

Construction Management Plan

pro forma v2.3

Contents

Revisions	3
Introduction	4
Timeframe	6
Contact	7
Site	9
Community liaison	12
Transport	14
Environment	26
Agreement	31

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10/11/2018	CMP - First issue	Michael Schienke, VORBILD Architecture Ltd.
26/11/2018	CMP - REV A : amendment to 7,20,22 in regards to site access, and 22/24 in regards to skip location	Michael Schienke, VORBILD Architecture Ltd.
02/12/2018	CMP - REV B : Wording of received public consultation comments added	Michael Schienke, VORBILD Architecture Ltd.

Additional sheets

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

Date	Version	Produced by
2018-12-08	1	Attachment 1 - VORBILD - site plan
2018-12-08	1	Attachment 2 - VORBILD - gantt chart
2018-12-08	1	Attachment 3 - Email sent out as part of the consultation
2018-12-08	1	Attachment 4 - VORBILD - delivery route map

Introduction

The purpose of the Construction Management Plan (CMP) is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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 nature 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).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 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](#)."

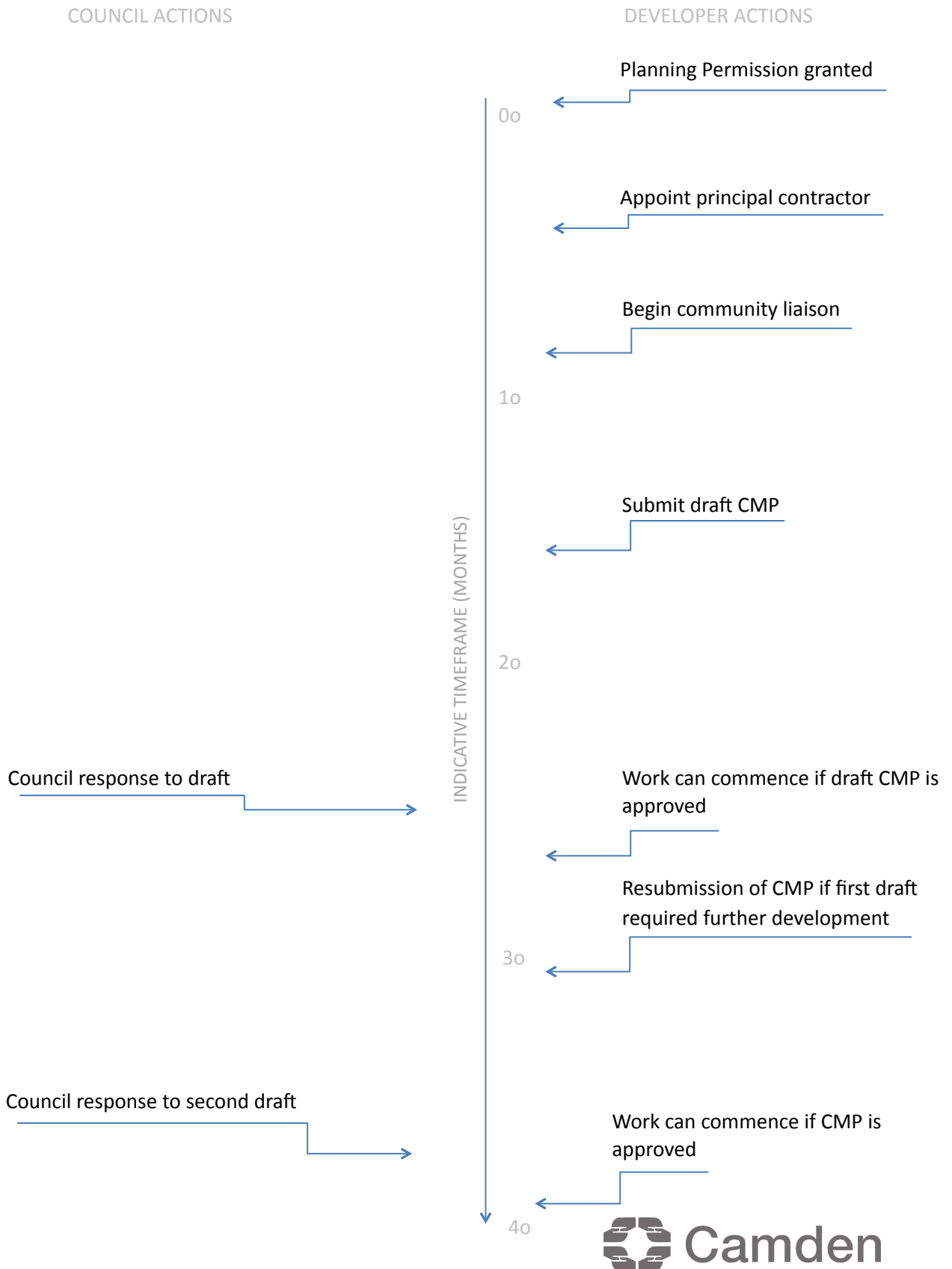
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(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 : 63 Hillfield Road, London NW6 1QB

Planning reference number to which the CMP applies: 2017/4326/P

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

Name: Michael Schienke, VORBILD Architecture Ltd

Address: Unit 107, 33 Parkway, London NW1 7PN

Email: michael@vorbild.co.uk

Phone: 07897521021

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: Phil Hudson

Address: Karrada Development Ltd, 14 North End Road, London. W14 0SH

Email: phil.hudson@karrada.com

Phone: 0207 605 0170

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: Michael Schienke, VORBILD Architecture Ltd

Address: Unit 107, 33 Parkway, London NW1 7PN

Email: michael@vorbild.co.uk

Phone: 07897521021

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: Karrada Development Ltd

Address: 14 North End Road, London. W14 0SH

Email: info@karrada.com

Phone: 0207 605 0170

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.

Scaled site plan - attachment I

The site of 63 Hillfield Road and the New House (together 'the Scheme') lies between Achilles Road (north end) and Hillfield Road (south end). While the entrance to 63 Hillfield Road remains unaltered, the main entrance to the New House will be on Agamemnon Road which lies to the east of the site.

63 Hillfield Road is the second terraced house on the western end of a long row of identical houses. The houses typically have two storeys in the front with three-storey rear extensions. Each house has a small front garden, often used for parking space or light wells and therefore paved over with limited vegetation. The rear gardens are of varying lengths. The rear garden of 63 Hillfield is particularly long and part of it will be used to accommodate the New House.

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 main site access is from Agamemnon Road through a narrow passage through the back of the back garden of No 61 Hillfield Road, which after the works are completed, will become the future site access. A second site access is the front of No 63 Hillfield Road, which will be used whenever practicable. All deliveries and rubbish and spoil removal will need to be done through these passages.

Erection of new single storey (plus basement) building fronting Achilles Road comprising 1 x 3-bed unit (Class C3) with front lightwell; Conversion of existing building from 2 to 3 flats (3 x 2-bed); erection of single storey rear/side infill extension and rear dormer; enlargement of existing basement level and front lightwell; creation of new access off Agamemnon Road; hard and soft landscaping works.

8. 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).

Programme - attachment 2

The project is estimated to start mid January 2019, estimated duration is 49 weeks.

Demolition, ground works, construction and external works are estimated to be completed within 40 weeks.

This construction programme outlines the key stages in this project and their predicted duration. A more detailed breakdown of any of the sequence of work described below can be requested at any time by the council.

9. 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

No construction work will be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days. If any other times are required due to yet unforeseen circumstances, consent will be sought from the Local Planning Authority.

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.

10. Sensitive/affected receptors

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 residential houses to likely be affected by noise and dust are no 61 and 65 Hillfield Road, 57 and 59 Achilles Road.

11. Consultation

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

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

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

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

The draft CMP has been circulated to the impacted residents on Achilles Road, Agamemnon Road and Hillfield Road as well as the Achilles Road Residents Association on November 10th.

In addition to this email (a copy of which is attached as an appendix at the back of this document), we also consulted with the impacted properties on Hillfield Road and Agamemnon Road by a combination of email and mail drops. Given the comments received at the planning stage, all properties on Achilles Road had a copy of the CMP and covering letter delivered to them by hand. Additionally, in accordance with Camden's guidance, the CMP was sent to the following Camden councillors: Flick Rea, Richard Olszewski and Lorna Russell.

After two weeks, we received only two written responses from the contacted neighbours and have amended this document as noted in the revision notes at the beginning of this document. The specific responses are noted below, and this CMP has been amended in response to these questions :

- 1) Dear Mr Rodrigues, It was with concern that my husband and I read the construction management plan that was delivered to us at 1 Norman terrace. This is a long project which will cause significant disruption to our household. We would like reassurance that our driveway and parking will not be affected and also that building work will be kept to within agreed hours. Could you clarify the location of the skip and hours of waste removal.
Melanie Horn, 1 Norman Terrace, Agamemnon Road
- 2) We recently received the construction management plan for this development. We were surprised and disappointed that the council or yourselves had not contacted us during the consultation phase considering the potential disruption to Agamemnon Road and Norman Terrace for this project. As such, we have no further objections to the project itself or the introduction of an entrance on Agamemnon Road. Those are more pertinent for residents on Achilles and Hillfield road and their concerns have been voiced and considered from what we see in the planning application. However, we do feel strongly against the construction activity planned to be mainly carried out through access on Agamemnon Road between the junctions of Achilles Road and Hillfield Road. As you are no doubt aware, this junction is busy during most week days ferrying traffic from Finchley Road/Fortune Green Road towards Shoot-up Hill and Kilburn. And this is a relatively narrow road with parking on both sides. So we are flabbergasted that when Hillfield Road offers a much broader road and with both the frontage of 63 Hillfield Road and the access on Achilles Road offering off-street access and space, that the construction works including movement of vehicles, diggers, material and excavation detritus will be planned over the pavement on Agamemnon Road. There is considerable amount of construction activity that can be carried out from the access on Hillfield Road and the off street space on Achilles road also offers more room for construction equipment and access. Hence we would want the construction management to be altered to make better use of Hillfield Road and Achilles Road rather than Agamemnon Road at the point of a busy junction. We have written to the council with this view as well for completeness. Thanks, Sriram, 5 Norman Terrace, NW6 1BU

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

Both the site manager (contractor to be appointed) and the architect will serve as community liaison contacts and their contact details will be shared with the residents. Should there be noteworthy updates to the construction process, such as delays, longer breaks during construction, these will be communicated to the local residents.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring.

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

The contractor will be required to follow the “[Guide for Contractors Working in Camden](#)” also referred to as “[Camden’s Considerate Contractors Manual](#)”

The contractor has registered the works with the CCS, and can provide proof when requested.

14. Neighbouring sites

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

There are current three houses on Achilles Road and two on Hillfield Road undergoing building works. None of these sites are large enough to create a significant cumulative impact.

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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, 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

15. Name of Principal contractor:

Karrada Development Ltd (info@karrada.com), 14 North End Road, London. W14 0SH 0207 605 0170

16. 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 client will ensure that it is a contractual requirement for the contractor to check vehicles entering site and to take the appropriate action under the contract. The client will request from the contractor a plan and / or process for complying with the contract. The architect will also undertake regular audits of the contractor's process and compliance checks. This audit will include random vehicle compliance checks undertaken by the architect. The architect may request that every reporting period the contractor should submit to the client a summary of those checks and details the corrective action taken in the case of non-compliance.

17. 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 architect

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.

18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the [Transport for London Road Network](#) (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

See attachment 4

The route for site related traffic would be :

- 1) Vehicle entering Agamemnon Road by way of Achilles or Agamemnon Road**
- 2) Stopping and unloading procedure takes place as described below - either at the site access on Agamemnon Road or in front of No 63 Hillfield Road**
- 3) Continuing onto Hillfield Road towards Aldred Road and Mill Lane or Fortune Green Road**

While we aim to leave a reasonable time between scheduled deliveries, it may occur that occasionally a delivery turns up too early or late while off-loading of another delivery is in progress. In such an event, the driver will be asked to continue following the route as described in points 1-5 until the delivery slot is free. Deliveries may also be rescheduled at the discretion of the site management. 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.

All delivery / collection vehicle operators will be FORS Bronze accredited as a minimum.

Operators that are FORS Silver or Gold will be appointed where possible.

The operators will be pre-qualified with TDL and included in the approved sub-contractors list.

Part of this prequalifying process will be the checking of the FORS accreditation.

All drivers will have undertaken approved additional training as per the CLOCS Standard Managing Supplier Compliance Guide.

Each haulier will be provided with a letter depicting site specific rules highlighting vehicle routes, delivery / collection times and procedures prior to arriving to site i.e. phone the site manager in advance.

All deliveries / collections will be booked in advance through the site manager.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

Operators must be FORS accredited. FORS Silver operators should already be compliant with CLOCS. Where accredited to FORS Bronze level, written assurances must be sought that ensure that the above requirements are met.

Random spot checks will be carried out in conjunction with the Karrada processes.

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

All contractors will be required to acknowledge the routing as part of their contract. Delivery companies will be made aware of the route when orders are placed.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

Karrada Construction vehicle movements will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the

route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

We estimate the maximum number of vehicles coming to site in any one day to be three. This would typically be two grab lorries and/or one concrete wagon and periodically miscellaneous deliveries of materials. The estimated dwell time would be 20-30 minutes.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

Traffic management will consist of temporary signage and cones as required to sufficiently warn all pedestrians and passing traffic of our operations. 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.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

We will operate a call-up procedure, in which the delivery companies are asked to notify the site foreman of any changes in the agreed arrival time, and additionally 5min prior to arrival. Upon arrival, the site foreman sets up the site and confirms that the delivery can take place. Banksman will clear off the pavement and alert any pedestrians of a delivery taking place and take all necessary steps to ensure security of third parties.

e. Delivery numbers should be minimised where possible. Please investigate the use of [construction material consolidation centres, and/or delivery by water/rail](#) if appropriate.

Not applicable

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

Not applicable

20. 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)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

The site access is on Agamemnon Road or the front of No 63 Hillfield Road as described in Section 7. The street close to the property entrance and the whole length of associated paving will be kept clean and cleaned following site deliveries or skip loading, to maintain a clean and safe appearance. A high level conveyor belt system will be in operation to transport any spoil from the site directly onto the skip located in the site entrance from Agamemnon Road. This will reduce both the daily inconvenience to residents and the duration of the works.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Small diggers might be used for the planned excavations, in which case their access will be from the site entrance on Agamemnon Road.
Karrada always use banksmen to assist with traffic movements on and off our sites.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Not applicable

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Vehicles will be using the highway and will not actually need to enter the site. Hence the need for wheel washing is not anticipated. The exception may be small diggers for the planned excavations. They are expected to remain on site during the excavation and will be wheel washed before they exit the site.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Please refer to attached "traffic delivery map".

The route for site related traffic would be :

- 1) Vehicle entering Agamemnon Road by way of Achilles or Agamemnon Road**
- 2) Stopping and unloading procedure takes place as described below**
- 3) Continuing onto Hillfield Road towards Aldred Road and Mill Lane or Fortune Green Road**

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

We propose that our skip be place on the front garden space of No 63 for some of the construction programme and then relocated to a suspended parking bay.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Refer to appendix 1

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in

months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

The suspension of a single parking bay is required for the duration of the works.
The parking suspensions will be located directly outside the site and will provide a space for a single skip to be retained for the duration of the works

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

Traffic will generally be managed by banksmen, with priority at all times for emergency vehicles.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

Not applicable

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion

signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

Not applicable

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Not applicable

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

Not applicable

27. Services

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 will be new Thames Water connections made to the front of 63 Hillfield Road, as well as a British Gas connection and likely works to the waste water connection. These are likely going to be undertaken within the first 25 weeks of construction. It will be explored that utility companies will share the same excavations and traffic management proposals.

All such works will be carried out inside the extended site boundary. Should any of such works be carried out outside the site boundary, the council will be notified in advance and the works will be scheduled at an appropriate time. During the duration of such works, equivalent safety procedures as relating to on site deliveries will be in place to ensure the safety of the public at any time.

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.

The noisy works will be demolition and excavation work which will be carried out during normal operating hours.

A weekly site inspection by the architect will be carried out, during which a regular check of compliance with this CMP will be checked. The building control officer will visit site as part of his work schedule.

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 will be carried out before works commence and be available on request.

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

The highest noise levels will arise during demolition and the use of various machinery. Steps will be taken to ensure that this noise disturbance and excavation is contained and any noisy operations are carried out within the buildings itself.

The contractor will be also able to time these works to a certain extent based on feedback received from adjacent neighbours.

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.

Noisy works will be aimed to be contained within the buildings itself as much as possible.
Any noisy operations will be carried out only during the councils permitted working hours.

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

This will be part of the C/DMP which the chosen contractor will prepare. A copy of this compliance will be available for inspection on site.

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

Cutting, grinding and sawing will not be conducted on-site and pre-fabricated material and modules will be brought in where possible. In cases where such work must take place, spraying water, preferably from a water efficient spray pump, over the material as it is being cut greatly reduces the amount of dust generated.

Scabbling is the process of grinding concrete using a machine tipped with steel or carbide material to rapidly pound it. The following measures will be in place at all sites to comply with best practice:

- Pre-wash work surfaces;
- Screen off work areas
- sweeping away.

No burning of any material is permitted on-site.

Demolition activities can generate significant dust and also cause resuspension of dust currently within the building. Soft stripping is an effective way of screening dust and preventing dispersion. Water suppression will be used to damp down dust and other debris that could generate dust, and, where practical, manual or mechanical demolition techniques should be used. Blasting should be avoided in order to control dust.

Reduction of dust during earthworks will be achieved by the use of hessian and/or mulches to re-vegetate or cover with topsoil.

Cement, sand, fine aggregates and other fine powders will be sealed after use and if necessary stored in enclosed or bunded containers or silos.

The nearest residential houses to likely be affected by noise and dust are no 61 and 65 Hillfield Road, 57 and 59 Achilles Road.

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.

During loading and unloading of materials the drop heights will be reduced.

For more details please refer to point 33.

Fly-tipping will be actively discouraged due to the permanent on site presence of a dedicated person responsible for maintaining and cleaning of the driveway and associated pavement. Should fly-tipping occur after working hours, it will be removed as soon as possible upon arrival of the responsible person.

Construction waste will be disposed using the skip, with location as shown on plan and views above. The skip will be emptied regularly during the agreed hours of work.

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

The contractor will carry out regular checks on dust/noise and vibration and report to the architect, who will suggest to implement specific measures aimed at reducing disturbance.

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 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) and that the appropriate measures within the GLA mitigation measures checklist have been applied.

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 GLA mitigation measures checklist has been attached to this document.

- 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 confirmed if necessary for this project

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 relatively small and is not expected to house a significant rodent population. Regular monitoring will ensure that this is dealt with should it arise.

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

An asbestos visual survey will be undertaken during demolition. Should asbestos be suspected, works will stop immediately and a specialist will be asked to site to take samples. Should asbestos be found on site, it will be removed safely and a certificate from the specialist removal company will be issued and left on site for inspection.

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.

Should noise or other complaints happen against the builders or subcontractors, suppliers or other site visitors, the architect should be contacted.
A separate smoking area will be provided for the builders as well as welfare facilities, and all visitors will be advised about these.

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):

18.03.2019-18.05.2020

b) Is the development within the CAZ? (Y/N):

No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):

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:

Evidence will be available once contractor is selected.

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:

Confirmed

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:


Confirmed

• 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.

Signed: 

Date: 18/03/19

Print Name: Michael Schienke

Position: Architect

Please submit to: planningobligations@camden.gov.uk

End of form.