

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
27 / 11 / 2018	A	Martin Evans Architects
14 / 12 / 2018	B	Martin Evans Architects Questions answered regarding the feedback received 29th November 2018
16 / 01 / 2019	C	Martin Evans Architects Q.21 Answered as per feedback received 16 th January 2019

Additional sheets

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

Date	Version	Produced by
27 / 11 / 2018	A	Construction Noise, Vibration and Dust Management Plan by CLEMENT ACOUSTICS (13562-CNMP-01-RevA)
27 / 11 / 2018		CMP - Consultation - Martin Evans Architects
27 / 11 / 2018		BEL-PL-SITE-10 - Martin Evans Architects
27 / 11 / 2018		BEL-PL-SITE-11 - Martin Evans Architects
27 / 11 / 2018		Programme
27 / 11 / 2018		Construction Statement
14 / 11 / 2018		CMP - Consultation result
14 / 11 / 2018		CMP - Letter example
14 / 11 / 2018		CMP - Consultation identification

Introduction

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

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

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

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

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

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

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

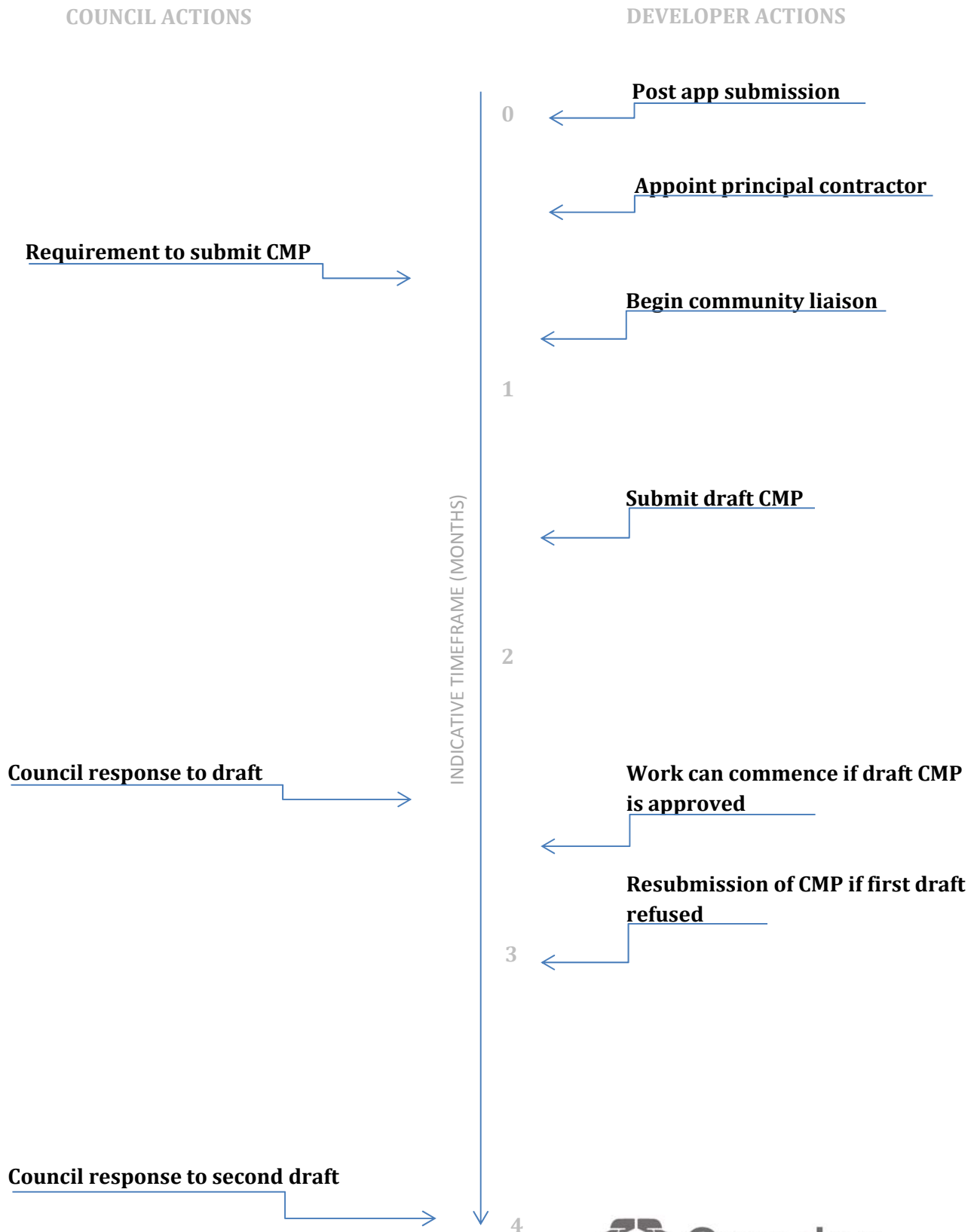
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: **8a BELMONT STREET, (r/o 8 BELMONT STREET), LONDON, NW1 8HH**

Planning reference number to which the CMP applies:

2016/0896/P

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

Name: **SID NILI**

Address: **364 Kilburn High Road - London NW6 2QH**

Email: **sid@maygrovestates.co.uk**

Phone: **07764235443**

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: **GENT SADIKU**

Address:

Email: **info@drenirefurb.co.uk**

Phone: **07552479221**

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: **SID NILI**

Address: **364 Kilburn High Road - London NW6 2QH**

Email: **sid@maygrovestates.co.uk**

Phone: **07764235443**

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: **SID NILI**

Address: **364 Kilburn High Road - London NW6 2QH**

Email: **sid@maygrovestates.co.uk**

Phone: **07764235443**

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.

Partial demolition of existing building, excavation of full basement and the erection of 2x 2 storey and basement residential units – See attached site plan

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 site is situated between residential properties and is accessed across adjacent owners land by formal agreement, storage and site facilities.

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.).

Residential at the piano works, 2-8 Belmont Street.

Emergency escape route from the adjacent property at the rear of Chalk Farm Road to be maintained at all times.

Electric meters to Piano Works.

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 the attached plan showing the site, access roads, parking, potential issues and footpaths.

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).

Key construction stages relate to:

- **Demolition:** Week 1,2 and 3.
 - **Major concrete works to retaining walls:** Week 4 for 4 weeks.
 - **Excavation:** First 8 weeks.
 - **Steel delivery & erection:** Weeks 3-4 and week 15.
 - **Scaffolding:** From week 1
 - **Glazed wall:** Week 26 to week 29
 - **Roof panel delivery & erection:** Week 20 to week 26.
 - **Service connections:** Starts week 20 for 13 weeks.
 - **Joinery:** Week 32 for 16 weeks.
 - **Tiling:** Week 35 for 14 weeks.
 - **Decorations:** Week 45 for 14 weeks.
- Attached program for further details**

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 – **CONFIRMED**
- 8.00am to 1.00pm on Saturdays – **CONFIRMED**
- No working on Sundays or Public Holidays – **CONFIRMED**

Standard working hours will be observed throughout.

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.

Temporary contractors connections for electricity & water.

Alterations to drainage.

New gas, water, electricity and telecoms to each property.

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.

Please refer to CMP – Consultation (Attached). The letter sent to all affected parties, a file note of the Consultation process, and detailed explanation of the consultation result are all attached. Since the draft CMP we have now consulted all other neighbouring residents, businesses and organisations whom could possibly be affected by the development. Please see CMP Consultation document, the email record and copy letter sent to all neighbours (copies all attached) for the details and evidence.

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.

No group has been established but there is regular & ongoing contact with adjacent landowners and residents.

Site notices will also be erected to notify community of key dates, etc.

15. Schemes

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

- The Contractor has already registered the works with the Considerate Constructors Scheme.

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 known sites in the local area which could affect or be affected by the development. The attached site plan does show future schemes in the local area but none of which are expected to be on site at the same time as 8 Belmont Street.

Transport

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

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

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

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

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

Sid Nili (Manager)
Maygrove Projects
sid@maygroveestates.co.uk

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](#)).

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site.

AND/OR

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.

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

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

MARTIN EVANS ARCHITECTS

on behalf of Mahmoud Faghihi

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

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

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

Plan 5150/002 & 5150/003

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.

When working the order for goods etc. the supplier will be made aware of the route specified.

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.

The site is located in close proximity to various schools. Construction vehicle movements to and from the site therefore will to be scheduled to take place between 0930 and 1500 hours on Monday to Friday during school, between 0930 and 1630 hours on Monday to Friday during school holidays and between 0800 and 1300 hours on Saturdays.

Please find all vehicle details for each phase of construction on page 29, which provides 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. The average estimated daily number of vehicles during each major phase of the work, including their dwell time at the site has also been provided on page 29.

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

Based on our research and to the best of our knowledge there are no other current or planned developments in the local area or on the route that could affect or be affected by the development during the duration of the works.

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.

Due to the specific nature of each vehicle they will be coming round at the times and frequency as stated in the vehicle usage report. We will ensure that only one such large vehicle will be visiting at any one time during the day.

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.

A location in Brent Cross, within the borough of Barnet, will be used to store material and deliver them in smaller batches using smaller vans.

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](#)).

We will be arranging for vehicles to come on exactly the day we need the material.

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 plan attached 5150/001.

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

Yes, a banksman will assist with vehicle reversing manoeuvres and ingress / egress from Belmont Street and at the site access.

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).

A revised swept path drawing has been attached (5150/201 Rev B) illustrating the residential parking bays. Monday – Friday parking bay suspensions are also shown on the drawing.

Swept path drawing (5150/202 Rev A) shows a car passing a parked construction vehicle on Belmont Street. Swept path diagrams have been provided on pages 27-28 of this document

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.

Not required.

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 clay and demolition material will be stored inside a large roll on roll of skip which is within the working boundaries. The delivery vehicles will be arranged to visit at agreed times when we will have a transport marshal organising and directing them safely.

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](#).

We do not believe any parking bay suspensions will be necessary however as a precaution we have highlighted the spaces as being temporarily suspended in the event a larger vehicle is used to deliver material to the site. There is a possibility that an 11m or 12m vehicle could be used to deliver material to the site. These temporary parking bay suspensions have been marked on the swept path diagrams S150/201 Rev B and S150/202 Rev A on page 27-28 of this document

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).

N/A

No alterations to the highways

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

N/A

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).

There will be no highway or footpath closures other temporary access across the site for deliveries / removal of waste and soil.

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.

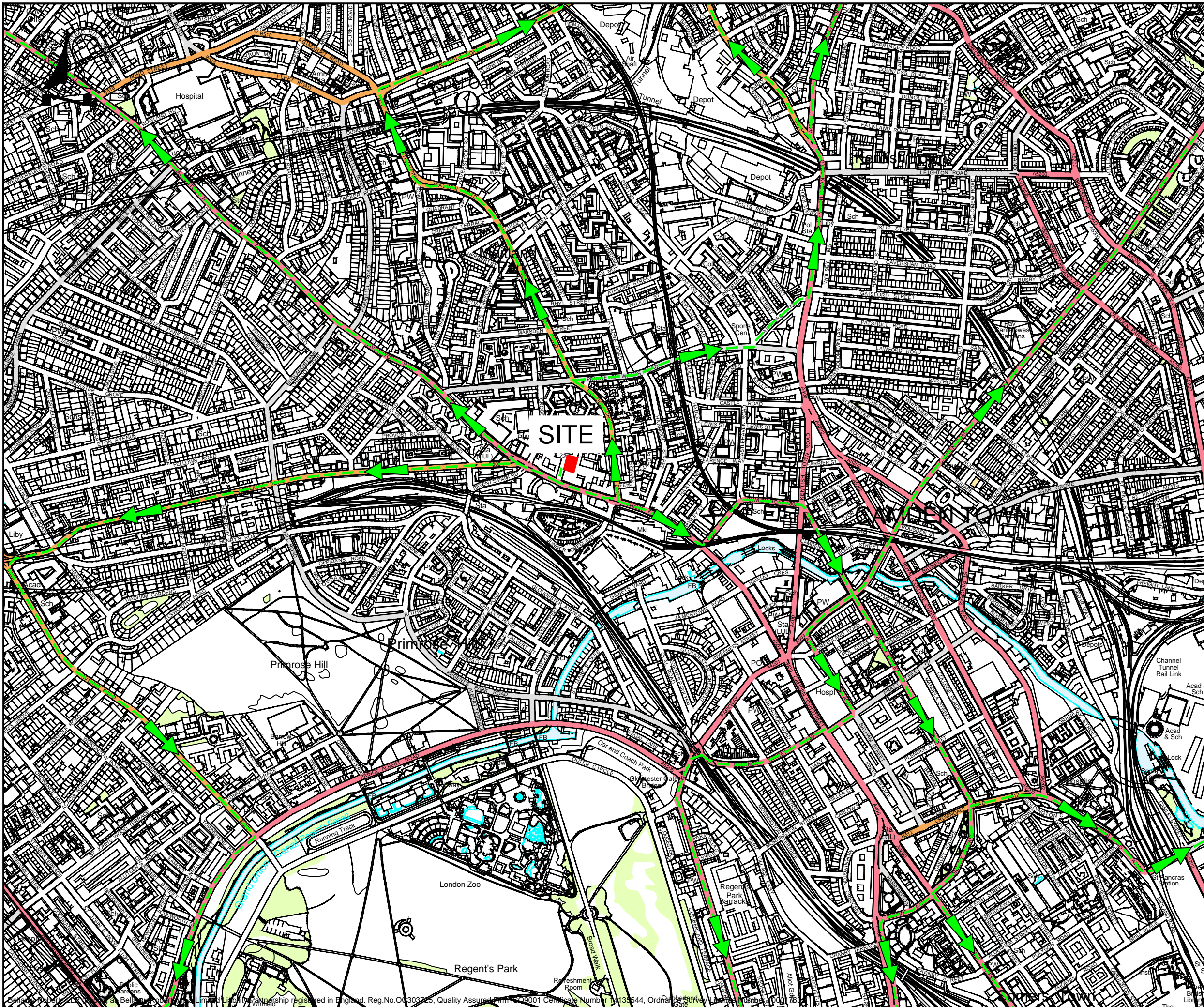
See attached site plan showing site hoarding, access and egress points. This has no affect on the public road or pavement.

Banksmen and traffic marshalls will be provided.

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

There will be no overhangs to public highways / Pavements.

● SYMBOL IS FOR INTERNAL USE



Key

--- Direction of Traffic

bellamy roberts

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

Tel: 01256 703355
Fax: 01256 704934
Email: info@bellamyroberts.co.uk

CLIENT
Delphinus Group

PROJECT
8a Belmont Street

TITLE
Routes from Site

DRAWN BY
ARM

DESIGN BY
-

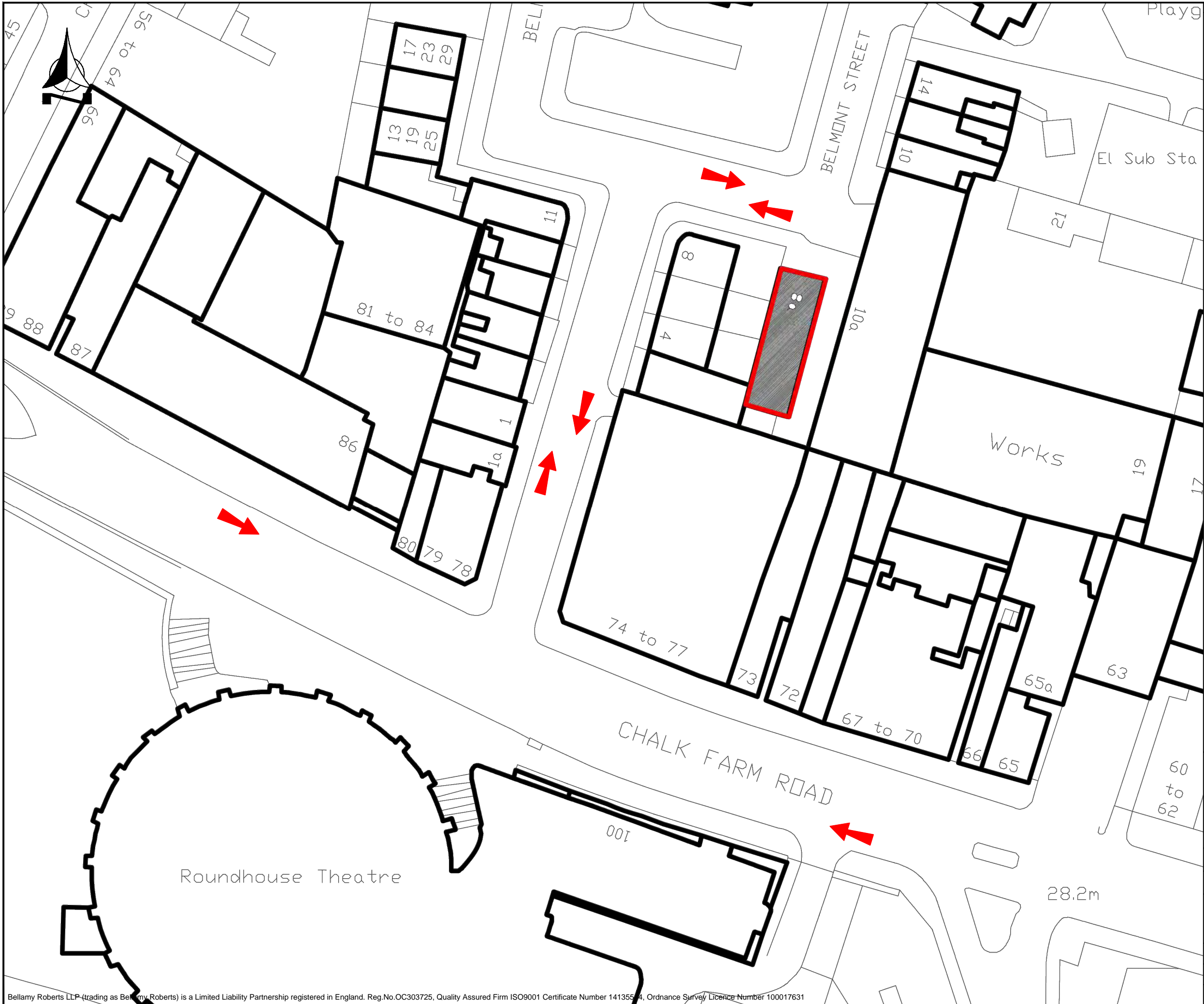
CHK BY
ITR

DATE
09/05/18

DRAWING NO.
5150 / 003

SCALE
1:10,000 @ A3

REV No.



Key

← Direction of Traffic

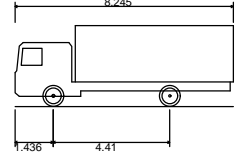



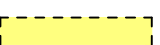


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CLIENT Delphinus Group		
PROJECT 8a Belmont Street		
TITLE Direction of Traffic		
DRAWN BY ARM	DESIGN BY -	CHK BY ITR
DATE 09/05/18	DRAWING No. 5150 / 001	
SCALE 1:500 @ A3	REV No.	



Notes	
	
Rigid Truck	8.245m
Overall Length	2.315m
Overall Width	3.062m
Overall Body Height	0.384m
Min Body Ground Clearance	2.250m
Track Width	6.00s
Lock-to-lock time	40.00°
Max Wheel Angle	

Key	
	Temporary Suspended Residents Parking Bays
	Resident Parking
	Car Club Only
	Solo Motorcycles Only

Revision		DRN	DATE	CHK
B	Rigid Vehicle Updated	ARM	19/09/18	28/11/18
A	Parking Bays Added	ARM	19/09/18	28/11/18
AMENDMENT		DRN	DATE	CHK



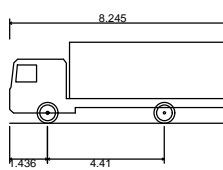
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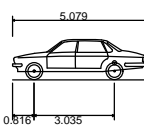
CLIENT		Delphinus Group	
PROJECT		8a Belmont Street	
TITLE		Swept Path Analysis Rigid Truck	
DRAWN BY	ARM	DESIGN BY	-
DATE	09/05/18	CHK BY	ITR
SCALE	1:500 @ A3	DRAWING No.	5150 / 201
		REV No.	B



Notes

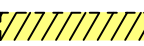
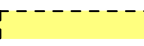
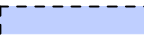



Rigid Truck
Overall Length 8.245m
Overall Width 2.315m
Overall Body Height 3.062m
Min Body Ground Clearance 0.384m
Track Width 2.250m
Lock-to-lock time 6.00s
Max Wheel Angle 40.00°




Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.900m

Key

-  Temporary Suspended Residents Parking Bays
-  Resident Parking
-  Car Club Only
-  Solo Motorcycles Only

A	Rigid Vehicle Updated	ARM	28/11/18	IL
REVISION	AMENDMENT	DRN	DATE	CHK



Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

Tel: 01256 703355
Fax: 01256 704934
Email: info@bellamyroberts.co.uk

CLIENT
Delphinus Group

PROJECT
8a Belmont Street

TITLE
Swept Path Analysis
Car Passing Truck

DRAWN BY ARM	DESIGN BY -	CHK BY ITR
DATE 21/09/18	DRAWING No. 5150 / 202	REV No. A
SCALE 1:500 @ A3		

Activity	Duration of works	Vehicle Type:	Main Usage	Size	Total number of visits	Frequency of usage	Time of day
Demolition	Weeks 1, 2 and 3	Grab lorry	To remove debries, muck and other building material	H:3.7m L:8.1m W:2.6m	12	once every 2 days. Totalling 12 Grabs to remove the existing structure	1 or 2 times a day during the first 3 weeks
Excavation	8 weeks	Grab Lorry	To remove all the muck, clay and any other material on site.	H:3.7m L:8.1m W:2.6m	80	up to 2 per day	8AM - 5PM
		3 ton excavator	To dig the clay and any other subbase material	H:2.4m L:1.3m W:1.4m		onsite for 3 month from start of project	8AM - 5PM
Concrete and under pinning	Starts week 4 for 4 weeks	mini pump	to pump in concrete	H:1.4m L:2m W:1.2m		onsite for 3 month from month 2 of start.	8AM - 5PM
Steel delivery	week 3-4	Lorry	To deliver reinforced bars	H:3.7m L:8.1m W:2.6m		1 time delivery	8AM - 5PM
Ready mix concrete vehicle	week 4 for 3 weeks	Ready mix lorry	To deliver ready mixed concrete and pump it into the site.	H:3.7m L:8.1m W:2.6m	18	average 1 per day.	8AM - 5PM
Screeding	week 12 for 3 weeks	Ready screed mix lorry	To deliver ready screed for each floor	H:3.7m L:8.1m W:2.6m	15	average 1 per day	8AM - 5PM
Steel Frames	week 15	Lorry	To deliver steel frames, metal	H:3.7m L:8.1m W:2.6m	2 or 3	twice throughout the project	8AM - 5PM
Roofing	Week 35	lorry	To deliver timber, joists, roofing material etc.	H:3.7m L:8.1m W:2.6m	2 or 3	2 to 3 times during the project.	8AM - 5PM
Misc large Delivery	Weeks 35 onwards	lorry	To deliver all other material	H:3.7m L:8.1m W:2.6m	15	variuos times during the project	8AM - 5PM
Misc. medium size deliveries	Weeks 35 onwards	van	To deliver all other material.	H:2m L:5.5m W:1.8m	36	Daily. For the duration of the development.	Throughout the day

Environment

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

PLEASE REFER TO Construction Noise, Vibration and Dust Management Plan

by CLEMENT ACOUSTICS (13562-CNMP-01-RevA)

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.

Detailed in the attached acoustics report by Clement Acoustics Ltd who were commissioned by the owner of the site to produce a Construction Impact Assessment of the proposed development

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.

Please see the attached acoustics report as above

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

Please see the attached acoustics report as above

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.

Please see the attached acoustics report as above

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

Please see the attached acoustics report as above

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

Please see the attached acoustics report as above

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.

Please see the attached acoustics report as above

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

Please see the attached acoustics report as above

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.

Please see the attached acoustics report as above

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](#).

Please see the attached acoustics report as above

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.

Please see the attached acoustics report as above

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).

Please see the attached acoustics report as above

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

Please see the attached acoustics report as above

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.

Please see the attached acoustics report as above

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): **02/19 – 10/20**
- b) Is the development within the CAZ? (Y/N): **NO**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **Y**
- 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: **This is being completed.**
- 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: **We can confirm the above.**
- 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: **We can confirm the above.**

 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: 12 July 2018

Print Name: A. NILI

Position: DIRECTOR

Please submit to: planningobligations@camden.gov.uk

End of form.