

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
02 04 2019	1	Buildmaster Construction Ltd
08 05 2019	2	Buildmaster Construction Ltd
10 05 2019	3	Buildmaster Construction Ltd

Additional sheets

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

Document	Version	Produced by
Noise Survey		Hann Tucker Associates
Demolition of 17 Middlefield Risk Assessment and Method Statement		Buildmaster Construction Services
150609-01 Existing Highway Arrangement		Motion
150609-02 Proposed Highway Arrangement		Motion
150609-TK01 – Swept Path Analysis		Motion
150609-TK02 – Swept Path Analysis		Motion
Vehicle Routing Plan		Motion
Site Location Plan		Motion
Notice Letter		Buildmaster Construction Services

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](#)."

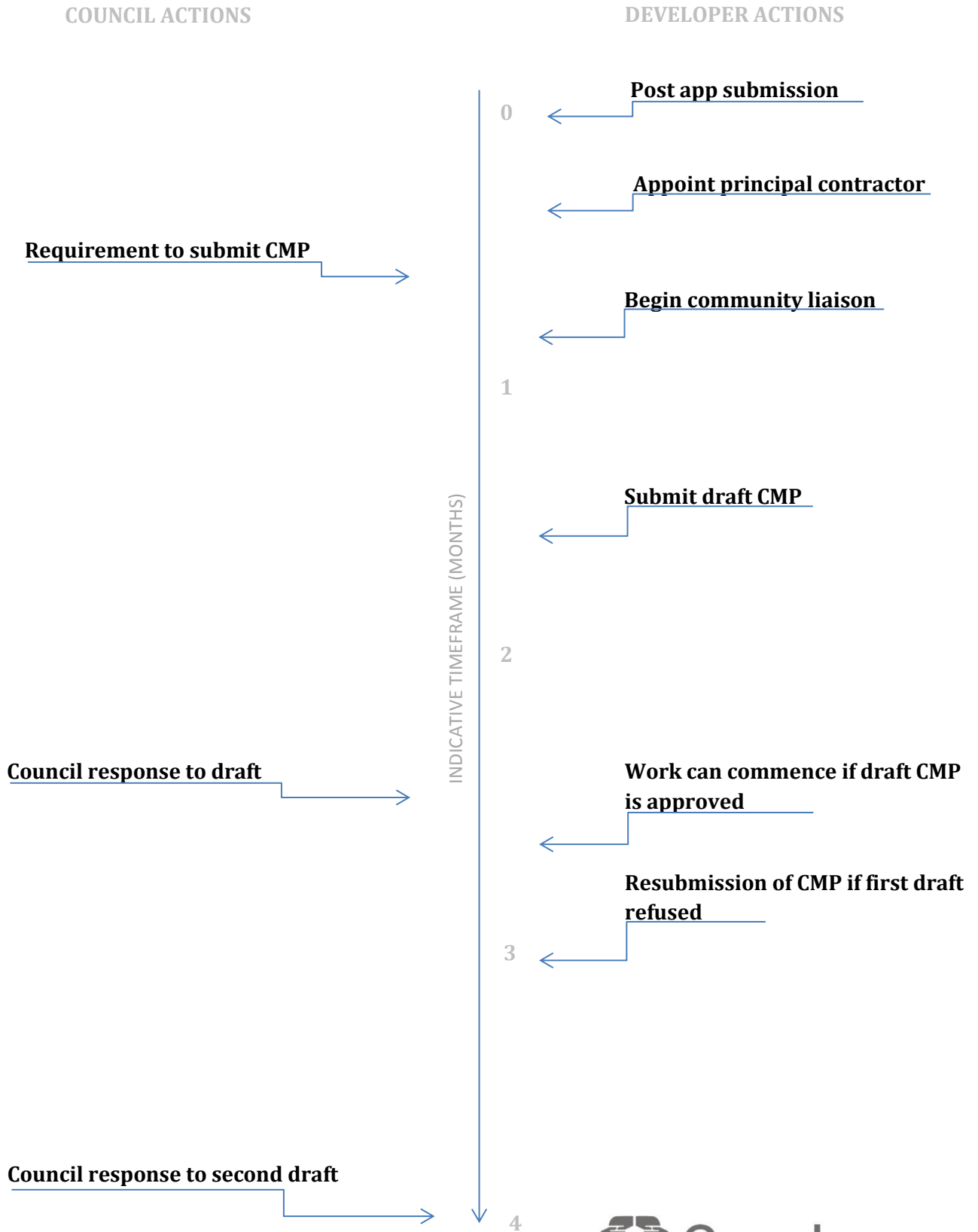
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: 17 Middlefield, London, NW8 6ND

Planning reference number to which the CMP applies: 2015/5241/P

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

Name: Mary Fortune

Address: 33 Margaret Street, London, W1G 0JD

Email: mary.fortune@savills.com

Phone: +44 (0) 207 075 2849

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: Buildmaster Construction Services Ltd

Address: Unit 91-92 Kingspark Business Centre, 152-178 Kingspark Road, Surrey, KT3 3ST

Email: admin@buildmasterconstruction.co.uk

Phone: 02083360671

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: Buildmaster Construction Services Ltd

Address: Unit 91-92 Kingspark Business Centre, 152-178 Kingspark Road, Surrey, KT3 3ST

Email: admin@buildmasterconstruction.co.uk

Phone: 02083360671

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: Buildmaster Construction Services Ltd

Address: Unit 91-92 Kingspark Business Centre, 152-178 Kingspark Road, Surrey, KT3 3ST

Email: admin@buildmasterconstruction.co.uk

Phone: 02083360671

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.

Site Location Plan Attached. 17 Middlefield is part of a group of similar detached buildings, which form part of the wider 'Middlefield' area. Immediately opposite the application site is one of two 3 storey residential terraces also forming part of Middlefield, and south of these is Blair court – a 12 storey residential tower block. The local area features a variety of built forms: detached houses, terraces, and blocks of flats, all of which are of fairly low grade

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).

Construction of a new-build 3-storey property with basement. The works include a new steel frame, structural floors, cladding, roofing, etc., mechanical & electrical services, installation of new kitchens and bathrooms, decorations. The site is in close proximity to residential dwellings.

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.).

Dwellings 13, 14, 15, 19, 21, 25, 27, & 29 Middlefield

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

The highway network in the vicinity of the site is shown in the attached swept path analysis.

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).

Total Duration: Approx. 18-20 Months

Phase	Weeks
Site Setup and Demolition	8
Excavation	8
Basement Works	20
External Structural Works	20
Partitioning and 1 st Fix	8
2 nd Fix & Completion	18

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

Working hours will fall within the standard working hours for construction sites for Camden as stated above.

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

There are no changes to the services design
 Yes we are having new services into building. (Note this is a private road)

- Water via Tames Water
- Gas via National grid
- Electricity via UK power networks

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.

A notice letter has been circulated to affected residents (Dwellings 13, 14, 15, 19, 21, 25, 27, & 29 Middlefield) and Swiss Cottage Ward Councillors regarding future plans of the work at 17 Middlefield with indicative timescales, works planned, reference to planning permission and BCS's full contact details for them to speak with us whenever they need. Comments made at planning stage and from experience of working on Middlefield have been taken into consideration when preparing this CMP.

A target date to commence with implementation work is week commencing 3rd June 2019.

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.

BCS Ltd shall undertake the following:

- Organise and hold meetings with the London Borough Camden Council officers and representatives of other statutory agencies where appropriate. These meetings will also involve representatives from local residents' and tenants' associations where appropriate.
- Make sure they deal with the concerns of local residents reasonably and sympathetically.

BCS Ltd will:

- a. Indicate the main site staff and give people a point of contact in case they have a complaint. Provide head office details. Complete.
- b. Give local residents an information sheet about the company carrying out the work, the development and the expected timetable of work. Complete.
- c. Keep in contact with residents and inform them, beforehand, of any events that may be different to normal operations and for how long they are likely to last.
- d. Have a system in place to handle any complaints and enquiries from the public. The site will be clearly signed with the company name and contact phone numbers, and staff will be easily identifiable by identity cards/workwear or the equivalent.
- e. Plan work to cause as little nuisance as possible. Take steps to control noise, dust and smoke caused by work carried out on the site.
- f. Keep roads leading off the site clean and tidy.
- g. Ask site staff not to park on residential roads, and provide effective access and traffic-management measures for all site vehicles.
- h. In the case of extremely noisy work (for example, breaking reinforced concrete), BCS Ltd shall liaise with local residents to arrange quiet periods if appropriate.

15. Schemes

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

Buildmaster Construction Services Ltd (BCS Ltd) is a Member of the Considerate Constructor's Scheme under Company Reference C1170.

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.

23 Middlefield, NW8 6ND – Construction of a new-build 3-storey property with basement. This project is similar to that of 17 Middlefield and is currently being carried out by BCS Ltd. We shall schedule deliveries at separate times so not to cause cumulative traffic on the road and follow the swept path analysis on the road. We shall also attempt to coordinate noisy work so not to cause excessive noise. Note that 23 Middlefield is over halfway complete with its works, therefore should any work between No. 17 and No. 23 overlap it shall be for a minimal time.

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:

Buildmaster Construction Services Ltd

Unit 91-92 Kingspark Business Centre, 152-178 Kingspark Road, Surrey, KT3 3ST

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 accreditation will be sought where appropriate. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x learning module).

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly

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

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Where applicable we confirm this shall be included.

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.

Vehicles will be advised to approach the site from the A41, turning left onto Boundary Road and left onto Middlefield. To exit, vehicles would follow Middlefield, Boundary Road, St John’s Wood Park and Adelaide Road to return to the A41.

See attached drawings Vehicle Routing Plan, 150609 Proposed Highway Arrangement and 150609 Swept Path Analysis.

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.

Information on the access route shall be communicated verbally and in writing to all delivery companies, contractors and visitors prior to their attendance.

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.

Approximately 2 trips a day between Monday to Friday 9:30AM-4:30PM and Saturday 8AM-1PM. No deliveries on Sunday or Bank Holidays.

7-10 Tonne Delivery Vehicles & Working Vehicles

1 x Transit Van

3 axle, 26 tonne G.V.W, Grab Lorry

These vehicles are approximately 8 metres long and 2.5 metres wide. The maximum dwell time of the vehicle will be 1 hour and a maximum of 2 vehicles per day could be expected to visit the site during the excavation phase of the works.

3 axle, 26 tonne G.V.W, Concrete lorry

These vehicles are typically 8.4 metres long and 2.5 metres wide. Deliveries will take place during the structural phases of the programme and a maximum of 3 vehicles could be expected on the day of a concrete pour. There would typically be 3-4 days between pours. Concrete lorries would have a dwell time of approx. 1 hour.

4 wheel, 18 tonne G.V.W, Flat-bed truck

These vehicles are typically 8.0 metres long and 2.4 metres wide. Flat-bed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. Deliveries are likely to be expected throughout works with a dwell time of maximum 1 hour.

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

23 Middlefield, NW8 6ND – Demolition of existing and construction of 3 storey house with basement. Construction being carried out by BCS Ltd.

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 contractor will properly coordinate the arrival of delivery vehicles at the site to prevent parking in local streets while awaiting access to the site. Deliveries will be made between Monday to Friday 9:30-16:30 and Saturday 8AM-1PM. No deliveries on Sunday or Bank Holidays. BCS Ltd will consider using in-cab communication to prevent unacceptable queuing on streets outside the site.

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.

n/a

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](#)).

n/a

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

Vehicles will be advised to approach the site from the A41, turning left onto Boundary Road and left onto Middlefield. To exit vehicles would follow Middlefield, Boundary Road, St John's Wood Park and Adelaide Road to return to the A41.

See attached drawings Vehicle Routing Plan, 150609 Proposed Highway Arrangement and 150609 Swept Path Analysis

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

Deliveries to call ahead for traffic marshal to meet and direct of the main road and guide vehicles and keep others aware of vehicle movements.

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).

Details enclosed within Drawings 150609-TK01 & TK02 – Swept Path Analysis.

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.

- a. Ensure that the site, footpaths and the surrounding area affected by the work are clear from mud, spillage, litter and any unnecessary rubbish.
- b. Provide facilities for washing wheels to prevent dirt and dust from being spread onto roads near the site. It is important to locate these facilities away from sensitive local sites.
- c. Provide easy-to-clean hard-standings for vehicles that enter and leave the site, and the developer must provide suitable wheel-washing and vehicle-spraying equipment at site entrances and exits. Washing and spraying must be carried out in an area with suitable drainage to avoid creating large amounts of mud. The Culture and Environment Directorate can provide street cleaning and power-washing services at competitive rates.
- d. Make sure that you get rid of any water that has come into contact with any contaminated materials in line with the Water Resources Act 1989 and Water Industry Act 1991 and any other relevant legislation and regulations.

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.

Vehicles will park on the site frontage. No storage of materials will take place on public highway.

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](#).

No parking bay suspensions are anticipated.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay

suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

n/a

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

n/a

26. Diversions

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

n/a

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 potential risks to both cyclists and pedestrians have been considered and vehicles with appropriate safety equipment will be used. This will include safety bars, additional mirrors and advisory signage. In addition, all movements into and out of the site, and movements into and out of the site will be supervised by trained banksmen in order to manage the interaction between construction vehicles and other road users. A lockable and secure hoarding will be used within the site boundary and trained banksmen will be positioned on the footway during the transfer of materials across the footway to ensure that safe pedestrian passage is maintained.

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.

Hoarding will be used along the site boundary with the A41.

Secure and lockable hoarding will also be provided around the frontage of property within the boundary of the site. The hoarding will display a 24/7 emergency contact number.

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.

BCS Ltd will comply with the Control of Pollution Act 1974 where applicable. The Act applies to:

- a. Erecting, constructing, altering, repairing and maintaining of any building, structure or road;
- b. Breaking up, opening or digging under any road or nearby land in connection with carrying out, inspecting, maintaining or removing work;
- c. Any demolition or dredging work; and
- d. Any engineering work (whether or not already covered in the three points above).

Times and Duration of noisy work in accordance with the above list are identified in the Construction Works Programme provided.

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, attached, was undertaken in September 2015.

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

On the basis of the above and the survey results we thus propose the following plant noise emission criteria to be achieved at 1m from the façades of the nearest neighbouring buildings:

Plant Noise Emission Criteria (dB re 2×10^{-5} Pa)		
	Daytime (07:00 – 23:00 hours)	Night-time (23:00 – 07:00 hours)
Non-Tonal Plant	46	38
Tonal Plant	41	33

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.

BCS Ltd shall follow Best Practicable Means (BPM) to reduce noise and vibration:

- a. Use BPM to reduce negative effects and increase beneficial effects on the environment by controlling noise, vibration or other nuisance which may cause offence to the local community or environment.
- b. Wherever possible, fixed items of construction machinery will be electrically powered rather than powered by diesel or petrol. Where this is not practical, take suitable measures such as acoustic enclosures. You must install a three-phase electricity supply on site as soon as possible, and power for lighting at night will be provided by a proper electrical supply or battery, not a generator.
- c. Machines that are not used very often will be shut down when they are not in use or throttled down to a minimum. If BCS Ltd uses equipment that they need to run continuously and which produces a lot of noise, they keep it in a suitable acoustic enclosure.
- d. Vehicles and machinery used by BCS Ltd for the work will be fitted with effective exhaust silencers, be maintained in good and efficient working order, and be used in a way that reduces noise as much as possible. BCS Ltd will follow the relevant European Community Directive and United Kingdom Statutory Instruments.
- e. On surface areas where environmental disturbance may arise, compressors will be 'sound reduced' models that are fitted with properly lined and sealed acoustic covers kept closed whenever the machine is in use. Also, pneumatic percussive tools will be fitted with the most effective muffler or silencer available.
- f. The contractor will use equipment which breaks concrete by pressure as far as is reasonably practical. Complete.
- g. There will be no impact-driven sheet piling. BCS Ltd will use hydraulically operated or vibratory methods to drive and extract sheet piling. BCS Ltd will use hydraulically driven piling rigs. Complete.
- h. Where practical, BCS Ltd will use hydraulic or electrical powered rotary drills and bursters to remove hard materials.
- i. Noisy machinery and equipment will be as far away as practical from residential or other noise-sensitive properties. BCS Ltd will use barriers; for example, soil banks, stock- piles of materials, site portacabins or proprietary acoustic barriers.

- j. Take care when loading or unloading vehicles, dismantling scaffolding or moving materials to reduce the noise.
- k. All material and machinery that is delivered to the site, and any waste or other material that is to be removed, will take place within the permitted hours.
- l. The contractor will properly coordinate the arrival of delivery vehicles at the site to prevent parking in local streets while awaiting access to the site. Vehicles will not arrive before 8am. BCS Ltd will consider using in-cab communication to prevent unacceptable queuing on streets outside the site.
- m. Have suitable plans to make sure that lengthy work can be completed within the permitted hours.
- n. All employees, subcontractors and people employed on the site will not cause unnecessary noise from their activities; for example, 'revving' vehicle engines, music from radios and shouting.
- o. The contractor will make sure that all subcontractors and other people employed in connection with the work must be aware of and, where practical, to keep to these guidelines.

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

Buildmaster Construction hold personnel training records.

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

BCS Ltd will implement Best Practicable Means (BPM) in order to mitigate dust emissions from construction sites, this will be achieved as follows:

- a. Carry out demolition and construction work in accordance with the Best Practise Guidance Note 'The control of dust and emissions from construction and demolition' (2006). This outlines BPM to effectively manage construction work in order to mitigate air pollution emissions.
- b. When carrying out demolition or construction work during periods of dry or windy weather, there can often be dust problems on sites bordered by homes. BCS Ltd shall take measures to reduce the formation and spread of dust. BCS Ltd will control dust at source by using a continuous fine-water spray. BCS Ltd will provide a suitable water supply, and make sure there are enough hoses to reach all parts of the site and a way of getting rid of wastewater.
- c. BCS Ltd will ensure there is adequate screening and damping down during all demolition activities, sandblasting, clearance work, breaking up of existing ground services and other site preparations and activities. BCS Ltd will use existing features of the site, such as boundary walls to provide screening where practicable.
- d. BCS Ltd will enclose scaffolding with appropriate sheeting material.
- e. BCS Ltd will provide easy-to-clean hard-standings for vehicles.
- f. BCS Ltd will keep heavily used areas clean by brushing vehicles and spraying them with water regularly.
- g. BCS Ltd will control the cutting or grinding of materials on the site.
- h. BCS Ltd will provide a suitable water supply (if required, obtain special authorisation from Thames Water).
- i. Buildings or structures that are being demolished or small areas of land that are being prepared for development will be damped down using high-pressure hoses.
- j. BCS Ltd will use water bowsers on large areas.
- k. On sites where a large amount of dust has been produced and is laying on the ground, BCS Ltd will use a specialist vehicle to remove dust (by vacuuming) before they damp down the site.

- l. Major haul routes on the site must be watered as necessary to reduce dust. Where practical, the route must be compacted to reduce the amount of soil and other material that is moved around the site. This applies especially near to exits. If machinery movements produce dust, you must set effective speed limits and reschedule work if necessary. If the development involves machinery moving across open land, you must create a suitable track to reduce the amount of dust produced.
- m. BCS Ltd will enclose materials at all times, and damp down dusty materials using water sprays during dry weather.
- n. All materials that create dust, including soil, will be stored away from the site boundary, screened to prevent wind spreading the dust and damped down where practical. BCS Ltd will consider the size and shape of stockpiles to reduce dust.
- o. Paved roads near to exits will be kept clean. Vehicles transporting materials onto or off the site will suitably covered where necessary to prevent dust.
- p. BCS Ltd will use rubble chutes and skips where appropriate. There will be an effective close-fitting cover over the skip to contain all the dust and other rubbish. The chutes must be continuous until they reach the skip, with no gaps, and maintained in good condition.
- q. BCS Ltd will not allow rubbish and waste materials to build up on the site.
- r. BCS Ltd will plant, turf or securely cover completed earthworks to stabilise the surface.
- s. BCS Ltd will try to reduce dust, fumes or other nuisance or environmental effects, which may cause offence to the local community or environment.
- t. BCS Ltd will try to reduce environmental effects which may cause offence to the local community by promoting proactive community relations.

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.

Detailed Above in Point 33.

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

Noise, dust and vibration levels will be regularly monitored using COSHH and HAV

The correct PPE will be made available for the tasks in hand to include ear defenders, if requested or levels exceed 85db. Masks, gloves and goggles will be provided

Operatives will be briefed to remember their HAV training related to the use of hand held power tools.

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.

Demolition Risk Assessment and Method Statement & Pre-Construction Information attached.

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](#).

Confirmed.

- 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.

n/a

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 will be kept in a clean and safe condition. The areas adjacent to the site including the road and garden area will be regularly inspected and any rubbish or litter removed. As a precautionary measure tamper resistant bait boxes will be positioned within the building boundary.

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

A full Demolition Asbestos Survey is pending as the property is tenanted and carrying out such a survey may have a negative health impact on the residents. Attempted access to conduct the survey has been undertaken twice with the tenant's consent however once the surveyor arrives the tenant has refused access making it difficult to undertake the survey at this stage.

The version of this CMP is to secure the implementation of the planning permission and where and when more information is required,(e.g. Demolition Asbestos Survey) it will be issued to the Council once the building is vacated and it is possible to conduct the survey. This will be carried out BEFORE any demolition commences.

It is with the utmost respect for the Health and Safety of the resident of the property

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.

All site operatives will be briefed to have good understanding of the environmental impacts of our business and what is expected of them to minimise these impacts. This would include to conduct our activities with proper regard for our neighbours. Regular training and Toolbox Talks are carried out.

No radios form part of the site rules as does no smoking on site.

A Project complaints register will be set up with columns to include a complaint received and action taken.

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

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

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

Signed:



Date: 10th May 2019

Print Name: AHMAD AL-NAIMI

Position: DIRECTOR

Please submit to: planningobligations@camden.gov.uk

End of form.