity is high and therefore measures are to be undertaken to limit and reduce the impact of dust/dirt emission

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](#).

Legal duties and expectations concerning the site works.

- (a) London Borough of Camden under the Control of Pollution Act 1974, Environmental Protection Act 1990 and Prevention of Damage by Pests Act 1949, has the legal duty to protect from the effects of noise (including vibration), statutory nuisances and pest prevention from rodents to those who are living in the proximity of the proposed works.
- (b) The Council expect to receive no valid complaints during the entire duration of the proposed works to be undertaken at, 48 Shoot-Up Hill London NW2 3QB.
- (c) The CMP shall be a living document to be continuously reviewed/modified or as soon as problems arise.
- (d) In case of complaints noise and vibration monitoring shall be carried out. (See CMR 222104) Camden's Minimum Requirements attached
- (e) A philosophy of reduction noise/vibration levels throughout the site and or works shall be implemented, maintained and improved throughout the duration of these works.
- (f) Where noise exceeds noise limits for a period of 10 or more days of working in any fifteen consecutive days or for a total number of days exceeding 40 in any 6 month period provisions for temporary respite accommodation will be offered.
- (g) Where practicable, to prevent vibration during excavations works, most modern excavating equipment and the most modern excavation techniques shall be used.
- (h) A philosophy for the prevention of dust formation in the first place shall be adopted, implemented and enforced during the duration of these works. For example no circular saws shall be used unless it is connected to an effective hose or water supply.
- (i) No demolition works shall be commenced without an adequate water supply to cover the whole working areas.
- (j) Prior any building construction demolition works the presence of rats and/or mice should be ascertained and the contractor shall employ a British Pest Control Association (BPCA) company to eradicate the rodent infestation.
- (k) At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal)).
- (l) Continuous liaison with the local community, before works commence, during the works and in particular in case of exceedances and/or change of techniques or methodology and or complaints/concerns.
- (m) Full adherence and compliance and implementation with the CMR222104 for the site.

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

The site will be a Small Risk Site adjacent to potentially high sensitivity receptors therefore visual monitoring will be required and appropriate actions administered to reduce and eliminate nuisance due to dust and dirt put in place

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).

During site setup A to Z Construction Solutions will monitor and assess any visual evidence of rodents and rats. If traces found then Rentokill will be instructed to visit site and put in place appropriate measures which will be site specific and therefore unknown at this time

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

Asbestos Survey carried out on 11/10/2016 – Refer to Appendix D

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.

A to Z Construction Solutions Staff are or will all be trained on the need to moderate language and noise levels and adhere to a designated smoking area which is to be set up. The position of the smoking area may vary throughout the construction process due to site constraints

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

**From 1<sup>st</sup> September 2015**

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

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

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

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

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

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

- a) Construction time period (mm/yy - mm/yy): April/2017 - January/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): Not Applicable as site is outside the CAZ
- 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: Not Applicable as site is outside the CAZ
- 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: Not Applicable as site is outside the CAZ
- 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: Not Applicable as site is outside the CAZ

# Agreement

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

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

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

**Signed:** .....

**Date:** .....

**Print Name:** Anthony Richard Covey

**Position:** Director

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

End of form.