

Construction Management Plan

**66 FITZJOHNS AVENUE
LONDON
NW3 5LT**

Rev B Draft

22/01/2019

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
21/11/2018	-	West Hill Projects Ltd – JMS
04/01/2019	Rev A Draft	West Hill Projects Ltd – JMS
22/01/2019	Rev B Draft	West Hill Projects Ltd – JMS

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

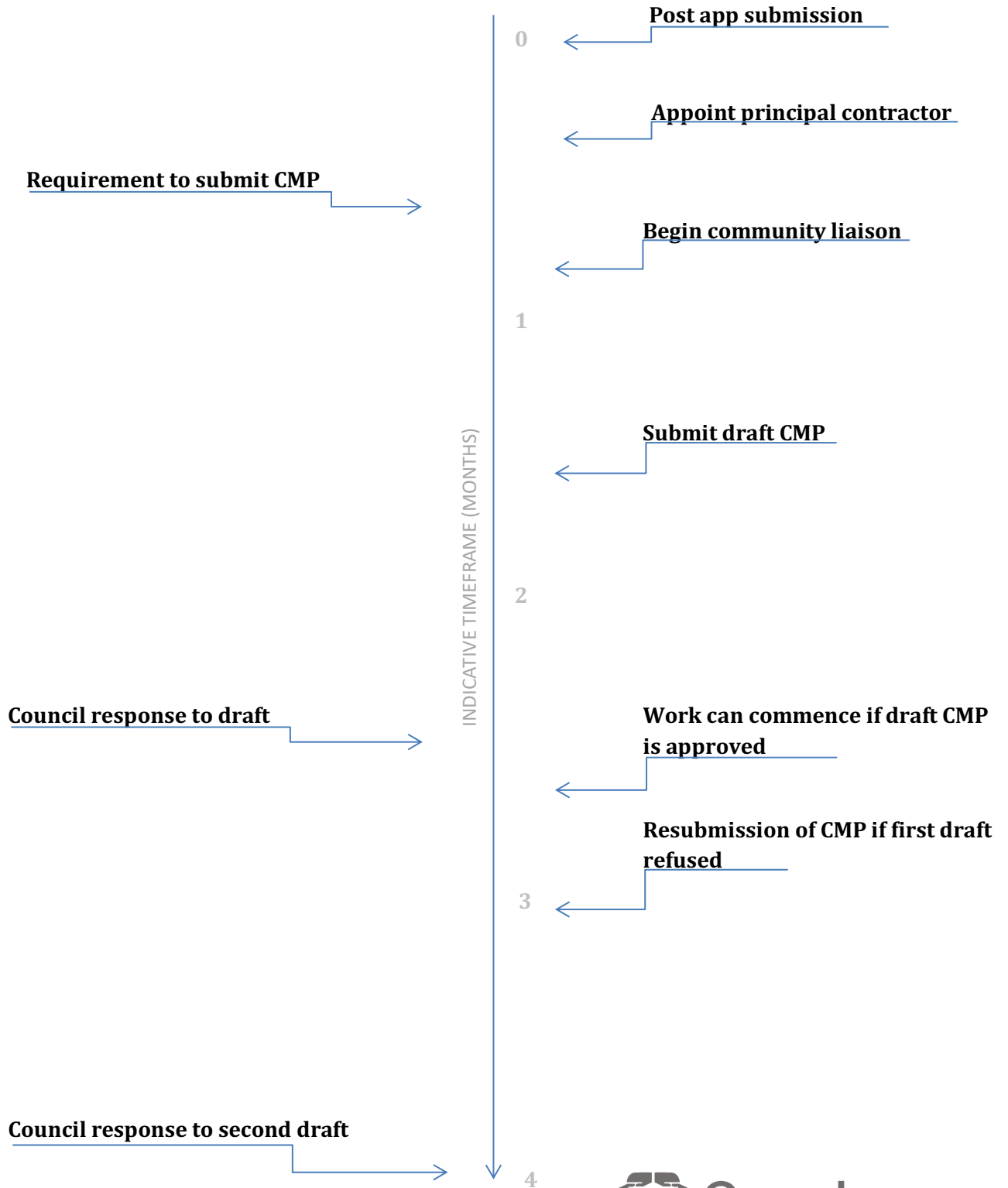
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 66 FITZOHNS AVENUE, LONDON NW3 5LT
Planning reference number to which the CMP applies: 2015/5847/P

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

Name: Jonathan Stevens
Address: West Hill Projects Ltd
Unit LU.219 The Light Bulb
1 Filament Walk
London SW18 4GQ
Email: jonathan@westhillprojects.co.uk
Phone: 07973 413758

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: Lee Bigsby
Address: West Hill Projects Ltd
Unit LU.219 The Light Bulb
1 Filament Walk
London SW18 4GQ
Email: leebiggsby@westhillprojects.co.uk
Phone: 07756 474784

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:	Jonathan Stevens
Address:	West Hill Projects Ltd Unit LU.219 The Light Bulb 1 Filament Walk London SW18 4GQ
Email:	jonathan@westhillprojects.co.uk
Phone:	07973 413758

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:	Jonathan Stevens
Address:	West Hill Projects Ltd Unit LU.219 The Light Bulb 1 Filament Walk London SW18 4GQ
Email:	jonathan@westhillprojects.co.uk
Phone:	07973 413758

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 site, denoted by the red outline, is bounded by residential properties on all 4 sides and has a single access driveway directly onto Fitzjohns Avenue.

The site entrance is indicated by the blue arrow.

The yellow shaded area on Fitzjohns Avenue denotes residents parking bays, of which the bay closest to the site will be suspended.

The green shaded area on Fitzjohns Avenue denotes a bus stop

There are no cycle paths or other restrictions to use of the highway.

The footpath is continuous through the crossover to the site entrance. Site traffic will be guided in and out of site by trained staff to ensure pedestrian safety.

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 works comprise the erection of a pair of semi-detached, two story 3-bed dwellings with basements, following demolition of existing pair of semi-detached dwellings.

Construction works will include demolition, piling, bulk excavation, concrete frame, superstructure, fit-out and landscaping.

The principal challenges will be the narrow site access, restricted materials storage space and the proximity to adjoining owners.

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

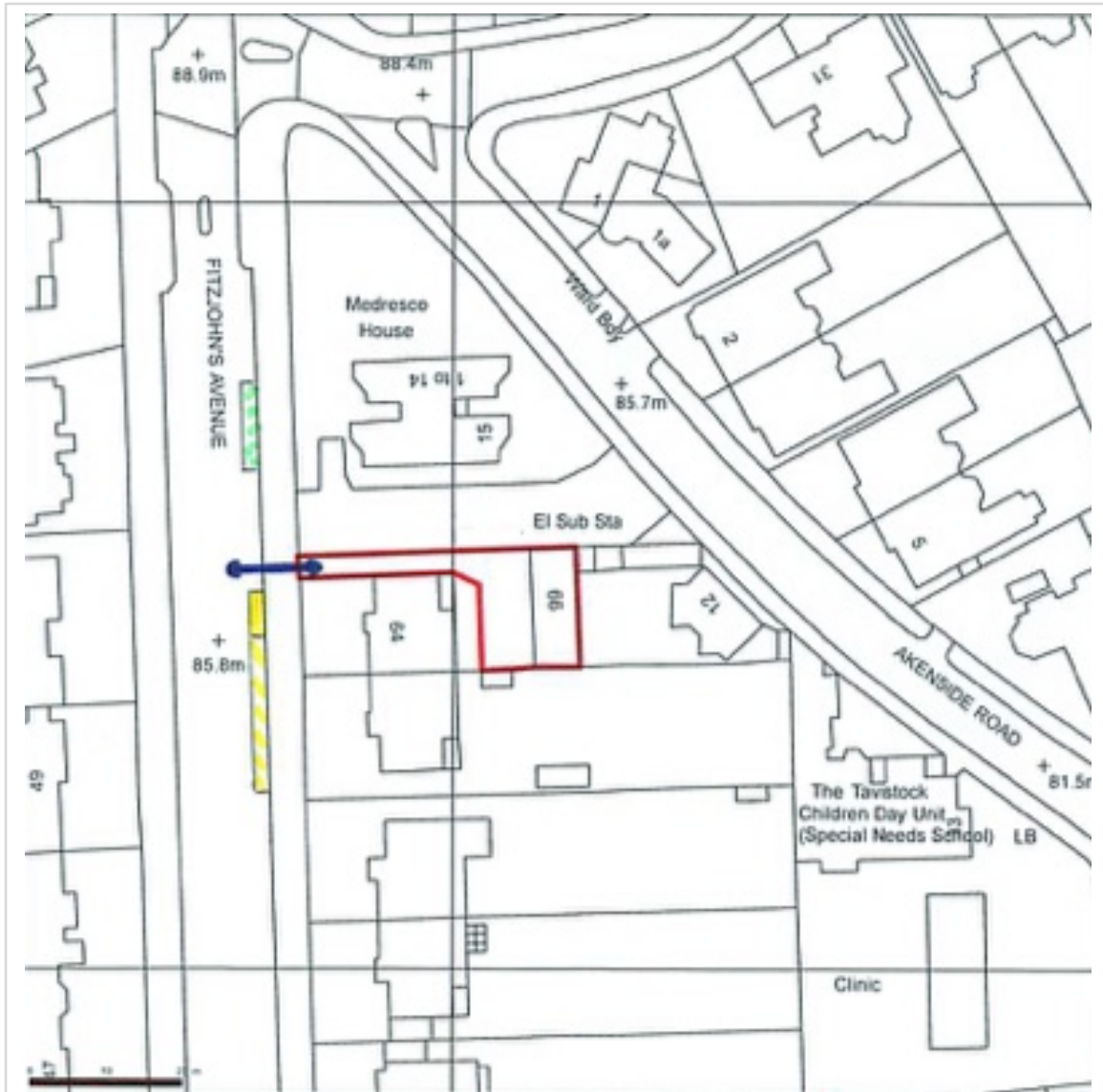
The nearest potential receptors will be :-

62 & 64 Fitzjohns Avenue adjoining neighbours (residential)

12 Akenside Road adjoining neighbour at the rear of their garden

Madresco House adjoining block of flats separated by 10m car park

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.



The site, denoted by the red outline, is bounded by residential properties on all 4 sides and has a single access driveway directly onto Fitzjohns Avenue.

The site entrance is indicated by the blue arrow.

The yellow shaded area on Fitzjohns Avenue denotes residents parking bays, of which the bay closest to the site will be suspended.

The green shaded area on Fitzjohns Avenue denotes a bus stop

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).

Overall programme 60 working weeks	
Ph 1 Demolition 4 weeks	December 2018
Ph 2 Piling 4 weeks	January 2019
Ph 3 Bulk excavation 4 weeks	February 2019
Ph 4 Concrete frame 14 weeks	March – May 2019
Ph 5 Superstructure 15 weeks	June – August 2019
Ph 6 Internal fit-out 24 weeks	September 2019 – January 2020
Landscaping 4 weeks	January 2020
Completion	February 2020

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

Standard working hours for the site will be in accordance with the standard working hours for construction sites within Camden; namely :-	
Monday to Friday	8.00am to 6.00pm
Saturday	8.00am to 1.00pm
Sundays and Public Holidays	No working

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.

The site is presently fed with all mains services – gas, electricity, water, telecoms and mains drainage. It is proposed that these services will remain and be re-used.

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.

Neighbour consultation has already taken place. With Fitzjohns Avenue being a long and busy road, the proposed development is considered to impact only on the immediate neighbours and therefore consultation has been concentrated on those neighbours and the two schools nearby.

See Consultation Tracking Schedule attached in Appendix D. This schedule and log, current at 21/01/2019, show the properties and by what means they were contacted, the nature of any responses received and the follow up response by West Hill Projects Ltd.

The neighbours are aware of the development and the measures required during the construction phase.

The erection of hoardings around the site within the adjoining properties to allow construction of the new works has already been agreed through the appropriate party wall awards. A meeting pre-commencement will shortly be arranged with the adjoining occupiers at 62 & 64 Fitzjohns Avenue, Madresco House and 12 Akenside Road. Consultation has also commenced with the occupiers of 64 Fitzjohns Avenue to re-locate their waste bins for the duration of the project.

West Hill Projects Ltd will circulate a further formal letter of introduction to the adjoining neighbours prior to commencement which will outline the principal project phases with durations and provide the primary point of contact.

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.

West Hill Projects Ltd will continue to keep the residents updated throughout the project.

Notices will be posted on the site hoarding providing contact details for those in charge of the project.

Formal letters will be circulated to the neighbours giving notice of any operations which are likely to impact more upon the local community such as suspensions or lifting operations.

The Consultation Tracking Schedule (see Appendix D) will be maintained to ensure that all acknowledgements and/or representations are recorded.

A Construction Working Group is not proposed due to the project size, location and numbers of neighbours affected. However, should the need arise, this will be considered and this document amended accordingly.

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](#)".

West Hill Projects Ltd are a registered company under the Considerate Constructors Scheme, registration number C2178, and this site will be individually registered under that 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 is currently a construction site at Nos 49 & 51 Fitzjohns Avenue, opposite and slightly lower down the road. This site is more advanced and is likely to be completed some way ahead of this site.

It is acknowledged that construction activity with deliveries etc. increases the level of traffic in the immediate vicinity. However, the site entrance and principal route for traffic is on Fitzjohns Avenue which itself is a busy main road. We do not believe there will be a significant impact on the current activity levels from this site.

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:

West Hill Projects Ltd
Unit LU.219 The Light Bulb
1 Filament Walk
London SW18 4GQ

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](#)).

The Principal Contractor will ensure that all logistics operators involved with and using the site :-

- only use the designated vehicle route as agreed with the London Borough of Camden
- are accredited to a minimum bronze level with FORS
- have additional safety equipment fitted, tested and working to any vehicle exceeding 3.5T
 - proximity warning signage
 - side under-run protection
 - blindspot minimisation equipment including mirrors and reversing cameras
 - audible warning devices for reversing and left turn alerts
- only use drivers who have undertaken SUD training

The Principal Contractor will require written confirmation from all logistics operators that the above requirements are met.

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:

The Principal Contractor is aware of the requirement to abide by the CLOCS Standard and this requirement will be appended to the terms of the main contract.

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

Site Traffic

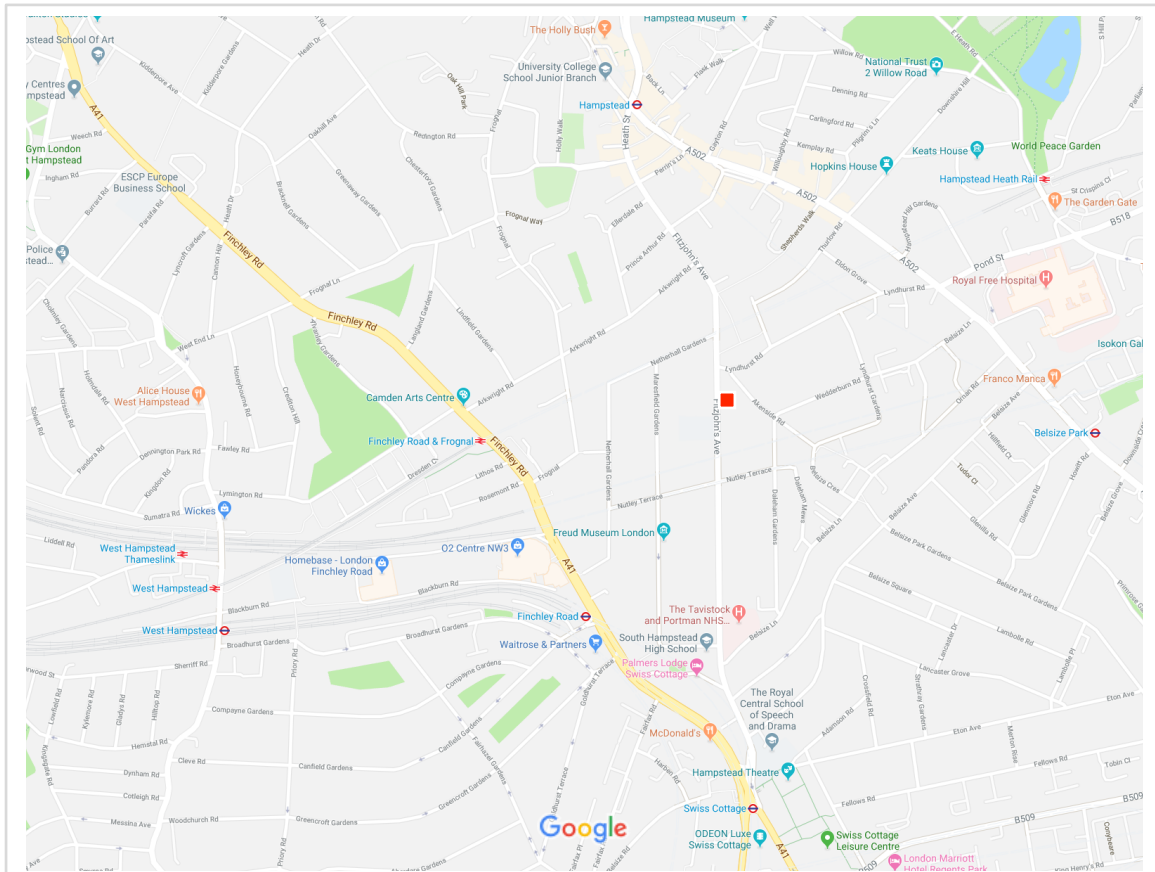
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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.



The site is indicated by the red box on the map above.

Please see section 22a below for access and egress routes.

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 contractors and suppliers will be issued with a copy of the “Site traffic” section of this plan at order prior to first site attendance.

Their attention will be specifically drawn to the requirements of the agreed route, delivery times and site access/egress arrangements and the need to comply at all times.

Non-compliance will result in the removal of that contractor/supplier from the supply chain.

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 number and type of vehicles accessing the site are shown in the construction vehicle schedule attached in Appendix A.

The site access is 2.7m wide at its minimum point thereby allowing a maximum vehicle width of 2.5m. The vehicle appraisal is planned on the basis of vehicles accessing the site wherever possible. Hence demolition and bulk excavation is scheduled using 6 (not 8) wheel tipper lorries. Larger delivery vehicles bringing materials to site will off-load at the highway.

Note: dwell times stated in the schedule refer only to durations for vehicles off-loading at the highway.

St Mary’s School is situated at 47 Fitzjohns Avenue, on the opposite side and slightly lower down the road. Site deliveries will be restricted to 9.30am – 3pm during term time weekdays.

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

There is currently a construction site at Nos 49 & 51 Fitzjohns Avenue, opposite and slightly lower down the road. This site is more advanced and is likely to be completed some way ahead of this site.

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.

There is only one site entrance.

All deliveries will be scheduled by the site manager to ensure there will only be one vehicle at a time.

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

Off-site holding area is not required due to size of the site and volume of logistics. Deliveries to site will be scheduled.

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](#)).

Material consolidation centre is not required due to the size of site.

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

The site will be accessed from the south:

from TLRN A41 Finchley Road travelling north, at Swiss Cottage turn right into Fitzjohns Avenue

from TLRN A41 Finchley Road travelling south, at Swiss Cottage turn left into Fitzjohns Avenue

Continue north until the site is reached. Drivers will radio or telephone the site manager to confirm their arrival.

The site will be left heading southwards:

from the site turn left onto Fitzjohns Avenue and travel southwards until reaching TLRN A41 Finchley Road.

Delivery vehicles facing north after off-loading will effect a turn under direction of the Traffic Marshal.

See diagrams in 22c below.

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

Vehicle deliveries will be scheduled by the site manager to ensure only one delivery at a time and avoid any conflict.

Drivers will announce their arrival, preferably having telephoned the site manager prior, and will be met by the Traffic Marshal.

Vehicles will wait on the highway until they are instructed to enter the site. Short-term waiting and off-loading space, between the residents' bays and the bus stop, is available immediately outside the site entrance without affecting traffic flow.

The Traffic Marshal will control any pedestrian traffic, position the safety barriers, and then facilitate the vehicle onto site.

Once vehicles have finished on site they will exit onto Fitzjohns Avenue with the Traffic Marshal providing similar attendance.

To ensure pedestrian and other road user safety, vehicles will not be allowed to exit site without the Traffic Marshal in attendance.

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).

See drawings Site Plan CTMP1 & 2 in Appendix B. For clarity, two separate drawings are provided, although both drawings apply throughout the project.

CTMP1 shows the arrangement for a vehicle off-loading on site in the access driveway. This drawing also shows the egress route leaving the site southwards.

CTMP2 shows the arrangement for a vehicle off-loading at the highway. This drawing also shows the turn required to allow the vehicle to travel southwards following off-load.

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 will be required during the demolition, piling and bulk excavation – phases 1-3.

A jet wash will be utilised on site with all vehicles cleaned prior to exit.

Vehicles will not be allowed to leave site, under the traffic marshalling arrangements, without having been inspected for cleanliness.

Water run-off from the wheel washing will be allowed to soak into the oversite soils and will not be diverted into the drainage system.

Any further minor mud or debris from the tyres going onto the road will be cleaned by hose or jet wash. The road will be cleaned off daily and inspected at the end of each working day.

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.

Vehicle off-loading will be undertaken on site wherever possible. The site access driveway has a minimum width of 2.7m but is 2.9m wide at the entrance in the position shown for off-loading.

See drawing CTMP1 in Appendix 2

The Traffic Marshal will ensure the safe access and exit of the vehicle from site as described in section 22b above.

Where there is a requirement to off-load at the highway, this will be undertaken directly adjacent to the site entrance in the available space between the resident bays and the bus stop.

See drawing CTMP2 in Appendix 2

For off-loading at the highway, the Traffic Marshal will erect safety barriers and control pedestrian access similar in a similar manner as above. Drivers will not off-load without attendance from the Traffic Marshal.

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](#).

It is proposed to suspend one parking bay, immediately adjacent to the site entrance, for the siting of a skip. This suspension will be required for the concrete frame phase 3 for a duration of approximately 14 weeks and again at the finishing stage for approximately 8 weeks.

At other times the skip will be sited on site.

Drawing CTMP1 in Appendix 2 shows the two alternative positions for the skip.

No Temporary Traffic Orders will be sought.

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).

None required

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

Safety signage will be placed on the hoarding at the site gate, comprising:-

- site rules and PPE
- name and contact details of the site manager
- date for completion of the works
- emergency contact details (out of hours)

Barriers will be placed across the pavement at the site entrance for vehicles accessing and exiting the site – see section 22b above.

Lighting will be provided within the site entrance for the periods when it is dark during the working day. The lighting will be contained within the site and angled so as not to allow disturbance or “blinding” beyond the entrance.

26. Diversions

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

None required

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and

partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

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

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

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

Diversions will not be required, except during the temporary condition whilst vehicles are accessing or exiting the site – see section 22b above. At such times, pedestrians or cyclists will be directed as necessary by the Traffic Marshal.

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.

None required

● SYMBOL IS FOR INTERNAL USE

Environment

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

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

Noisy works will consist of:-

Demolition	4 weeks
Plant operating for piling and excavation	7 weeks
Construction operations	47 weeks

Works will only be undertaken during the permitted hours as indicated above.

The site contractors will be required to use modern and service maintained equipment and plant which conforms to the current best specification for minimising noise output.

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.

No recent noise survey has been carried out.

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

Noise and vibration levels are not expected to be significant.

Demolition of the existing property comprising masonry and timber will not require the prolonged use of jack hammers or concrete breakers.

Piling for the temporary works secant wall will be rotary augered.

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 site will be enclosed by a hoarding around its entire perimeter.

Modern plant and equipment with low noise and vibration output will be used.

Vibration is anticipated to be minimal.

Neighbours will be advised in advance of any activity likely to produce excessive noise or vibration although this is not anticipated.

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

Site management will be trained on BS5228 part 1 2009 and all operatives will be briefed accordingly at site induction.

A copy will be available on site.

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

Whilst higher dust levels are anticipated during the demolition phase, this will be during the cold and wetter winter period when dust is less prone to becoming airborne.

Potential dust arising will be controlled by further "wetting down".

Vehicles transporting the demolition material arising will be sheeted with on-board covers.

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.

See section 22d above for details of on-site wheel washing and section 33 above for confirmation of covered loads.

In addition, and throughout the project duration, the highway will be swept clean, hosed down as necessary and inspected at the end of each working day.

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

Due to the scale and nature of the works it is unlikely that either dust or noise will become a significant nuisance beyond the site boundary. These two factors will be monitored visually and audibly by the site manager.

However, should the levels of dust and/or vibration become significant, monitoring equipment can be set up at the site boundary to measure these. In such event, the results of the monitoring surveys will be recorded and maintained with this CMP.

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.

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](#).

The recommended mitigation measures in the SPG (appendix 7) have been addressed.

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.

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 not believed to have a rodent problem and there is no evidence of rodent infestation.

The property is occupied by the current owners and will remain so until work commences on their redevelopment.

All drainage access points will be sealed at commencement of demolition. Drains will not be allowed to remain open for any period during the construction phase.

The site will have proper welfare procedures in place, with a dedicated welfare facility and regular emptying of waste bins. Operatives will be required to only use the welfare facility and to correctly dispose of any unused food or waste.

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

Presence of asbestos on site is anticipated to be minimal due to the age and type of property.

A full refurbishment and demolition asbestos survey will be commissioned prior to demolition, in accordance with H & S legislation. Any asbestos found will be removed by a registered specialist contractor

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.

West Hill Projects Ltd highly regards the welfare of its workforce and the impact of its work and workforce upon the local community.

A copy of the Site Rules and Company Values is attached in Appendix C

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):
- 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:

The only NRMM for use on site will be an excavator for demolition and bulk excavation and the piling rig. This plant will be provided and fully maintained by the respective specialist contractors.

 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:22 January 2019.....

Print Name:JONATHAN STEVENS.....

Position:Director, WEST HILL PROJECTS LTD.....

Please submit to: planningobligations@camden.gov.uk

Appendix A

Construction Vehicle Schedule

66 Fitzjohns Avenue
London NW3 5LT

Construction Vehicle Schedule



WEST HILL PROJECTS

Phase	Duration	Vehicle	Vehicle dimensions	Dwell Time	Maximum number per day	Total number of vehicles per day
Site Set-up	1 week	Delivery vehicle	6m(L) x 2.5m(W) 12T	30 mins	1	3
		Transit van	5m(L) x 2m(W) 4T		2	
Ph 1 Demolition	4 weeks	6 wheel tipper	8m(L) x 2.5m(W) 21T		1	2
		Transit van	5m(L) x 2m(W) 4T		1	
Ph 2 Piling	4 weeks	Readymix	7m(L) x 3m(W) 28T	40 mins	1	1
		6 wheel tipper	8m(L) x 2.5m(W) 21T		1	
Ph 3 Bulk Excavation	3 weeks	6 wheel tipper	8m(L) x 2.5m(W) 21T		3	3
Ph 4 Concrete Frame	12 weeks	Readymix	7m(L) x 3m(W) 28T	40 mins	4	4
		Delivery vehicle	8m(L) x 2.5m(W) 15T	30 mins	1	
		Transit van	5m(L) x 2m(W) 4T		1	
Ph 5 Superstructure	13 weeks	Delivery vehicle	8m(L) x 2.5m(W) 15T	30 mins	1	2
		Delivery vehicle	6m(L) x 2.5m(W) 12T	30 mins	1	
		Transit van	5m(L) x 2m(W) 4T		1	
Ph 6 Internal Fit-out	22 weeks	Delivery vehicle	6m(L) x 2.5m(W) 12T	30 mins	2	4
		Transit van	5m(L) x 2m(W) 4T		2	

Appendix B

Vehicle Swept Path Drawings

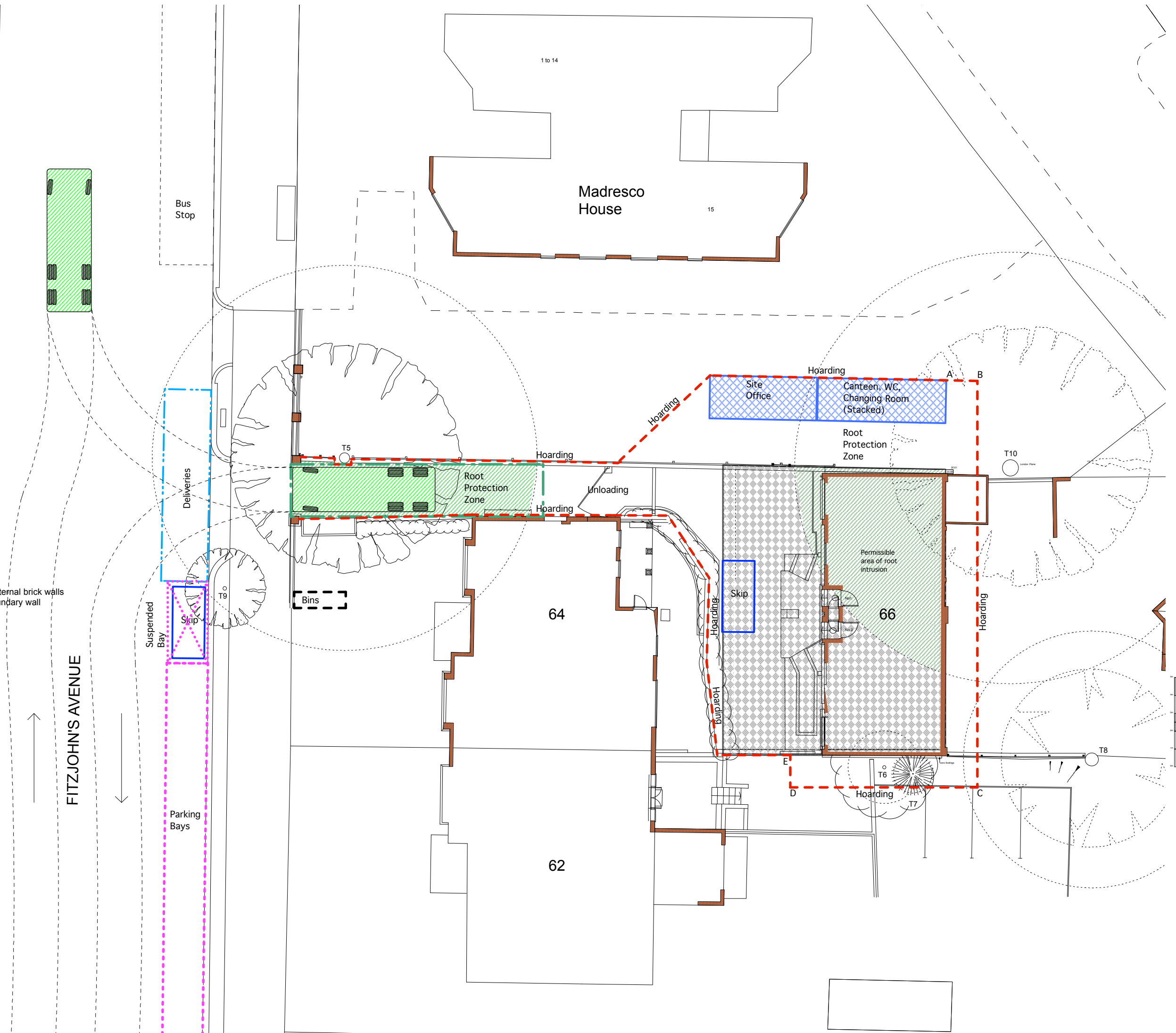
CTMP 1

Notes-

- 1- Hoarding A- E removed on completion of external brick walls
- 2- New hoarding erected to build Southern boundary wall

Key-

- Concrete Lorry 8m + 2.5m
- Parking for Deliveries
- Steel Protection Ramp
- hoarding
- car parking bays (active)
- car parking bays (suspended)
- skip
- root protection as BS 5837
- excavation
- temporary site buildings



REV
A- 20.11.18- Plan revised, notes revised
B- 22.11.18- Lorry path added, label added,
label revised



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Drawing to be read in conjunction with consultants information.
Do not scale from drawing.
All dimensions to be checked on site.
Drawing only to be used for purposes indicated.
Not to be used for any other purposes.
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66 FITZJOHNS AVENUE
PROPOSED-
SITE PLAN- CTMP 1
1:200 / A3

FOR INFORMATION

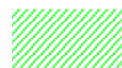









1169.01.17(B)

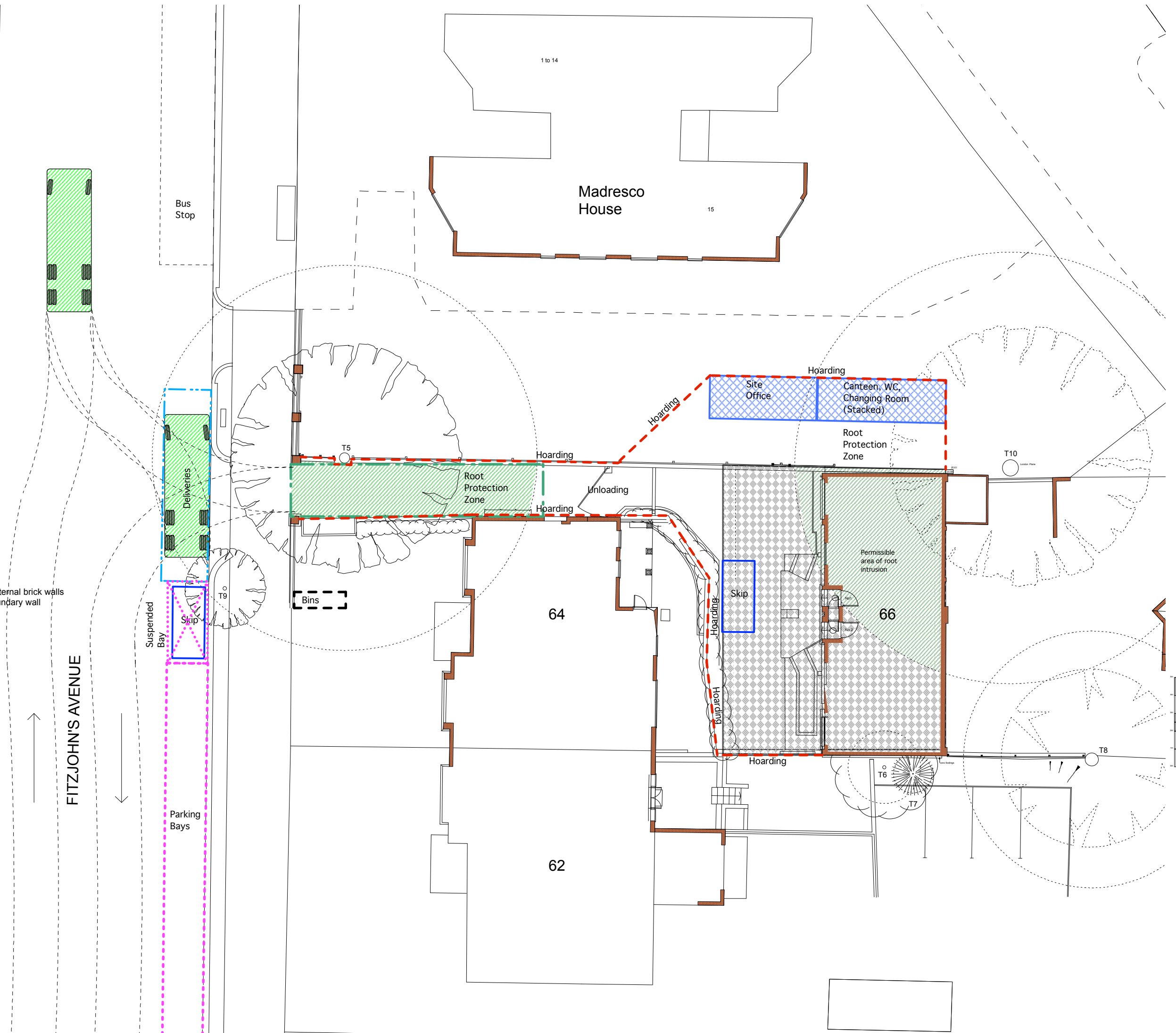
CTMP 2

Notes-

- 1- Hoarding A- E removed on completion of external brick walls
- 2- New hoarding erected to build Southern boundary wall

Key-

-  Concrete Lorry 8m + 2.5m
-  Parking for Deliveries
-  Steel Protection Ramp
-  hoarding
-  car parking bays (active)
-  car parking bays (suspended)
-  skip
-  root protection as BS 5837
-  excavation
-  temporary site buildings



REV A-22.11.18 - Lorry path added, label added, label revised



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Drawing to be read in conjunction with consultants information.
Do not scale from drawing.
All dimensions to be checked on site.
Drawing only to be used for purposes indicated.
Not to be used for any other purposes.
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66 FITZJOHNS AVENUE
PROPOSED-SITE PLAN- CTMP 2
1:200 / A3

FOR INFORMATION

1169.01.18(A)

Appendix C

Site Rules and Company Values

Site Rules and Company Values



WEAR THE CORRECT PPE

All site attendees must wear the required PPE at all times whilst on site. You must wear; a hard hat, hi-viz vest and safety boots as a minimum along with any other additional PPE required for the task being carried out or environment being entered.

HAVE A SITE INDUCTION

All site attendees must undertake an induction before going on to site.

FOLLOW RISK ASSESSMENTS AND METHOD STATEMENTS

All of the site workforce must view, sign and follow the risk assessments and method statements that they are provided with.

KEEP A TIDY SITE AND PROTECT THE ENVIRONMENT

Please keep the internal and external work area, rest and welfare facilities clean and tidy during and after use and ensure rubbish is discarded in the appropriate manner.

DO NOT PUT YOURSELF OR OTHERS AT RISK

Construction sites are dangerous places, please remain safety aware throughout the day and behave in a respectable and sensible manner.

FOLLOW SAFETY SIGNS AND PROCEDURES

Please follow all safety signs and procedures, these measures are put into place for your safety.

NEVER WORK IN UNSAFE AREAS

Please make sure your work area is safe. Do not work at height without suitable guard rails and other fall prevention. Do not enter unsupported trenches. Do not work below crane loads or other dangerous operations. Make sure you have safe access at all times.

REPORT DEFECTS AND NEAR MISSES

If you see a problem, please don't ignore it, report it to the site management immediately. The quicker it's reported the sooner it can be resolved and the less chance for an accident to occur!

NEVER TAMPER WITH EQUIPMENT

Never remove guard rails or scaffold ties. Do not remove guards. Do not attempt to fix defective equipment unless you are competent to do so. Do not ever tamper with equipment without authorisation.

ALWAYS RESPECT THE COMMUNITY

Please respect everyone on the site and in the surrounding area. Please do not spit, swear or carry out any other activity which others may find offensive. Do not play any music or cause any noise that could be considered a nuisance to those around you.

NO SMOKING

Smoking is banned within and around the perimeter of the site. If you are going to smoke, please leave the site and remove any company branded clothing or PPE and find a suitable place to do so. Do not congregate at the site entrance or around the site perimeter smoking.

NO FOOD AND DRINK

Food and drink is not to be taken onto the site except water and where the express permission of the site management has been given before hand e.g. in the case of health requirements. Food and drink should only be consumed in the rest facilities.

NO DRUGS AND ALCOHOL

Drugs and alcohol are strictly forbidden from this site, any persons found to be in possession or under the influence of drugs or alcohol will be removed from the site immediately and could face prosecution.

ALWAYS ASK

If you have any concerns or need any help or advice please speak to the site management.

Appendix D

Consultation Tracking Schedule

Address	Contact by	Date issued	Date response received	Nature of Response	Follow up:	Comments/actions
64 Fitzjohns Avenue, NW3 5LT						
Flat A	email***	05/12/2018	nil			
Flat B	email***	05/12/2018	06/12/2018	neighbour meeting timing?	response by WHP	see log
Flat C	letter drop	06/12/2018	nil			
Flat D	email***	05/12/2018	11/12/2018	hoarding, bins, drains, etc?	response by WHP	see log
Flat E	letter drop	06/12/2018	nil			
62 Fitzjohns Avenue, NW3 5LT						
Flat 1	email***	05/12/2018	06/12/2018	positive about development		see log
Flat 2	letter drop	06/12/2018	nil			
Flat 3	letter drop	06/12/2018	nil			
Flat 4	letter drop	06/12/2018	nil			
Flat 5	letter drop	06/12/2018	nil			
Flat 6	letter drop	06/12/2018	nil			
Flat 7	letter drop	06/12/2018	nil			
Flat 8	letter drop	06/12/2018	nil			
Flat 9	letter drop	06/12/2018	nil			
Flat 10	letter drop	06/12/2018	nil			
12 Akenside Road, NW3 5BT						
	letter drop	06/12/2018	nil			
15 Akenside Road, NW3 5BT						
	email	05/12/2018	nil			
	email***	also included in letter drop 06/12/2018				

Address		Date issued	Date response received	Nature of Response	Follow up:	Comments/actions
55 Fitzjohns Avenue, NW3 6PH						
Flat 1	letter drop	06/12/2018	nil			
Flat 2	letter drop	06/12/2018	nil			
Flat 3	letter drop	06/12/2018	nil			
Flat 4	letter drop	06/12/2018	nil			
Flat 5	letter drop	06/12/2018	nil			
Flat 6	letter drop	06/12/2018	nil			
Flat 7	letter drop	06/12/2018	nil			
Flat 8	letter drop	06/12/2018	nil			
Flat 9	letter drop	06/12/2018	nil			
Flat 10	letter drop	06/12/2018	nil			
53 Fitzjohns Avenue, NW3 6PH						
Flat A	letter drop	06/12/2018	nil			
Flat B	letter drop	06/12/2018	nil			
Flat C	letter drop	06/12/2018	nil			
Flat D	letter drop	06/12/2018	nil			
Flat E	letter drop	06/12/2018	nil			
Flat P	letter drop	06/12/2018	nil			
49&51 Fitzjohns Avenue, NW3 6PH						
	email	05/12/2018	nil			
St Mary's School						
	email	05/12/2018	nil			
47 Fitzjohns Avenue, NW3 6PG						
Ward Councillor						
Henry Newman	email	05/12/2018	nil			
Andrew Parkinson	email	05/12/2018	nil			
Gio Spinella	email	05/12/2018	nil			
Devonshire House Prep School						
	email	06/12/2018	nil			
69 Fitzjohns Avenue, NW3 6PG						

Date	Contact by	Event	Outcome
05/12/2018	WHP	email distribution as tracking schedule	
06/12/2018	WHP	letter drop as tracking schedule	
	62 Flat 1 - Francis Stanton	unscheduled meeting during letter drop	neighbour very positive about redevelopment
	64 Flat B - Emma Casdagli	email questioning date of neighbour meeting	WHP email reply confirming meeting to be held early next year
11/12/2018	64 Flat D - Susan Oldroyd	email querying details of hoarding, bins and existing drains	
12/12/2018			WHP email responded to queries and confirmed meeting will be held
12/12/2018	64 Flat D - Susan Oldroyd	email from 64D, thanking WHP for response	