**Construction Management**

**Plan**

**pro forma** v2.2

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **26 June 2018** | **1** | **Ecos Maclean** |
| **14 Aug 2018** | **2** | **Ecos Maclean** |
| **27 Sep 2018** | **3** | **Ecos Maclean** |

**Additional sheets**

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

SEE PLANS 17054 09 & 08 ENCLOSED & Streetwise Map LP02

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **27 Sept 2018** | **17054 08 rev 02** | **Ecos Maclean** |
| **27 Sept 2018** | **17054 09 rev 01** | **Ecos Maclean** |
| **27 Sept 2018** | **17054 LP01** | **Ecos Maclean** |
| **27 Sept 2018** | **17054 LP02** | **Ecos Maclean** |
| **27 Sept 2018** | **17054 Conveyor photos** | **Ecos Maclean** |

# 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: 9 St George’s Terrace, London, NW1 9XH

Planning reference number to which the CMP applies: 2016/4393/P

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

Name: Nick Maclean

Address: Ecos Maclean Ltd, 8a Chamberlain Street, London NW1 8XB

Email: nick@ecosmaclean.co.uk

Phone: 020 7722 7525

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: Ismail Rexhmati

Address: Unit 16, Weybridge Business Centre, Weybridge, KT13 9DY

Email: Ismail@mkcontracting.co.uk

Phone: 07428 770803

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: Ismail Rexhmati

Address: Unit 16, Weybridge Business Centre, Weybridge, KT13 9DY

Email: Ismail@mkcontracting.co.uk

Phone: 07428 770803

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: M K Build Ltd.

Address: Belgrave House, 39-43 Monument Hill, Weybridge, KT13

Email: max@mkcontracting.co.uk

Phone: 01932 859113

# 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.

Site Location Plan attached included in planning application.

The site is a Georgian mid terrace townhouse on a residential street. The proposed lower ground floor extension extends into the existing mainly paved garden.

Construction access will be from the road at the front only.

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

The proposal is for a new single storey extension at lower ground level. Due to the tiered nature of the garden, removal of predominantly made ground will take place from approximately 0.6 – 3.4 m below existing garden level and approximately 50 m2 in plan.

Digging of mostly made ground (2.9m max) and the clay substrate (0.5m) will be required to form the extension. This will be phased to allow progressive construction of the retaining walls. The temporary works will be needed to retain the adjacent garden walls and soil of No 10 & 8, as advised by the structural engineer.

There will be slightly heavier than usual traffic for the duration of the removal work (4 months) along St George’s Terrace, which is a residential street. This will be the removal of approx. 155 cu metres of soil and the delivery of concrete planks and beams. Please see Detailed Basement Construction Plan (previously discharged – July 2018) for further details on construction methods and sequencing.

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.).

The adjacent properties from 9 St Georges Terrace are likely to experience a limited period of disturbance from traffic and construction.

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 plan 17054 09 rev 01 attached

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).

The anticipated construction period for the basement is 6 months, 4 month for structural works and 2 month for fit out.

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

The site will operate according to the Camden’s standard hours as above. However, following community liason discussions & consultation with the neighbours, construction hours involving any power tools or hammering have been amended and reduced as follows:- Construction will be from 8.30 – 12 and 1 -6 Monday to Friday, with no such work on Saturday. Deliveries and vehicle movements have been similarly restricted to these reduced hours. The construction will commence as soon as practicable after approval of this CMP.

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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.

No changes are anticipated to services or utilities.

# Community Liaison

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

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

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

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

**Cumulative impact**

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

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

**13. Consultation**

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

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

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

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

The lower ground floor flat is part of the resident freehold company that owns No 2, 4, 5, 9 and No 10 St Georges’ Terrace which represents 19 residents and properties in St George’s Terrace. Consultations have been held extensively with this group (and other neighbours) leading up to the grant of planning consent for the proposed scheme. Subsequent to the grant of consent, extensive discussions on the implementation of the scheme have been held with this group of residents - these discussions have resulted in a Licence To Alter being agreed and finalised in July 2018. The agreed Licence To Alter and the draft Party Wall Agreements cover the same issues as the CMP and involves 20 residents of St George’s Terrace and 3 residents in St George’s Mews.

**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 site manager’s contact details will be displayed on site and they will liaise in person with all neighbours. Due to the construction methods proposed, noisy works are not anticipated during the programme. However in the event that such works become necessary, the immediate neighbours will be informed of the planned date to undertake such works & the site manager will re-schedule such works to accommodate reasonable neighbour concerns where required.

The contractor has a significant reputation for careful and considerate construction and their recent experience at carrying out similar works in central London. The appointed contractor will follow the ‘Guide to Contractors Working in Camden’. The applicant recognises that some neighbours work from home during the day. Workmen will not be permitted to smoke or congregate outside the building premises, or to shout or cause other nuisance to neighbours.

**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)”.

The registration number is 97237.

The contractor will follow the ‘Guide to 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.

There are no other major projected planned construction sites for the vicinity of the site. All relevant mitigation measures will be delivered on site. See 21b.

# 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:

M K Build 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&)).

Please refer to attachment detailing checking process.

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:

M K Build Ltd - The contractor will ensure that drivers of all large supply vehicles are aware of and will meet all conditions of the CLOCS Standard.

Robert Taylor as the applicant confirms to abide by the requirements of the CLOCS standard and include those in supplier contracts.

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 plan 17054/09/01. Also see attached local street plan showing the main roads.

To confirm the route passes no major cycle routes or trip generators as described above.

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

The plan will be sent to all suppliers and delivery and waste transport companies when orders are placed and contracts let.

**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.

Delivery vehicles, all in agreed daytime working hours (mid morning times will be scheduled for delivery & removal in order to avoid peak times) will be 7.5t, approx. 5 total for this residential extension (40sqm, 155cu m excavation) over 26wks. Grab lorries 32t GVW, 15t load, 2400 wide x 9100 long): for 155cu m + 50% for bulking = 240 cu m, 16-18 loads over 9wks, max 3/wk + 2 concrete lorries and 1 pump for 1 day. St Georges Terrace is a cul-de-sac and vehicles will reverse to the site from Regents Park Rd under the direction of a Banksman & pedestrian marshal. Obstruction of the pavement will be avoided throughout the works and the pavement left clear and clean at the end of works each day.

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

None have been identified in our research. See also 16.

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.

Not applicable as no vehicle or transport operations on site. Vehicles will be scheduled for off-peak times.

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.

None will be required

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)).

None will be required

**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.

See local map for 20a attached: the access route is via the public highway as marked.

Large numbers of delivery vehicles are not anticipated for this residential refurbishment project. St Georges Terrace is a cul-de-sac and vehicles will reverse to the site from Regents Park Rd under the direction of a Banksman & pedestrian marshal. Obstruction of the pavement will be avoided throughout the works and the pavement left clear and clean at the end of works each day and operation

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

All deliveries and collections will be pre-booked with the site manager and a banksman employed to direct all reversing vehicles up the street to the parking bay.

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 will be no tight vehicle movements to access the site, there is no vehicle access onto the site.

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.

None will be needed – no vehicle access onto the site.

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

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

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

A Banksman and pedestrian marshal will be deployed for every arrival and departure.

The grab lorry to empty the skip shall park adjacent to the skip on the highway side, thus ensuring no movements from the grab attachment (when in use) can be approached by a pedestrian.

Deliveries of all materials (except concrete) are on pallets and/or shrink wrapped. They shall be unloaded using the delivery vehicle hi-ab directly onto the pavement. All materials will be immediately moved onto the site by hand or conveyor, leaving the footpath clear. A pedestrian marshal will guide passersby around the area during the operation.

**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/)

The only use of the public highway will be one skip, which will be a located on the one bay suspended street parking (behind a hoarding) in front of the property for the duration of the works.

**25. Scaled drawings of highway works**

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

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

No highway works are required

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

None 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).

None will be required

**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.

As described in 21a and 22a, vehicle movements into St George’s Terrace from Regents Park Rd will be under the guidance of a Banksman and Pedestrian Marshall. No alternative routes are needed.

One parking bay suspension will be required for one skip within a hoarding See plan 17054/08 rev 02

Note that the highway concerned is a cul-de-sac and therefore both cyclists and cars rarely use it unless they are residents. Similarly there is very little pedestrian footfall, but note that the footpath will not be affected in any event. All collections and deliveries will be pre-arranged and timed with the site manager; ensuring only one vehicle is present at any one time.

Pedestrian safety will further be protected by the measures set out in 27b.

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

Scaffolding will not be required. A fully boxed in conveyor belt will be required to remove spoil from the site as efficiently as possible to an on street hoarded skip, in order to reduce impact and inconvenience to neighbours.

The conveyor belt will be fully enclosed in a site fabricated “box” which will extend from the open air side of the basement window, over the pavement only and onward to a point above the receiving skip, within the hoarding.

No temporary structures will overhang the highway.

A standard height hoarding will surround the skip on the highway, located in the suspended bay.

The hoarding will be illuminated on both long sides during dark hours using red and white lights. Please see drawing 17054/09 previously provided of planned bay suspension for skips and material deliveries.

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.

Powered breaking of unexpected objects (and hard soils if necessary), using Hilti TE100 AVR. This cannot be planned. There will also be drilling into a short run of the garden wall to number 8. This will be early in the project, around 3 weeks after the start.

Both will be for very short periods, usually around 20 minutes per operation. .The methodology is simply using the tool hand held until the object is small enough to fit onto the conveyor.

Both the planned drilling and any unanticipated breaking of objects will not start until after consultation with neighbouring residents, such that agreed convenient times can be established.

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 to date.

A noise survey will be scheduled and we agree to provide a copy of the report after the survey has taken place.

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.

Assumed background (ambient noise) of 65 db. (Units Laeq/12hr). (Calculated respecting BS 5228 guidance). Hand digging (pick/shovel/spade) expected 60 db. Vibration minimal.

Concreting 58 db. Vibration minimal. Removal of hard soils in a small area 62 db.

Note, should power tools be needed for an unexpected obstruction.

Hilti TE100AVR. Active noise 85db. Vibration: 120mins to EAV, 480mins to ELV.

Dependent upon the obstruction, silent chemical cracking techniques will be investigated prior to selection of a powered tool.

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.

The garden area will have a temporary cover that will restrict airborne noise and dust transfer to neighbouring areas.

The electric conveyor system will be fully enclosed in timber, minimising airborne noise and dust. The receptor skip will have a temporary cover minimising both noise and dust emissions. The conveyor electric motor will be inside the building and will be unheard. Hand digging will be deployed as far as possible.

If powered breaking needs to be used, liaison with neighbours will provide advanced warning enabling a suitable time to be agreed. Dependent upon the obstruction, silent chemical cracking techniques will be investigated prior to selection of a powered tool.

Note: there is no demolition per se; however a small glazed rear lean-to will be dismantled at the start of the project.

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

The management staff will again be briefed on BS 5228. Evidence will be supplied after this briefing.

A tool box talk will be carried out with the proposed workforce prior to the start of the project.

Note that the Principal Designer has considerable experience in this area.

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

The garden area will have a temporary cover that will restrict airborne noise and dust transfer to neighbouring areas.

The electric conveyor system will be fully enclosed in timber, minimising airborne noise and dust. The receptor skip will have a temporary cover minimising both noise and dust emissions.

Local water dousing will be made available should dust emerge, although this is not anticipated.

The power tool (Hilti) has a TE DRS-B dust collection system, boasting 95% collection, but water suppression will be available. Refer to photos 1 and 2 for pictorial example.

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 proposed complete encapsulation of the conveyor system, along with the covering of the receptor skip, which is also fully enclosed within a timber hoarding, is an excellent way of ensuring no significant amounts of dirt or dust accumulated anywhere.

After every delivery and waste collection (by grab lorry), an inspection of the external area will be carried out and any clean up required will be done immediately.

There will also be a similar check at the end of each working day.

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.

These works will not require a scientific approach to monitoring any of these levels.

An informal continual appraisal will be available throughout the programme. All activities and any unanticipated levels will be dealt with (or ceased) immediately and recorded in the site diary. Remedies will then be deployed (as described elsewhere in this document) subject always to community liaison.

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.

A formal assessment has not been deemed necessary, as the site is of a small scale (less than 2% of the definition of a small site in the SPG) involves no on site heavy machinery, no storage piles of material on site and no vehicular access to the site and thus falls below the SPG definition of “small”.

There will be no emissions from the project as there are no vehicle movements and any power tools will be electric from mains supply.

Deliveries and waste collection cannot penetrate the site demise, so there is zero “track out”.

Hand digging removals will create very minimal dust creation.

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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)

No mitigation measures arise from the SPG for the reasons stated in 36 above. However, should any become necessary during the programme, these will be delivered on site using best practical means.

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.

This site is a low risk site.

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).

A site analysis has been carried out revealing no rodent infestation. The report has been sent to Camden. The project will continue to monitor this situation and follow recommended mitigations (by the specialist surveyor) should the situation change.

Note that all waste food and packaging from site meals will be bagged and disposed of on a daily basis.

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

An asbestos survey has been carried out and no asbestos was found within the demise of the programme.

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

The contractor has a significant reputation for careful and considerate construction and their recent experience at carrying out similar works in central London. The appointed contractor will follow the ‘Guide to Contractors Working in Camden’. The applicant recognises that many neighbours work from home during the day. Workmen will not be permitted to smoke or congregate outside the building premises, or to shout or cause other nuisance to neighbours.

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:

ALL MACHINERY ON SITE WILL BE ELECTRIC POWERED 110 VOLT MACHINERY

No emissions possible from the site as no NRMM plant or machinery being used. All tools are electric powered.

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:

SYMBOL IS FOR INTERNAL USE

# Agreement

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

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

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

**Signed:** …………………………………………………………………

**Date:** ……………………………………………..

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

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

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

End of form.