

# Construction Management Plan

v2.2

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
27/07/2018	1	RPS (Stephanie Burch)

## Additional sheets

Date	Version	Produced by

DRAFT

# Introduction

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

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

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

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

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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.**

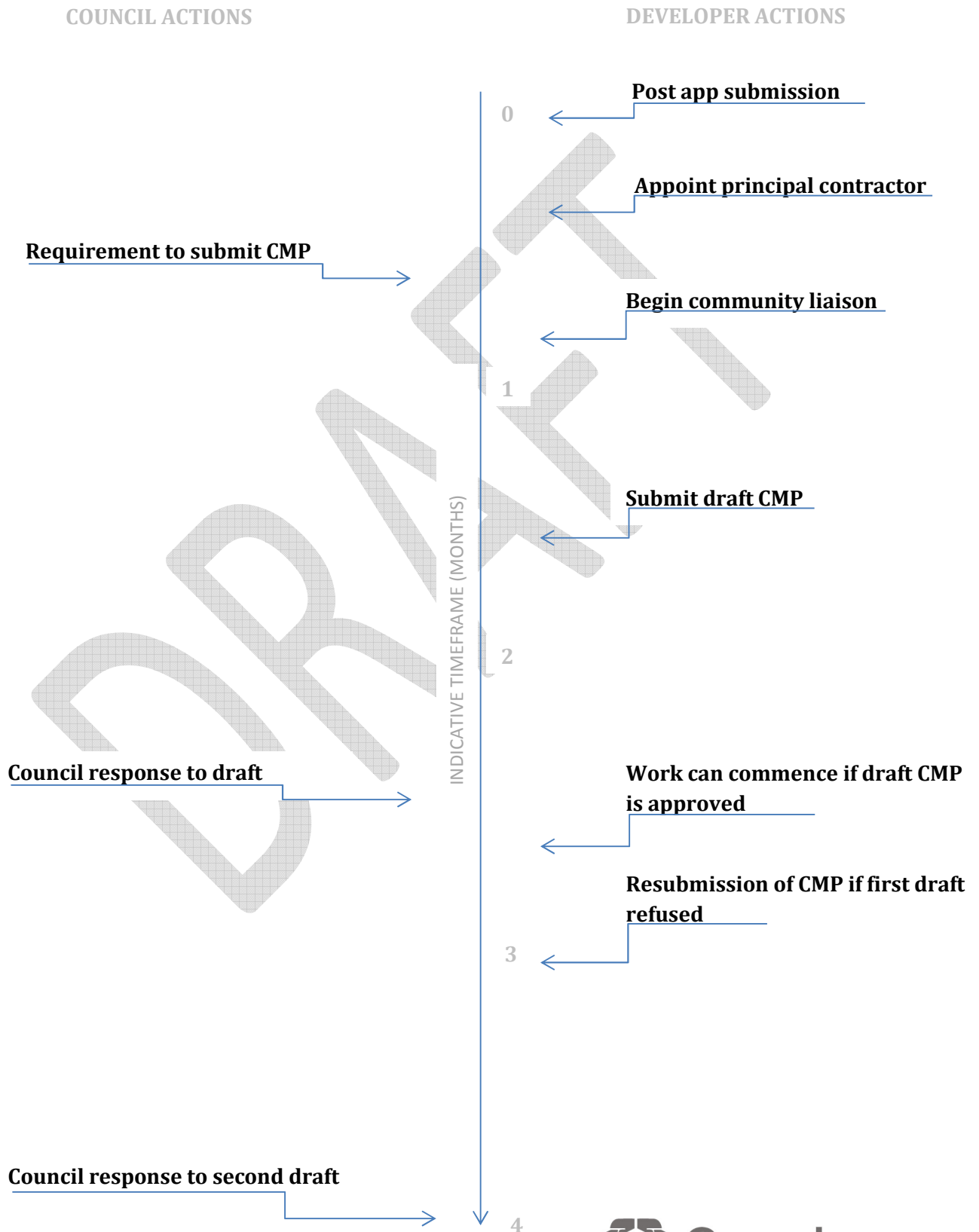
Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(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.

DRAFT

# Timeframe



# Contact

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

Address: 42, Elsworthy Road, Camden, London, NW3 3DL

Planning ref: XXXX

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

Name: Peter Brown

Address: 66-68 MARGARET STREET, W1W 8SR

Email: Peter@mw-a.co.uk

Phone: 020 7580 9336

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:

Address:

Email:

Phone:

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:

Address:

Email:

Phone:

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:

Address:

Email:

Phone:



# Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The development proposals involve the demolition of the non-original extensions to the west flank of the existing property, and excavation of a new basement under the existing footprint and front drive. The property will consist of 2 x C3 residential units. There will be new lightwells created to the rear and front of the property to provide natural daylight and ventilation to the lower ground floors. A new extension to the west flank of the property (partially within existing envelope) will replace the existing with extensive landscaping reducing hard-standing to the rear.

Details of the development are provided in the planning application documents, in particular the Design and Access Statement produced by Marek Wojciechowski Architects.

## **Site and Surroundings**

The site is located in the London Borough of Camden in a residential area between Primrose Hill to the south and Swiss Cottage to the north.

The property currently comprises of a six-storey property arranged over lower ground to third floor levels, plus loft. The property has a C3 residential use class divided into 3 self-contained units. Vehicular access to the site is from Broxwood Way to the west. The site covers an approximate area of 0.2 ha.

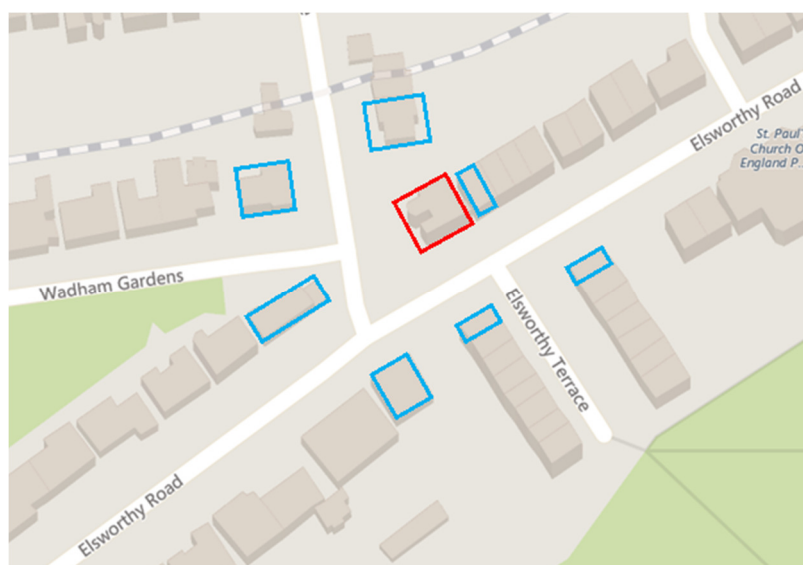
**Figure 1: View of 42 Elsworthy Road- Roadside**



The site is surrounded by the following residential properties:

- 2, Lower Merton Rise;
- 25, 38, and 44 Elsworthy Road
- 1 and 15, Elsworthy Terrace; and
- 21, Wadham Gardens.

**Figure 2: Site Location**

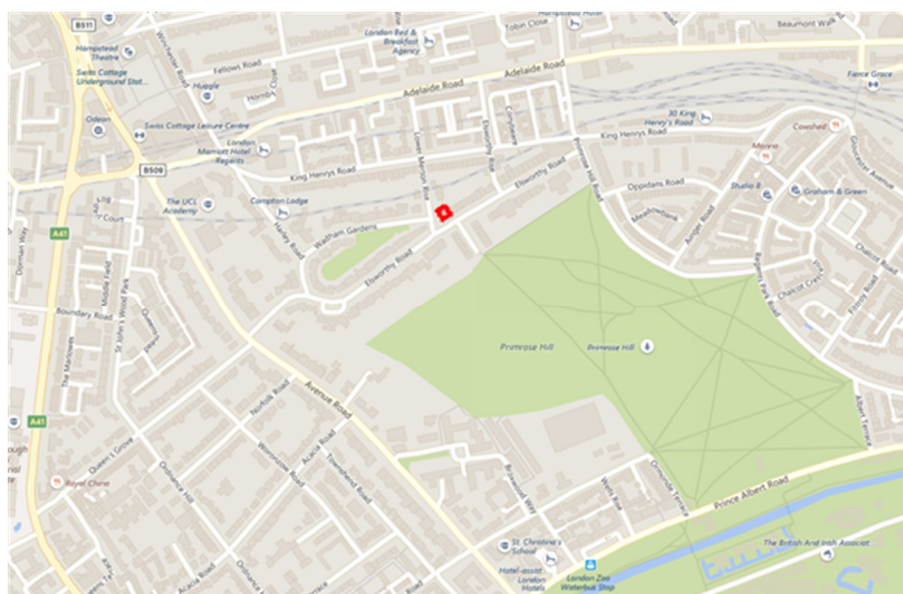


A plan showing the wider site surroundings is provided in Figure 2.3 below.

There are no Listed Buildings in the immediate vicinity of the site, the nearest being a Grade II listed building; St. Mary Primrose Hill, approximately 250m to the east. The Primrose Hill tunnels (Eastern entrance) are Grade II\* listed located approximately 300-350m north-east of the site.

The site is located in Elsworthy Conservation Area which covers an approximately 16.4 hectare area extending from Primrose Hill Road in the east to Avenue Road in the west, marking the boundary between the London Borough of Camden and the City of Westminster. There are no Archaeological Priority Areas within the Conservation Area

**Figure 3: Wider Surrounding Area**



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 development proposals include the demolition of the non-original extensions to the west flank of the existing property, and excavation of a new basement under the existing footprint and front drive. It is anticipated that the proposed development will be constructed in a single phase, which will commence in Q2 of 2019 and be completed over a 18 month programme.

Due to the residential location of the property, the main challenge with this site will be the proximity of neighbouring properties and management of traffic consideration. There is also a school located at the end (East) of Elsworthy Road. It will therefore be necessary to coordinate with LBC in accordance with our traffic management plan.

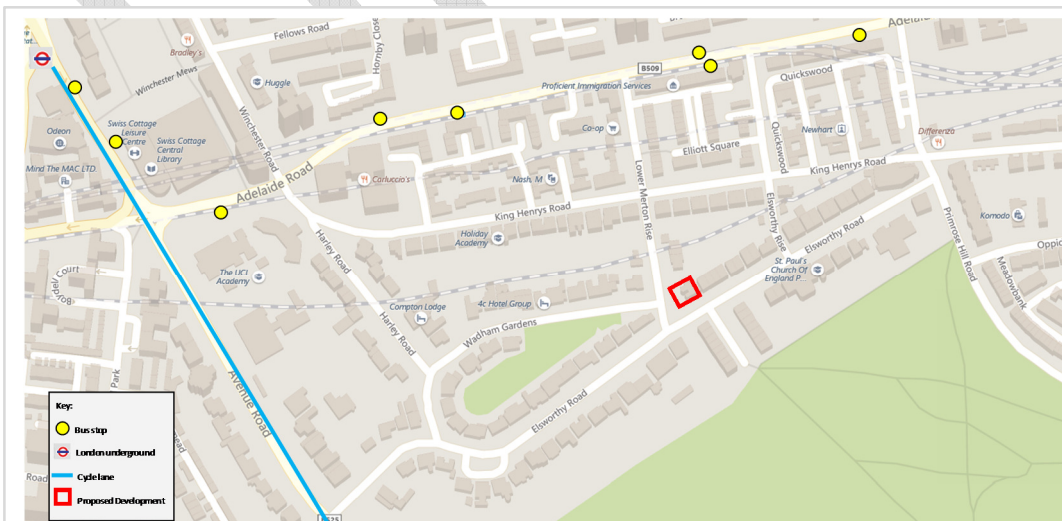
8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

Neighbouring properties along Elsworthy Road, Lower Merton Rise, Elsworthy Terrace and Wadham Gardens.

St Paul's CE Primary School (located 200m to the East.)

St Mary Primrose Hill Church (located 250m to the East.)

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.



There is residential on-street parking on all roads in the vicinity of the property.

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).

TBC

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

Confirmed as above.

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.

None proposed- contractor to confirm.

# 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.

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## 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.

Contact details of the Site Manager (including a 24 hour phone number) will be provided to LBC and to adjacent residents, as well as displayed on the hoarding.

The Client and the Contractor will strive to be 'Good Neighbours', and as such will employ systems to ensure that any local issues and concerns are understood. Consultation and communication with local residents and businesses will commence prior to the commencement of construction. Adjacent residents will be provided with information concerning construction, including the proposed timescales, working hours, loading bay suspension and delivery scheduling, alongside contact details for the Site Manager and a 24/7 helpline.

In line with best practice guidance, the Contractor will notify local businesses and residents that will be directly affected or potentially inconvenienced by construction works. This will help to minimise the impact construction may have on the surrounding community and ensure that residents and businesses are fully informed at all times.

Various consultations will be held with local residents. **Details of which are included below:**

XXXXXXXXXX  
XXXXXX

#### **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.

We will present a clean, professional and presentable image to staff, visitors and local residents and indeed anyone passing by the site, if only a visitor to the area. Safety and cleanliness is at top of our agenda.

Reasonable steps will be taken to engage with local community groups and residents prior to and during construction (such as through the use of newsletters and fliers). Neighbouring properties will be informed in advance of works taking place, where possible, within 2 weeks but in any event, at least a week prior to the works commencing and as works progress.

Information to be disseminated will include: location of planned works; type of works; duration; anticipated effects of the works; contact details for enquiries; and complaints procedure.

Site boards outlining information on the project and forthcoming works will be erected at the entrance to the site. Site contact numbers will be displayed as appropriate, along with the complaints procedure.

All Contact Boards shall include the following materials:

- The title 'Contact Board'
- Name of the main contractor, address and person to whom correspondence should be addressed.
- Name of the site manager.
- Month and year of completion of works.
- Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Both the Site Manager and Contracts Manager will be contactable 24/7.

Should noise/vibration/dust complaints arise from the building works, these complaints will be recorded in a complaints register and made available to LBC, if requested. The complaint register will provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of the complaint will cease until such time the complaint is dealt with.

The Site Manager will maintain a log of all site visits to the site by the residents, neighbours and public where they wish to make any comments. Should any complaints be received these will be acted upon and reported upon.

## 15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to

follow the [“Guide for Contractors Working in Camden”](#) also referred to as [“Camden’s Considerate Contractors Manual”](#).

We will register with the ‘Considerate Constructor Scheme’ which is the national initiative, set up by the construction industry to improve its image. Once the site has been registered we will forward on the registration details and subsequent reports. This will be upon contractual commencement.

The Contractors will accord with

- Guide for Contractors working in Camden,
- Camden’s Considerate Contractors Manual,
- TfL’s Standard for Construction Logistics and Cyclist Safety (CLOCS)
- TfL’s Fleet Operator Recognition Scheme (FORS), and
- Camden’s Minimum Requirement for Building Construction (CMRBC)

## 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.

### Council to advise

We have undertaken a search of the planning portal, and can find the following evidence of planning applications within the vicinity of the property:

- 35, Elsworthy Road (2018/2010/P)- commencement of work. ‘Conversion from 2 flats into single family dwelling house including excavation of basement’
- 53, Elsworthy Road (2016/2251/P) Granted ‘Excavation of single storey basement; erection of rear infill extension at upper ground floor level; infill of recessed porch to side elevation; replacement of rear window with doors.’
- 70 Elsworthy Road (2015/4684/P) Erection of a 2 storey, 7 bed dwellinghouse with basement and accommodation in the roof space, following the demolition of the existing main dwellinghouse; extension of new basement under existing mews dwelling; alterations to fenestration and rear elevation of mews dwelling; associated landscaping works.’
- 48, Elsworthy Road (2015/2083/P) ‘excavation of basement’
- Flat A 10 Elsworthy Road (2018/0423/P) ‘Erection of single storey ground floor rear and side extensions; Excavation of basement extension including formation of front and rear lightwells’
- 18-20 Elsworthy Road (2014/5413/P) ‘Demolition of existing building (6 x flats) and erection of a three-storey plus basement building’



# 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 Contractual Considerations

17. Name of Principal contractor:

TBC

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 (e.g. 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.

The Site Manager or Banksman will undertake checks of construction and delivery vehicles travelling to and from the Site. In the event that a vehicle arrives at the Site and is not fitted with the above safety kit then the vehicle may be sent away and a non-conformance report completed.

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:

Contractor to complete

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

## Site Traffic

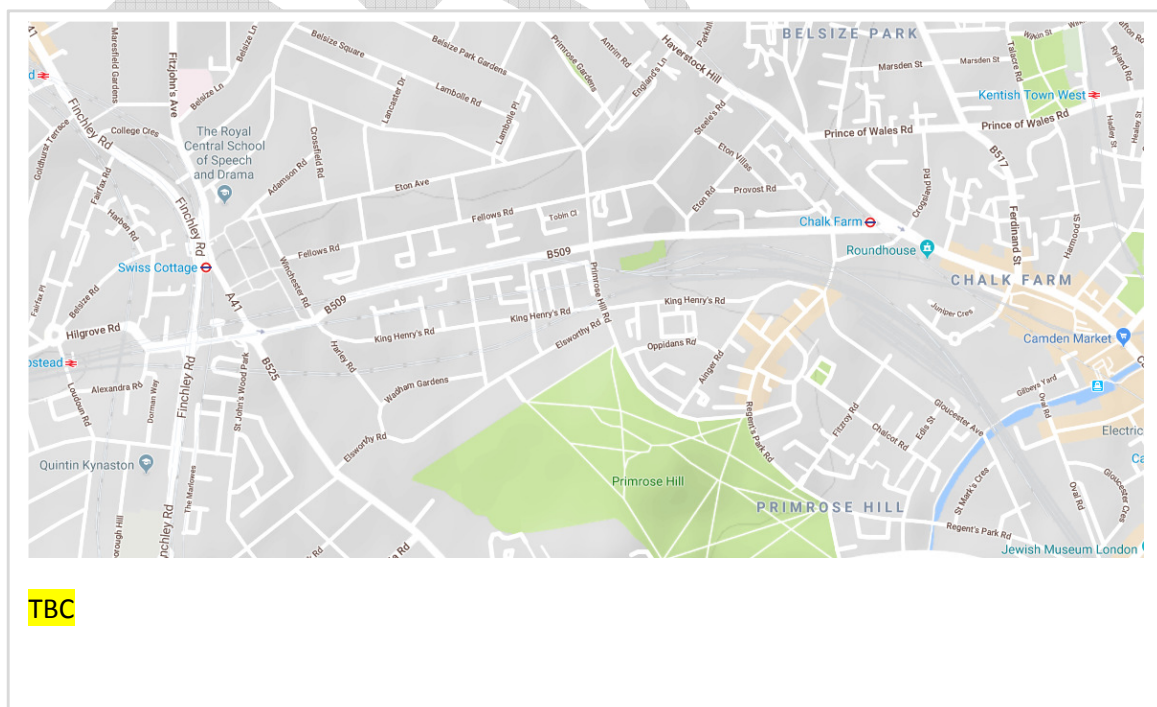
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

**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](#) (TLRN) on approach and departure from the 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.

All suppliers' orders will have a route indicator attached with strict instructions to adhere to the proposed routes.

Contractors will also have the same information for their suppliers. Contractors operatives will be informed there are no parking on site and encouraged to use public transport and cycle routes.

Visitors will also be discouraged from driving to site.

Notice boards will be placed at the site entrance, informing the public of the construction works and their duration

**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.

It is envisaged a maximum of five deliveries on any one day during our busiest phases of working. Deliveries will be set between 09:30 and 15:00 to minimise the risk of congestion at peak hours and the close proximity of the school on Elsworthy Road.

The average number of HGVs to be used during the demolition and construction activities is approximately 4/day.

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

We have undertaken a search of the planning portal, and can find the following evidence of planning applications within the vicinity of the property:

- 35, Elsworthy Road (2018/2010/P)- commencement of work. 'Conversion from 2 flats into single family dwelling house including excavation of basement'
- 53, Elsworthy Road (2016/2251/P) Granted 'Excavation of single storey basement; erection of rear infill extension at upper ground floor level; infill of recessed porch to side elevation; replacement of rear window with doors.'
- 70 Elsworthy Road (2015/4684/P) Erection of a 2 storey, 7 bed dwellinghouse with basement and accommodation in the roof space, following the demolition of the existing main dwellinghouse; extension of new basement under existing mews dwelling; alterations to fenestration and rear elevation of mews dwelling; associated landscaping works.'
- 48, Elsworthy Road (2015/2083/P) 'excavation of basement'
- Flat A 10 Elsworthy Road (2018/0423/P) 'Erection of single storey ground floor rear and side extensions; Excavation of basement extension including formation of front and rear lightwells'
- 18-20 Elsworthy Road (2014/5413/P) 'Demolition of existing building (6 x flats) and erection of a three-storey plus basement building'

It is unclear to determine when works on the above is planned to take place at site. LBC to advise.

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.

It is a small site and will not require this system as it will be a single laydown area.

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

No off-site loading area. All loading and unloading to take place on Site.

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

All parking and deliveries will take place on Site and be coordinated by the main contractor. No loading or unloading will take place on the public highway, in line with LBC requirements that “Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable” (P19, 3.4.4)

Restrictions on timings of construction will be in place, in line with the standard working hours for construction sites in Camden (08:00-18:00 Monday – Friday, 08:00-13:00 Saturdays and no work on Sundays or Public Holidays). It is envisaged that the vast majority of deliveries will take place between 09:30-15:00 to avoid network peak hours and opening and closing hours of the nearby school.

A booking system will be put in place to ensure large deliveries are not conflicting and contact details be provided to the residents in the surrounding area for complaints.

No consolidations centres required given the magnitude of the construction. Local Merchants and building suppliers will be used wherever possible to simplify delivery arrangements and keep the carbon footprint down for the project.

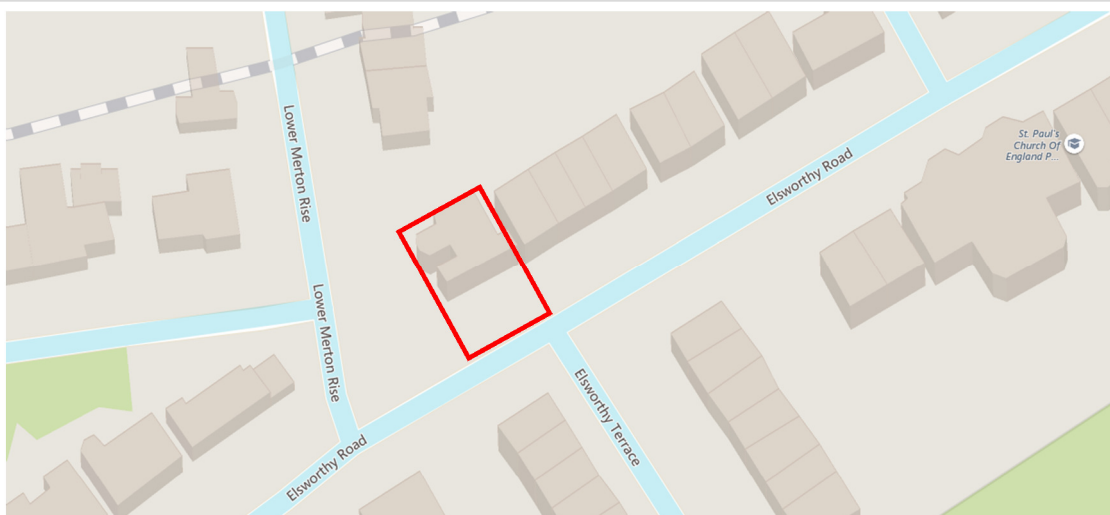
**22. Site access and egress:** *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.”* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic 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





TBC need to draw arrows of access and egress

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

Banksman to be used to ensure safe entry and exit through the hoarding

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).

To be provided once a contractor has specified size of vehicles required.

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.

Wheel-washing and dust dampening facilities will be provided on Site. The contractor will sweep the local streets if there is any issue with overspill of dust.

**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.

The parking bays directly outside the property of 42 Elsworthy Road will be temporarily suspended during the demolition and construction works.

# Highway interventions

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

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

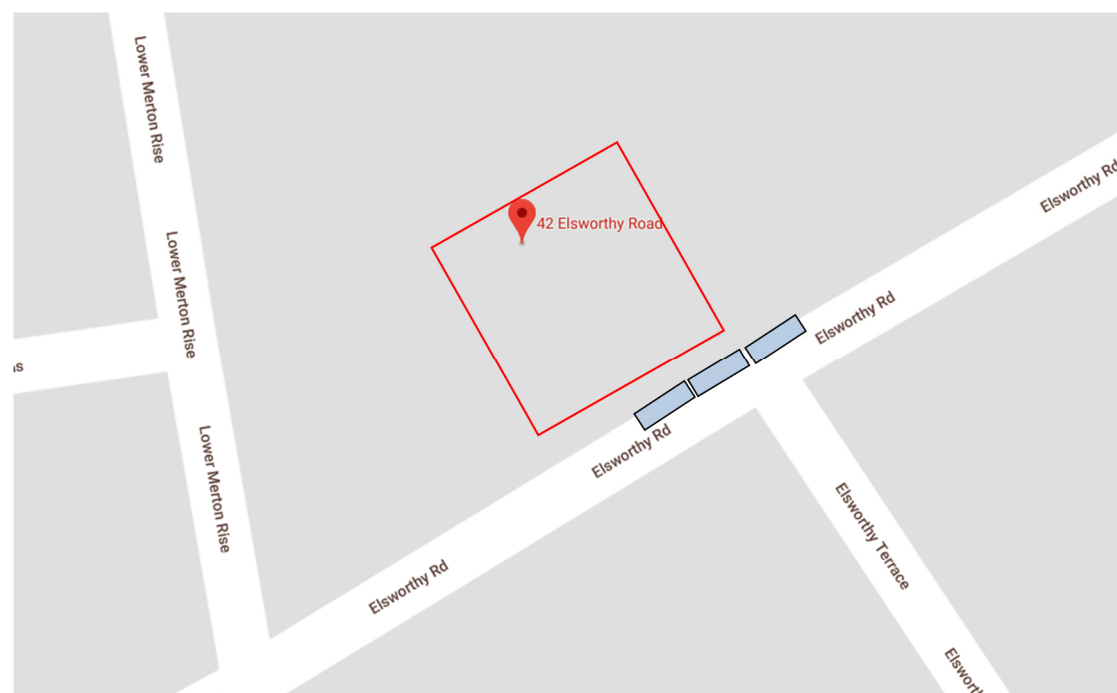
## 24. Parking bay suspensions and temporary traffic orders

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

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

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

Three residential parking bays directly outside Elsworthy Road will have to be suspended to allow safe vehicle egress from the site.



## 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).

TBC

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

Safety signs on the hoarding will be visible from Elsworthy Road. The signs will provide warnings and advice to all road and footpath users.

Where footpaths cannot be kept open appropriate temporary signage and barriers will be erected. The signage will advise of the footpath closure and directing pedestrians to the alternative route temporarily.

Barriers and cones will be used to temporarily alter the roadway as deemed necessary with areas being marshalled at all times to manage the traffic flow at that time.

## 26. Diversions

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

No diversions are required to the public highway. We do not consider that the works will cause any disruption to the public highway during the construction period.

## 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.

Appropriate signage and barriers will be used to direct cyclists and pedestrians to alternative routes away from any construction process on the estate.

The safety of all resident pedestrians or cyclists are paramount and site conditions will be monitored throughout the works and adapted to suit.

All vehicles will abide to the speed limit.

The site manager will ensure the site is regularly patrolled to ensure the site and surrounding area are clear of any site debris.

As part of the sub-contractors procurement process it will be ensured that all sub-contractors and suppliers delivering materials to site follow the conditions outlined in the Standard for Construction Logistics and Cyclist Safety (CLOCS).

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.

It is not considered that any temporary structures i.e. scaffolding, gantries, cranes etc, will overhang the residential roads.

Scaffolding will be erected within the site boundaries and which will be behind the site boundary fencing.

Scaffold standards would be protected by Hi-Viz foam sleeves and fencing/barriers. Solid hoarding panels will be used where the structures are in close proximity to the road with lighting provided.

DRAFT

# 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.

TBC

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

Noise survey was carried out week commencing 23<sup>rd</sup> July 2018. [Copy of survey attached.](#)

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

TBC

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.

The following measures will be adopted to reduce noise and vibration during the works:

- The quietest and newest vehicles/plant machinery will be used at all times;
- All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers,
- Vehicle engines and plant will be switched off between operations and when not in use;
- Pneumatic tools will be fitted with silencers or mufflers when in use close to sensitive receptors;
- Low impact techniques will be adopted where possible such as hydraulic crushing plant during demolition (e.g. munchers, nibblers etc);
- Generators and compressors will be silenced or screened as appropriate (e.g. when in use close to sensitive receptors);
- All vehicles and mechanical plant shall be maintained in good and efficient working order;
- Engine covers will be kept closed when machines are in use and idling;
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel;
- Plant which is known to emit noise strongly in one direction will be orientated in such a way that noise is directed away from sensitive areas wherever possible;
- Careful handling of materials and waste to minimise dropping from heights;
- Rubble chutes used for removal of debris will have a rubble mat positioned at the base to cushion debris as it falls reducing the noise and vibration;
- Shouting and raised voices shall be kept to a minimum. Use of radios is to be restricted except where two-way radios are required for reasons of safety and communication;
- A minimum of 2.4 metre impervious hoarding will be erected around the site, where feasible and practicable, and will continue to be maintained throughout the works;
- A site inspection will be undertaken daily to identify and rectify any issues which may increase noise and/or vibration;
- Toolbox talks will instruct workers on noise and vibration issues;
- Where feasible, walls will remain intact for as long as possible whilst the floor slabs are being demolished to screen noise from pneumatic demolition equipment.

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

TBC- to come from Contractor

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

A number of mitigation methods will be implemented to minimise the nuisance and impact arising from dust produced during demolition and site preparation activities, and maintain suitable air quality levels. These include the following:

*Site management:*

- Contractors will be instructed to use all reasonable means available to keep dust to a minimum, especially during dry weather conditions;
- Wind speed and direction must be taken into account when organising on site operations;
- Buildings to be demolished will be enclosed by scaffolding, where appropriate, and wrapped in monarflex or similar to provide a screen against dust/Asbestos Containing Materials (ACMs) wherever possible. The building will be wrapped whenever ACMs are being dealt with during the demolition phase due to the risks posed by ACMs to surrounding sensitive receptors;
- The use of damping down equipment must be employed where dust may be generated to control dust at source. Water runoff from dust suppression activities will be controlled;
- Bins and skips will either be located in an enclosed area or covered and sheeted;
- Daily on-site and off-site inspections will be undertaken to monitor dust;
- All dust and air quality complaints will be recorded, identifying cause(s) and taking appropriate measures to reduce emissions in a timely manner and record the measures taken;
- Dust site inspections will be undertaken regularly, particularly in hot and windy conditions; and
- Records will be made of any exceptional incidents that cause dust and/or air emissions, both on- or off-site and action taken to resolve the situation in the log book.



#### *Site maintenance:*

- As far as possible, fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Avoid site runoff of water or mud;
- Burning of any material is prohibited anywhere on-site;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site; and
- All vehicles carrying loose or potentially dusty materials to and from the site will be covered.

#### *Construction:*

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques, such as water sprays or local extraction;
- An adequate water supply should be provided on site for effective dust suppression, using non-potable water where possible and appropriate (adequate frost protection during the colder months should be taken into consideration);
- Use enclosed chutes and conveyors and covered skips;
- Areas where there is vehicular movement should have a consolidated surface which should be kept in good repair; and
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.

Measures will also be implemented to limit emissions from construction plant and vehicles. These are described in the traffic and transport section above and will also include the following, as appropriate:

- Operation of construction plant in accordance with the manufacturer's written recommendations;
- Vehicle engines and plant will be switched off and secured when not in use;
- Construction vehicles will conform to the current EU emissions standards;
- Vehicle and construction plant exhausts to be directed away from the ground and positioned at a height to facilitate appropriate dispersal of exhaust emissions;
- The enclosure, shielding or provision of filters on plant likely to generate excessive quantities of dust beyond the site boundaries;
- The use of diesel or petrol-powered generators will be reduced by using mains electricity or battery-powered equipment where reasonably practicable; and
- Vehicle, plant and equipment maintenance records will be kept on site and reviewed regularly

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.

On-site measures will be implemented to minimise any mud and detritus being deposited on the roads around the site. These may include wheel washing at the site egress. The details will be captured within the Demolition Logistics Plan.

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

TBC

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.

TBC

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](#).

TBC

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.

TBC

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).

The site is in an urban area, surrounded by residential land uses. There is therefore potential for an insect, bird or rodent infestation to occur on site. In order to minimise the potential for a rodent problem, the following control measures will be implemented:

- Access to the site from exposed drainage should be prevented;
- Ensure that rubbish or spoil is not left long enough on site to allow rodents to establish themselves above ground;
- Welfare facilities will be cleaned daily and maintained in a good condition. It is expected that the users behave appropriately towards the facilities;
- A suitable number of toilet facilities will be located at the site;
- All food and drink is to be consumed within an enclosed area or off the construction site;
- All food and drink will be disposed of in a lidded container and emptied on a weekly basis; and
- Any pest infestation of the construction site will be notified to LBC as soon as is practicable.

Twenty-eight days prior any building works are being carried out, a method statement on how the destruction/dispersion of rodents will be controlled during the demolition and construction works will be submitted to LBC. The method statement will include details on how existing/new drainage will be sealed during the construction process.

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

TBC

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.

We will present a clean, professional and presentable image to staff, visitors and local residents and indeed anyone passing by the site, if only a visitor to the area. Safety and cleanliness is at top of our agenda. The site induction will reiterate the behaviour we expect everyone on site to abide by.

Shouting and raised voices shall be kept to a minimum. Use of radios is to be restricted except where two-way radios are required for reasons of safety and communication. A dedicated smoking area will be indicated on site and identified during site inductions.

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: TBC

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

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:** .....

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

End of form.