

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

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](#)."

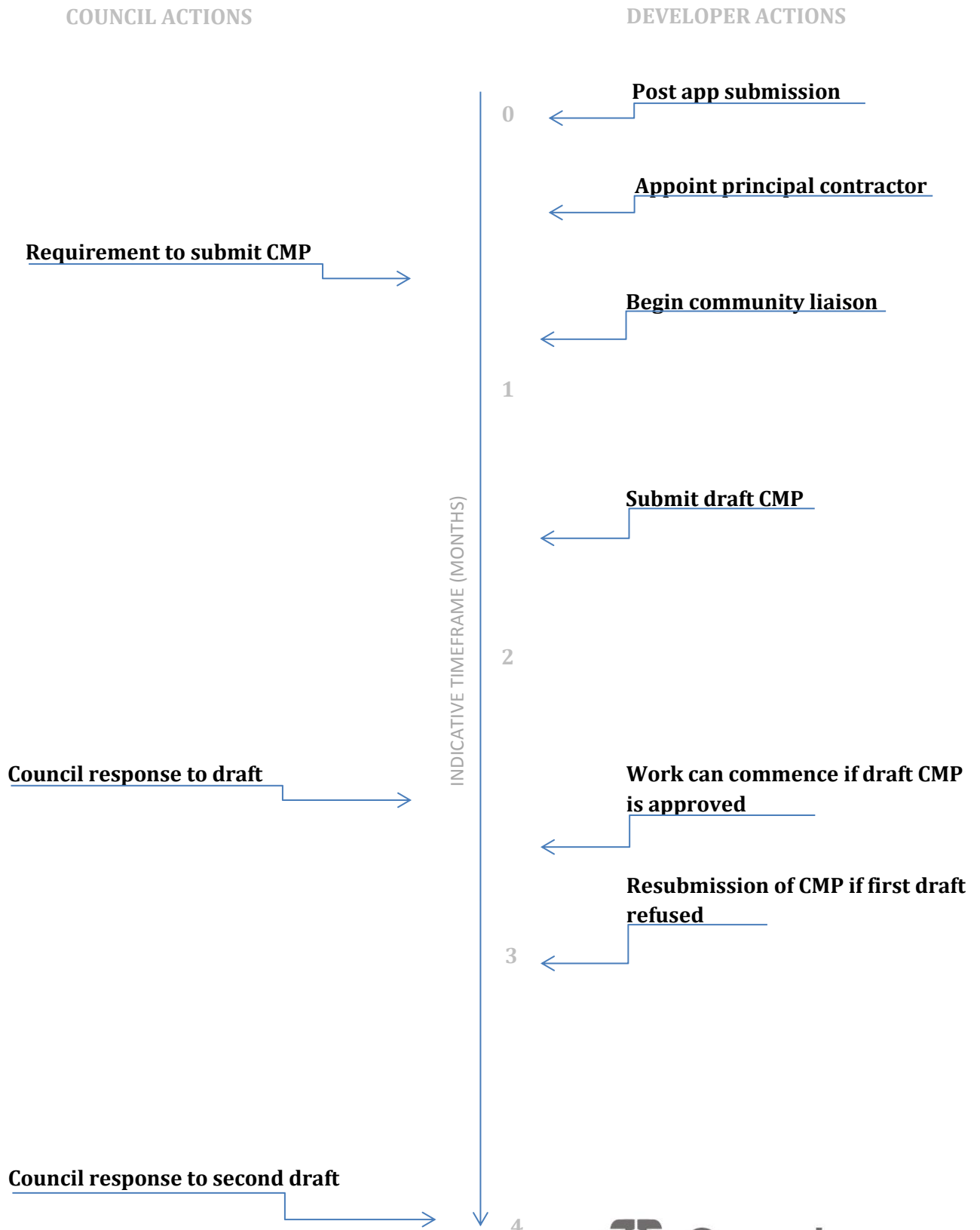
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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



Contact

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

Address: 36 Heath Drive, London NW3 7SD

Planning reference number to which the CMP applies: 2016/0272/P

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

Name: Graham Toole

Address: MY Construction and Carpentry Ltd

Email: graham@myconstruction.co.uk

Phone: 07794676737

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: George Muntearu

Address: MY Construction and Carpentry Ltd

Email: George.M@myconstruction.co.uk

Phone: 07496854559

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: George Muntearu

Address: MY Construction and Carpentry Ltd

Email: George.M@myconstruction.co.uk

Phone: 07496854559

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: MY Construction and Carpentry Ltd

Address: 5 Sayer House, Horseshoe Close, Oxgate Lane, London, NW2 7JN

Email: info@myconstruction.co.uk

Phone: 02084505747

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.

A Site Location Plan is attached in Appendix.

The works include, Implementation of the approved planning permission. Excavation to create new basement with 3 front and 3 rear light wells, erection of a two story rear extension including the reconfiguration of the existing 3 x rear dormas to a single dorma, alterations to front and rear first floor dormas and a single story garage extension.

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 construction works major elements, include the protection of the Facade followed buy the Piling, Excavation phase 1, underpinning, excavation phase 2, reinforced ground floor slab, erection of steel frame, precast floor slabs roofing structure, external brick work and roof coverings.

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.).

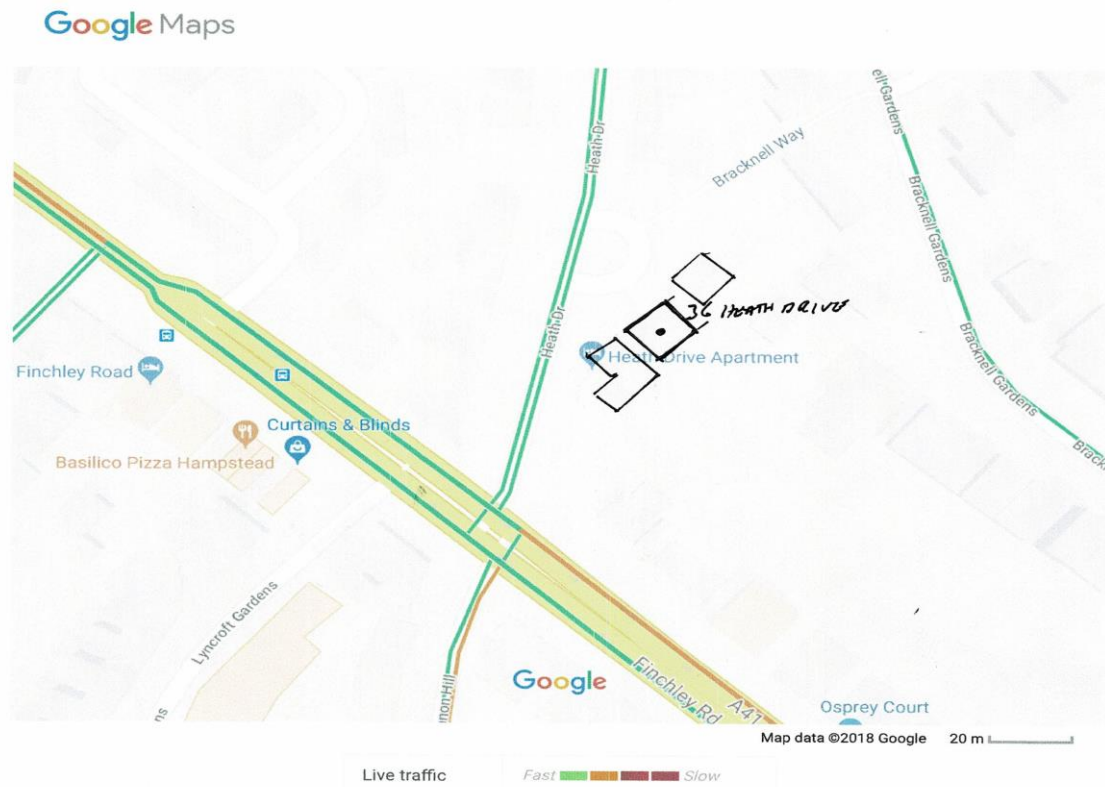
The house is a detached property with a large garden and trees surround the site on all sides. The site is bound to the north east and south west by residential properties which will be the nearest potential receptors likely to be affected by the activities onsite.

Nearest potential receptors: 35 Heath Drive and 39 Heath Drive

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.

16/03/2018

Google Maps



Please note that the site is located on a horse shoe close directly off of Heath Drive, there are three parking bays located on the horse shoe and it is our intention to suspend the 3 bays for the duration of the construction to allow access to the site for plant muck away etc. This alleviates pressure on the main Heath Drive.

<https://www.google.co.uk/maps/@51.5546223,-0.1907161,18z/data=!5m1!1e1>

1/1

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

The overall timescale is currently estimated April 2018 to March 2019

An outline programme of work phases is attached in Appendix [to follow]

DEMOLITION	May 18 to August 18
PILING / UNDERPINNING	June 18 to November 18
EXCAVATION	June 18 to September 18
SUBSTRUCTURE-FRAME	October 18 to February 19
SUPERSTRUCTURE	October 18 to February 19
HANDOVER STRUCTURAL WORKS	March 19

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The provisional working hours for the site will be between 0800 and 1800 Monday to Friday, 0800 and 1300 on Saturdays.

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.

There are not expected to be any changes to services as a result of the development proposals.

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.

Consultation will be undertaken with the following neighbouring occupants:

39 and 37 Heath Drive

Newsletters will be sent to these and other neighbours. An example is attached

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.

It is not envisaged that the scale of the development will necessitate a Construction Working Group.

MY Construction will continue liaising with the consultees identified at question 1 above throughout the build programme and provide written updates on the progress of work and current programme. The contact details of the contractor will be displayed on a notice board on the site frontage.

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 Constructors Manual](#)".

MY Construction will follow the Guide for Contractors Working in Camden.

MY Construction will register the site with the Considerate Constructors Scheme, reference no. to be advised/

16. Neighbouring sites

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

We are not aware of consented developments in the vicinity of 36 Heath Drive.

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:

MY Construction and Carpentry Ltd

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken an approved Safe Urban Driving course. This will be included as a contractual requirement.

Where doubt exists, desktop checks will be made against the FORS database for relevant training details as outlined in the CLOCS Standard Managing Supplier Compliance guide.

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. Where this isn't appropriate, 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 this risk scale.

Where MY Construction own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting will be requested periodically 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:

Confirmed by MY Construction and Carpentry Limited

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.

It is proposed that deliveries will access Heath Drive from the A41 then turn into the horse shoe and egress the site through the gates to the left hand side of the site then egress the site from the right hand gate into the horse shoe then turn left in to Heath Drive towards the A41.

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, delivery companies and visitors will be advised of and required to adhere to the specified route and all the other terms in this plan. All traffic associated with the development will be managed by the Construction Project Manager.

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 type of vehicles that will visit the site are detailed below. All deliveries will be accommodated within the site boundary:

- 3 axle, 26 tonne G.V.W, Tipper Lorry

This will approximately 8 metres in length and 2.5 metres in width and 3.5 metres in height and will be used to remove demolition material and spoil from the site. The typical dwell time of the vehicle will be 15-30 minutes. There would be 3 – 4 collections per day during the demolition phase of works and 10 during excavation works.

- 4 axle, 33 tonne G.V.W, Concrete lorry

This will be approximately 9 metres in length with a width of 2.5m and a height of 4.0m. Deliveries will take place during the structural period of the programme and we anticipate 3 – 4 vehicles per day during the concrete phase. The typical dwell time will be 30 minutes.

- 2 axle, 18 tonne GVW, Skip Lorry

Skip lorries are approximately 7.5 metres in length with a width of 2.5m and a height of 4.0m. There will likely be 1 or 2 skip delivery/collection movements per week throughout the contract. Typical dwell time would be 15 minutes.

- 4 wheel, 3.5 to 7.5 tonne G.V.W, trucks and vans

3.5 to 7.5 tonne vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. The approximate size will be up to 7m long by 2.25m wide. There are likely to be 3 – 4 deliveries per day throughout the contract. Typical dwell time would be 10-15 minutes.

Construction vehicle movements will generally take place between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. Where it may be necessary to move vehicles outside these hours for any reason, this will be subject to prior notification to the Highway Authority, except in case of emergency.

We are aware not of consented developments in close proximity to 36 Heath Drive

How ever is any project start within our contract period MY Construction Project Manager will liaise with the Project Managers of the consented developments to ensure that deliveries are coordinated where possible. There are no known large developments or works in prospect in, or accessed from, Heath Drive The contractor will continue to monitor the progress of planning applications in the area and will ensure that deliveries are coordinated with any consented schemes if appropriate.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

The following measures will be put in place:

- All deliveries shall be pre booked and allocated set arrival times.
- Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times
- Suitably qualified banksmen will be present on site at all times to manage the interaction between construction vehicles, other road users and pedestrians.
- Suppliers shall call the Construction Project Manager a minimum of 20 minutes before their vehicle arrives at site to confirm that there is space to accommodate the vehicle.
- If loading space is unavailable construction vehicles shall not proceed to the site and will be given an alternative delivery slot.
- Vehicles shall not wait or stack on any road within the Borough.
- The loading/collection area within the site shall be clear of vehicles and materials before the next lorry arrives.

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.

It is not considered that a vehicle holding area will be required given the measures identified above.

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](#)).

The Contractor will investigate the potential for using construction material consolidation centres and other measures such as electric vehicles to reduce the impact of traffic associated with the development works, but no conclusions have yet been reached.

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

Construction vehicles will park and load within the site boundary. Construction vehicles will enter the site using the existing driveway to the property on Heath drive and will reverse into a dedicated loading area toward the Northern boundary of the site. All reversing movements will be undertaken off the public highway and will be supervised by trained banksmen

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

- Suitably qualified banksmen will be present on site at all times to manage the interaction between construction vehicles, other road users or pedestrians.
- Suppliers shall call the Construction Project Manager a minimum of 20 minutes before their vehicle arrives at site to confirm that there is space to accommodate the vehicle.
- If loading space is unavailable construction vehicles shall not proceed to the site and will be given an alternative delivery slot.
- Vehicles shall not wait or stack on any road within the Borough.
- The loading/collection area within the site shall be clear of vehicles and materials before the next lorry arrives.

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 Motion drawing has been commissioned and will follow.

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.

Ground protection sheeting will mean that the potential from material transfer from the site to the carriageway will be limited. Wheel wash facilities will also be provided on site with run-off drained into a settling tank.

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 areas for material storage are shown on Motion plan to follow and will show where loading / Unloading will take place and demonstrates how vehicles will access the site.

Highway interventions

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

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 will be seeking to suspend the three parking bays within the horse shoe out side 34,36 and 37 Heath drive to allow clear access for all traffic movements.

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.

The Contractor will ensure that all mandatory safety signage will be displayed at the site access. As all deliveries will take place on site no ramps, signage or barriers are considered necessary on the public highway

26. Diversions

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

No diversions are considered necessary.

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

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

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

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

The site hoarding will be located within the site boundary. No structures will be placed on the public highway and no diversions are proposed. Banksmen will be used to manage the interaction between construction traffic, pedestrians, cyclists and other road users when the site access is in use.

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.

N/A

• 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.

Time of operations and ancillary works which are audible at the site boundary shall normally be carried out between the following hours:

Mondays to Fridays 08.00 – 18.00

Saturdays 08.00 – 13.00

And at no time Sundays and Bank Holidays.

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

A noise survey has been commissioned and will follow

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

Noise levels will be monitored in accordance with Camden's Minimum Requirements, with reference to Predicted Levels in BS 5228.2009 Part 1.

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.

General measures:

Coordinated delivery times and efficient traffic management to prevent delays accessing the site.

Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).

Utilising construction techniques that minimise the production of noise.

Utilisation, where possible of pre-fabricated components.

Utilisation of baffle system during the demolition process.

Strict adherence to the site working hours.

Devise and implement an action plan if noise levels exceed acceptable levels:

Specific noise mitigation measures will incorporated during the demolition and construction if considered necessary, depending on the findings of the Noise Report.

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

Following formal and/or informal training, the Contractor's management staff will be familiar with the recommendations in BS 5228:2009 and will be able to pursue solutions to any excessive noise levels in consultation with the Contractor's appointed consultants.

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

Hoardings bordering the frontage of the property along Heath Drive will help contain any dust. Where required, scaffolding and sheeting can be erected to further contain dust. Water dampening will also be used if considered necessary.

Air quality procedures will be established to minimise dust generation and control plant and vehicle exhaust emissions.

The principal contractor will undertake regular air quality sampling to ensure that works do not impact on existing air quality levels.

Ensure that all materials transported to and from site are in enclosed containers or fully sheeted.

Ensuring stock piles of topsoil etc. are kept below hoarding heights and kept damp in dry windy conditions. Once weeds and grass have grown again on the piles this will reduce the risk.

Loose materials will be stored in separated bays, and the division partitions will be lower than any adjacent boundary hoardings.

During dry periods the works will be dampened down to control the generation of dust.

Ensuring materials have a minimum of packaging.

Ensuring all polystyrene and similar lightweight materials are weighted down.

Making sure all dust generating materials are adequately packaged.

Ensure all vehicles leaving the site have been through the wheel wash and that loads are covered where spoil or demolition material is being removed.

Provide road cleaning using road sweepers or brushes to control dust and mud as required.

Keeping the loading drop heights of spoil into lorries as low as possible.

Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

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.

Ensuring all vehicles leaving the site have been through the wheel wash and that loads are covered where spoil or demolition material is being removed. Provide road cleaning using road sweepers or brushes to control dust and mud as required.

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

To be advised following receipt of the Noise Survey and Dust Risk Assessment

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.

A Dust Risk Assessment has been commissioned,

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](#).

To be confirmed following receipt of the Dust Risk Assessment and checklist

- 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.

To be advised following receipt of the Dust Risk Assessment

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).

A site survey will be carried out by an approved Pest Control specialist before commencement of construction. A Method Statement for pest control will be prepared and implemented by the specialist, in accordance with Camden's Minimum Requirements.

Any redundant drains will be removed and any connections sealed with concrete.

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

A demolition asbestos survey will be carried out before demolition commences, and the findings will be attached

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.

Smoking is not permitted in working areas. If possible a compliant smoking area may be provided in a remote area of the site which does not cause nuisance to workers or neighbours.

Bad language will not be permitted, and unnecessary shouting will be monitored by advice from site supervisory staff

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 (April 2018 – March 2019):
- b) Is the development within the CAZ? NO
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? yes:
- 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:

Dear NEIGHBOUR

Re: 36 Heath Drive

March 2018

I am writing to introduce MY CONSTRUCTION and myself, GRAHAM TOOLE, as the contracts manager responsible for the extension and reconstruction of no. 36 Heath Drive.

The work consists of major demolition of the existing house apart from the front façade that will be retained and reconstruction to include a new basement level and rear extension.

During the time that the above works are being undertaken, we will endeavour to ensure that everything is carried out to make the process as neighbour friendly as we can.

However certain aspects of the work will cause more traffic than others:

- Demolition work and piling is estimated to commence at the end of April subject to Camden Council go-ahead;
- Main excavation and removal of the basement spoil is anticipated to commence by June 2018;
- Bulk concrete work is anticipated to commence by June 2018

The Shell and Core work as a whole is anticipated to be completed by March 2018

Should you have any queries or concerns, please contact me on 07794676737 OR 020 8450 5747. In my absence, please leave a voicemail or email me (graham@myconstruction.co.uk) and we will answer any queries that you may have as soon as possible.

MY CONSTRUCTION is also an active member of the Considerate Constructors Scheme and full details of the Scheme are posted near to our site entrance for your information. Please find enclosed a flyer which contains information on the Scheme and explains what it means for our company to be registered.

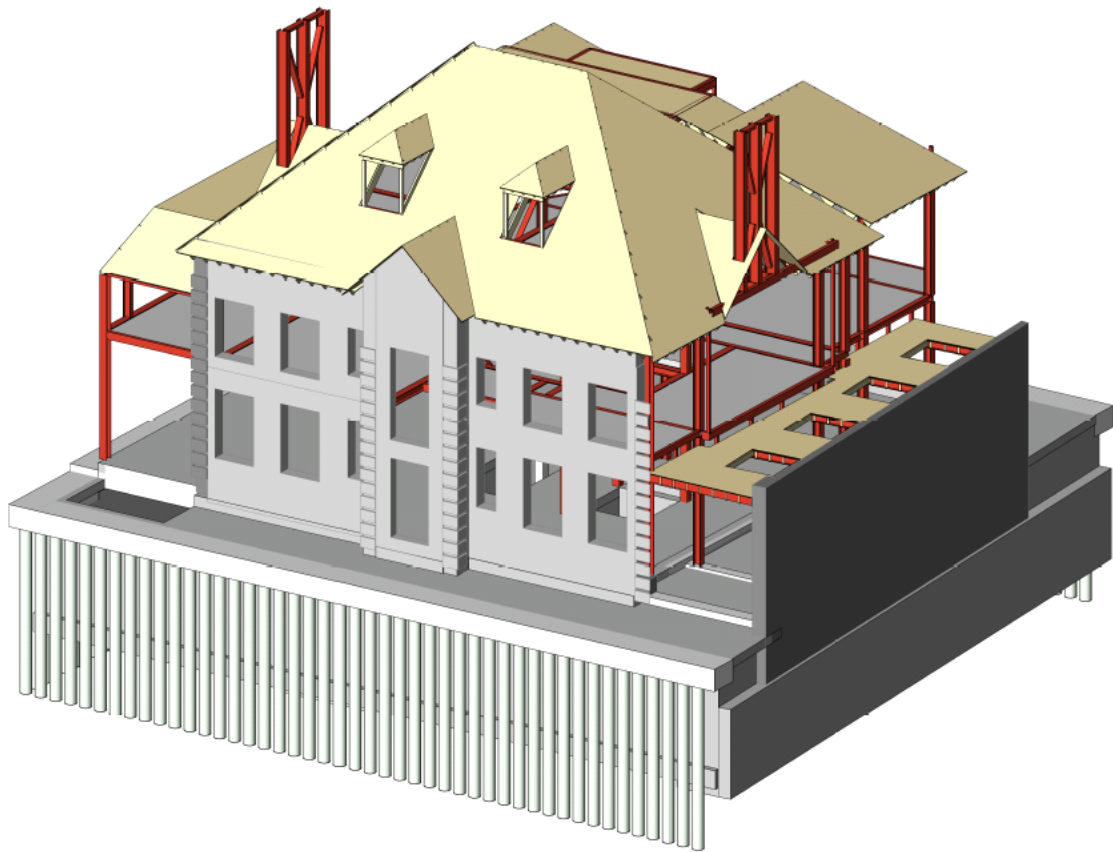
As you will have noticed, the external protection of 36 Heath Drive has commenced this will be comprehensive, and we have taken all steps possible to ensure that the protection of the public is maintained at all times.

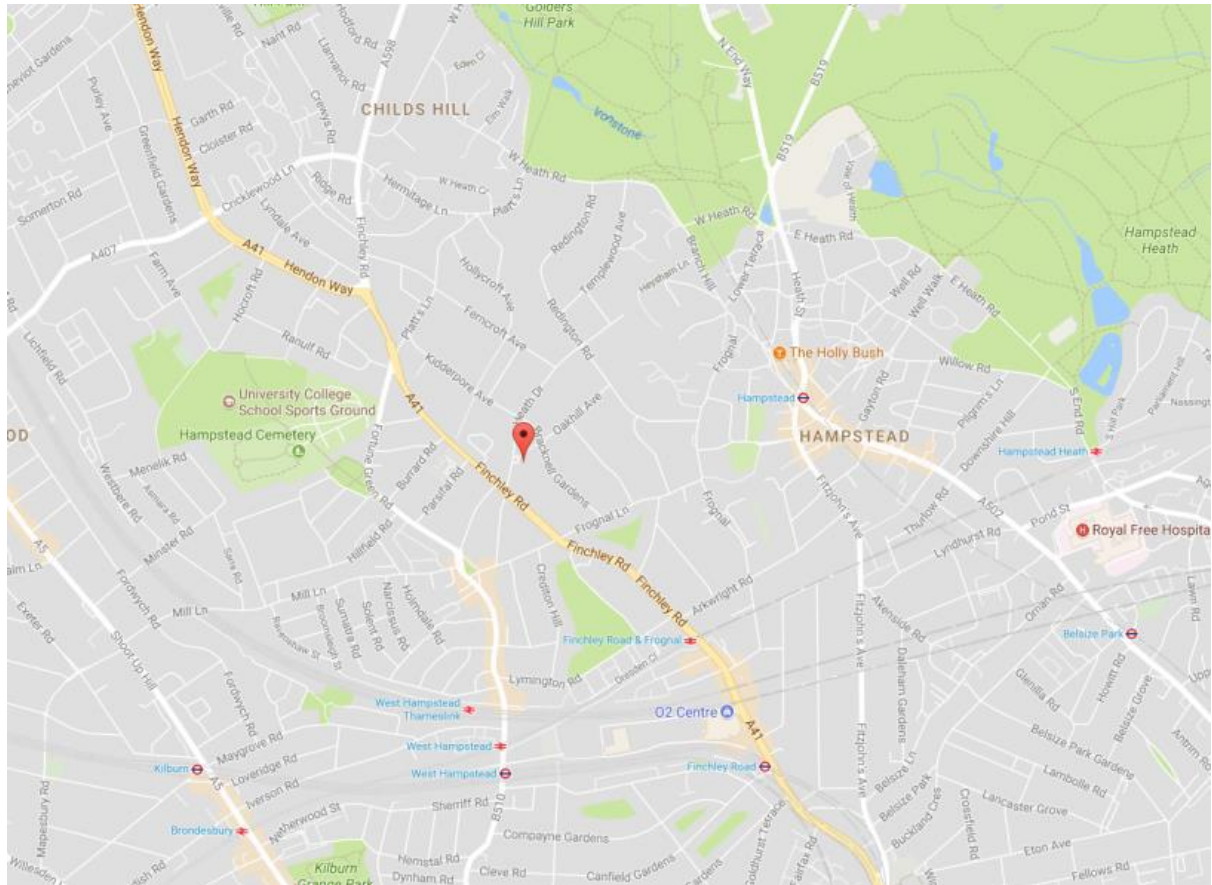
Once again, please do not hesitate to contact me at any time or a member of my team if you have any concerns.

Yours faithfully.

Graham Toole

Contracts Manager





Agreement

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

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.