**Construction Management**

**Plan**

**For 59 Maresfield Gardens**

**pro forma** v2.2

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **14/11/2018** | **1** | **Jackson Coles** |
| **18/02/2019** | **2** | **Jackson Coles** |

**Additional sheets**

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

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **15/02/2016** | **15483-RO1-A** | **Sandy Brown – Environmental Noise Survey** |
| **July 2016** | **5145-ME-0001 Rev T1** | **Cooper Homewood – Incoming services layout** |
| **13/02/19** | **E075/KH01** | **Demolition phase - logistics** |
| **13/02/19** | **E075/KH02** | **Substructure phase – logistics** |
| **13/02/19** | **E075/KH03** | **Superstructure phase / envelope phase – logistics** |
| **13/02/19** | **E075/KH04** | **Fit out phase - logistics** |

# 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](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Community Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318) **(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 CMPdoes 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**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)**.**”

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

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Post app submission**

**0ommunity liaison**

**Appoint principal contractor**

**Requirement to submit CMP**

**Begin community liaison**

**Council response to second draft**

**Work can commence if draft CMP is approved**

**Resubmission of CMP if first draft refused**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

**Submit draft CMP**

# Contact

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

Address: 59 Maresfield Gardens, London, NW3 5TE

Planning reference number to which the CMP applies:

2015/3506/P

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

Name: Jonathan Waugh

Address: CgMs Planning, 140 London Wall, London, EC2Y 5DN

Email: jonathan.waugh@cgms.co.uk

Phone: 020 7832 0280

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: Gary Stoakes

Address: Jackson Coles, Morelands, 5-23 Old Street, London, EC1V 9HL

Email: gary.stoakes@jacksoncoles.co.uk

Phone: 0207 608 8600

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)**](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en), please provide contact details of the Camden officer responsible.

Name: Gary Stoakes

Address: Jackson Coles, Morelands, 5-23 Old Street, London, EC1V 9HL

Email: gary.stoakes@jacksoncoles.co.uk

Phone: 0207 608 8600

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: Main contractor yet to be appointed

Address:

Email:

Phone:

# Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The site is located in the London Borough of Camden within the Fitzjohns Netherhall Conservation area and is well served by public transport:

* Approximately ten minutes’ walk to Finchley Road underground station (Metropolitan and Jubilee lines)
* Approximately ten minutes’ walk to Finchley Road & Frognal overland and national rail station
* Less than twenty minutes’ walk to Belsize Park underground station (Northern line)

Local shops, amenities and facilities are available close-by in Hampstead, along Finchley Road and in Belsize Park.

The area is of residential character with the area is characterised by a rich diversity of architectural styles and includes buildings from a variety of periods including:

* neo-Gothic,
* classical Italianate,
* Queen Anne,
* Jacobean,
* Domestic Revival
* Arts and Crafts
* Modernist and contemporary

A key feature is the number of properties built for individual owners.

The property has a front drive accessed from Maresfield Gardens. There is no rear access to the site.



There are residential parking restrictions to the carriage way, with dedicated parking bays which will need to be suspended during key phases of the project.

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 scheme proposed is for a sunken, high quality, four bedroomed dwelling on lower basement, upper basement, lower ground, ground and first floor levels. This would be contained within the existing building footprint. The plot is one of 3 terraces with number 59 being the most northerly end terrace. The two southern most dwellings (Number 57 & 55) are owned and occupied as one dwelling. There is a glazed section between number 59 & 57 which acts as the physical and visual break between existing and new buildings providing a transition between existing and contemporary architectural styles. Established building lines are maintained and importantly the height of the proposed building adheres to the ridge height of the existing terrace.

The key challenges for the build are:

* Single access into site, with narrow driveway;
* Parking bays on highway; and
* Party wall interfaces.

This version of the CMP relates to initial piling works to the front of the site in order to enable the development. The CMP will be updated once a contractor has been appointed for the full scope of demolition and construction works.

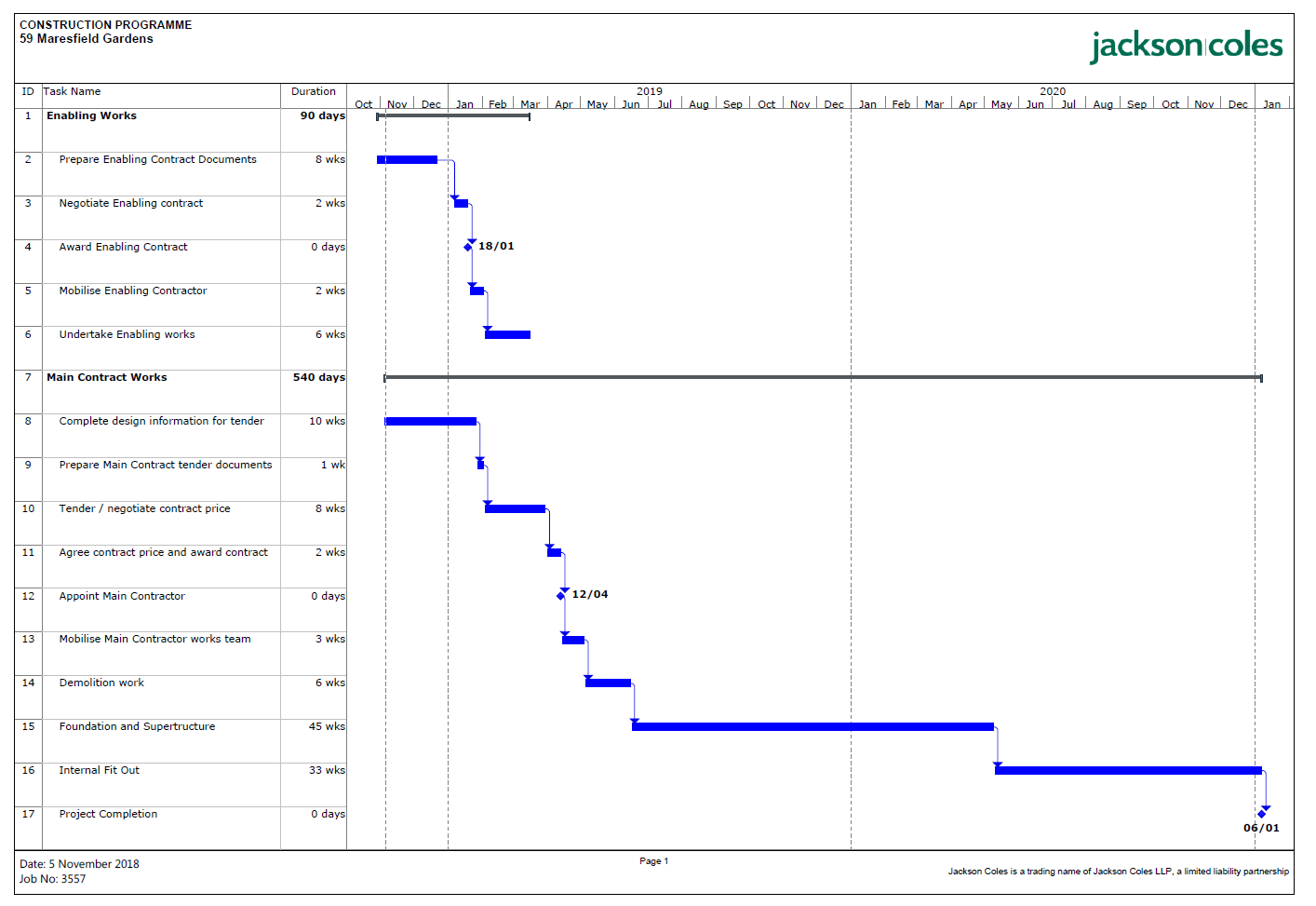
8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

* 57, Maresfield Gardens
* 40, Netherhall Gardens
* 38, Netherhall Gardens

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.

Please refer to logistics plan E075/KH01-04.

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).



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

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

Standard working hours for the site are:

* 8:00 am to 6pm on Monday to Friday
* 8:00 am to 1pm on Saturdays
* No working on Sundays or Public Holidays

No noisy operations will take place during Saturdays.

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

1.0 New Service Utility Strategy

The proposed new property at 59 Maresfield Gardens shall be provided with new Electricity, Gas, Water and Telecoms services connections. Please refer to the Cooper Homewood’s incoming services drawing 5145-ME-0001 Rev T1 for further details.

1.1 Electricity

An application has been made to UK Power Networks for a new 100A TP&N electricity supply.

The meter is proposed to be located within the refuse store at upper ground floor level.

1.2 Gas

An application has been made to Fulcrum for a new U6 gas supply and meter.

The meter is proposed to be located in the upper basement plant room.

1.3 Water

An application has been made to Thames Water for a new 32mm water supply for the property.

The meter is proposed to be located within the highway.

1.4 Telecommunications

New telecommunications lines will be provided from the BT Openreach infrastructure. These shall consist of standard telephony and broadband lines as follows:

2No. Analogue Telephone Lines

Broadband Line – Fastest available in the local network Spare

A new 94mm diameter duct (to BT Openreach specification) will be provided for the incoming cabling to the site.

We will endeavour to coordinate the works so that each utility company uses the same excavations to minimise disruption to the local area. A statutory utility tracker will be implemented to monitor all proposed works, with lead in periods considered for each element monitored so that works can run concurrently.

# Community Liaison

**A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.**

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.**This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

**Cumulative impact**

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

**The Council can advise on this if necessary.**

**13. Consultation**

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

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

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

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

Please see the attached Statement of Community Involvement.

**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.

Please see the attached Statement of Community Involvement.

Regular newsletters will be produced to keep neighbours advised of future events, general progress of the works and the requirements for any abnormal works.

Appropriate signage and information boards will be displayed on site hoardings.

**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](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

MEC Groundworks will be appointed for initial piling works, which will take place over a period of 2 weeks maximum. MEC Groundworks have inquired about obtaining a CCS registration number but have been advised that this would take approximately six weeks. As such, an application for a CCS registration is not considered to be practical for the initial works.

The main contractor, once appointed, will be either CCS registered or an application for the registration of the project be applied for ahead of any further works on-site.

The Construction Management Plan will be also be updated accordingly and submitted to the Council once this information is available.

The contractor will register and comply with the requirements of the Considerate Constructors Scheme for the duration of the project.

The works will be carried out in accordance with the Considerate Constructors Scheme and in such a way as to minimise the impact on the local environment and amenities.

A contact board will be displayed outside the site providing contact details. This will include names and telephone numbers of key construction staff so that neighbours and the general public can contact someone should they have cause to do so.

An Emergency Contact Number will be allocated for this project by the main contractor; and displayed on the site hoarding entrance.

A complaints / contact book will be kept on site, which will be used to record details of any complaints. This will include the name of the person making the complaint, the date, time and nature of the complaint and the action necessary to resolve the complaint. The complaints book will be regularly reviewed to ensure that any complaints are dealt with and resolved promptly.

**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.

No known existing or anticipated construction sites in the area.

# 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.](http://www.clocs.org.uk/)

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550016&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550014&).

Please contact [CLOCS@camden.gov.uk](mailto: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:

Yet to be appointed

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550016&) and [Q18 example response](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550015&)).

Ownership of road safety will be by:

* Implementing a construction logistics / management plan.
* Providing safe access / agress.
* Providing facilities for safe loading / unloading.
* Ensuring vehicular and pedestrian movements are routed in a safe manner.
* Site traffic is suitably managed.
* Ensuring site is suitable for vehicles fitted with safety features such as side underrun protection.
* Endeavouring to reduce peak traffic vehicle movements.

These requirements will be written into the preliminaries of the main contract to ensure they are complied with by the chosen contractor.

Berry Piling, which was originally appointed for the initial piling works, has recently been acquired by MEC Groundworks. Berry Piling previously had a FORS bronze accreditation, but this has now been lost as a result of the acquisition by MEC Groundworks. The Berry Piling Group FORS accreditation is still visible on the FORS database (FORS ID Number: 002970).

MEC Groundworks are now in the process of applying for the accreditation again, which will be provided upon receipt.

We can confirm that any vehicles over 3.5T will have FORS or 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 blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](http://www.clocs.org.uk/wp-content/uploads/2015/05/CLOCS-Standard-v1.2-APRIL_15.pdf) and included it in your contracts. Please sign-up to join the [CLOCS Community](http://www.clocs.org.uk/links-to-partners/) 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.

Please contact [CLOCS@camden.gov.uk](mailto: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.**

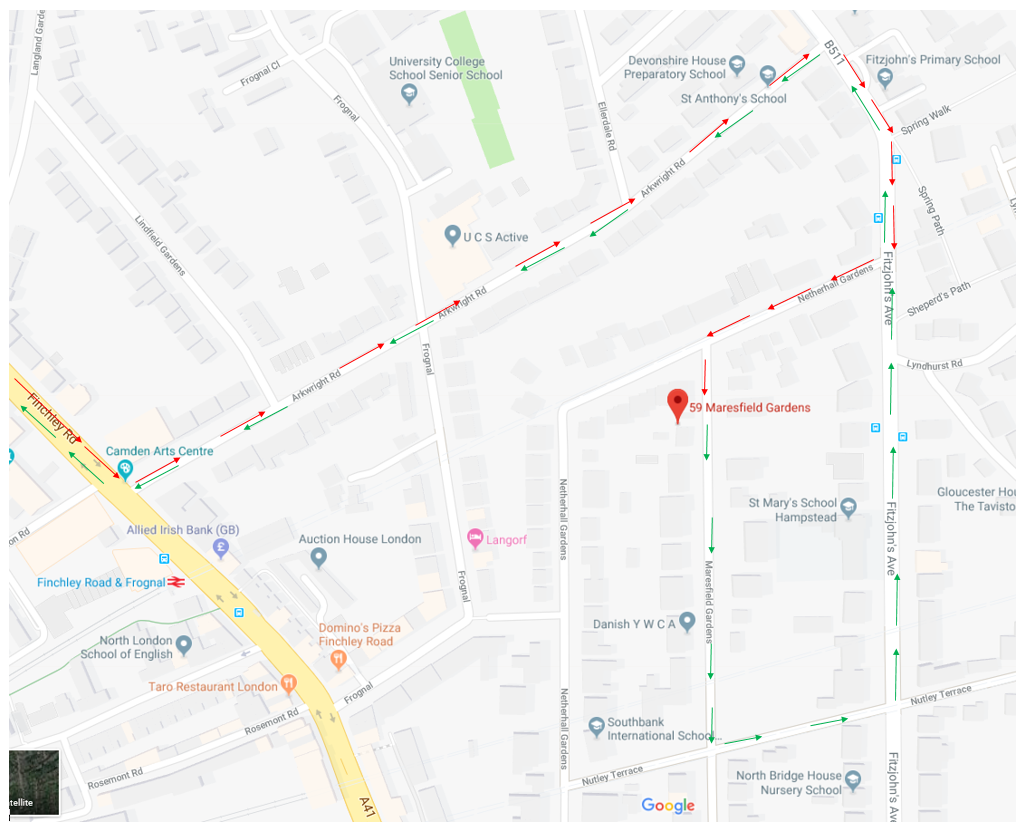
**20. Traffic routing**: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times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

1. 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](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (TLRN) on approach and departure from the site.

All construction vehicles will approach site off Finchley road, via Arkright road as shown in red. To avoid reversing, vehicles will leave site travelling in the same direction down Maresfield gardens, via Nutley terrace leading back to Arkright road, as shown in green.



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

All subcontractor / supplier orders will contain the above drawing and will have a copy of the construction phase plan appended to their order.

**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*](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)).

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.

Typical examples of the large vehicles are;

Concrete lorry – 7.2m x 2.9m x 3.7m.

Skip lorry – 6.8m x 2.9m x 3.4m.

Rigid lorry – 7.8m x 2.9m x 3.2m.

It is anticipated that there will be 2- 3 no. large vehicle movements per day, as follows;

Demolition phase – 3 no. skip lorries.

Substructure phase – 2 no. concrete lorries and 1 no. rigid lorry.

Superstructure / façade phase – 1 no. rigid lorry and 1 no. skip lorry.

Fit out phase – 1 no. skip lorry and 1 no. rigid lorry.

We will endeavour to limit vehicle movements to between 9.30am and 3pm (outside of rush hour) during weekdays, and 8.00am and 1.00pm on Saturdays.

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

None known.

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.

Strict material delivery scheduling and booking systems will be imposed on the project to ensure that congestion is avoided. Each delivery will be allocated a delivery time period by our logistics manager and an allotted area from which to load or unload. This will be suitable for the material being delivered and will adhere to site working hours.

Access for deliveries is from Maresfield Gardens. Deliveries waiting by the site for unloading will be safely positioned and delivery drivers instructed to turn off their engines, positioned as per the logistics plans.

The main storage area for materials will be to the rear of the site. The root protection measures employed to the garden area will allow the storage of materials and use of these areas will preclude heavy vehicles trafficking root protected zones.

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.

Deliveries will be planned and pre-booked to ensure there is no back up of vehicles.

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](https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=0ahUKEwi5hKjPiLjRAhVqLcAKHQduC_gQFggkMAE&url=http%3A%2F%2Fcontent.tfl.gov.uk%2Fdirectory-london-construction-consolidation-centres.pdf&usg=AFQjCNFhB34aaqw3M3fmDpJYUUBw_PjbdA&sig2=KXhGnTR3slzf0kN4XMOcQg&bvm=bv.143423383,d.ZWM)).

We will look to gain efficiencies, where possible, by consolidating deliveries at the contractors yard and specifying materials which can be sourced from the same supplier.

**22. Site access and egress:** “*Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.”* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed access and egress routes to and from the site

The only access to the property is from Maresfield Gardens to the front of the existing house. Vehicle movements will be controlled and monitored using a vehicle delivery schedule and traffic marshal.

No vehicles are to be on site.

A qualified banksman will manage traffic accordingly.

Heras fencing will be erected accordingly around site.

The existing pavement will be kept open for public use throughout the initial works and warning signage will be provided either side of the site access. A minimum footway width of 1.2m will be retained along the site.

The bays next to the site entrance have been suspended.

Please see the accompanying Site Layout Drawings – Phase 1 Piling.

All vehicles will follow the route included in the response to question 20a).

The Construction Management Plan will be updated to provide updated access and egress arrangement once a contractor has been appointed for the remainder of the works.

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

We will ensure, so far as is reasonably practical, that deliveries and other construction operations are coordinated to minimise any negative impact on the residents and users of the roads. Deliveries will be managed on a ‘just-in-time’ basis. Deliveries will be carefully planned, pre-booked and managed on site to ensure there no back up of vehicles in Maresfield Gardens or the adjacent roads and timed to minimise disruption to neighbours. Each delivery will be allocated a timed slot and delivery drivers will be expected to contact site 10 minutes before site arrival in order that a Traffic Marshall can meet the vehicle in Maresfield Gardens and marshal its safe entry alongside the site with the minimum disruption to resident’s pedestrians and other road users.

All deliveries to site will be undertaken with full regard paid to:

* Reduction and control of vehicle movements
* Pedestrian and vehicle directional signage – suitable barriers will be erected when deliveries arrive to prevent pedestrians accessing the unloading area.
* Mobile plant will only be operated by a Competent Person with a Banks Person in attendance to any movements.
* Any vehicle attending site will be inspected before it departs to ensure any and all loads are secure and to ensure that dirt and debris and not deposited on the highway. Any occurrence of dirt on the highway will be safely removed as soon it occurs by hand spray and broom if safe to do so.
* Construction methods minimise the potential impact on nearby residents
* Segregation of all pedestrians, public or employees, on or in the vicinity of the site.

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).

No tight manoeuvres anticipated following the suspension of the parking bays. An HGV will be able to pull up alongside as proposed.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

Wheel wash not required as no vehicles are entering or leaving the site. Pedestrian pavement and road will be maintained as is and cleaned/swept immediately if any site spoil runs off. Boots will be washed accordingly before leaving the site.

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

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

The logistics proposals are split into 4 phases;

1. Demolition
2. Substructure
3. Superstructure / façade
4. Fit out.

Where practical all vehicles will enter site, however for phases 2 & 3, some of the larger vehicles will need to be positioned on the highway for loading / unloading. This will be managed as per the logistics plans with 3no. parking bays suspended to provide adequate space for passing traffic.

Barriers will only occupy the highway and close the footpath when delivery vehicles are present.

**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)](http://camden.gov.uk/ccm/content/transport-and-streets/traffic-management/temporary-road-restrictions/) 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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

Parking bay suspensions are proposed as per the logistics drawings KH02 & KH03. These are required to maintain an adequate highway width when positioning large delivery vehicles on the highway.

**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).

Refer to logistics drawings KH02 & KH03.

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

Chapter 8 barriers will be used to segregate the works from the public. These will be removed once the vehicle has left site.

**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).

Not applicable

**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.

Banksmen will be present at all times and will assist with diverting pedestrians during the unloading procedure. Parking suspension required to ensure adequate width of highway for passing cyclists.

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

None anticipated

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# Environment

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318)**).**

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

No noisy operations will be undertaken outside of the standard working hours, refer to Section II.

It is envisaged that the following activities may create noise and we have proposed methods to limit the impact as follows;

Demolition – no percussive methods to be used where possible.

Piling – CFA proposed as non percussive.

The timing of these activities is usually carried out on a two hours on / two hours off basis, following feedback on the most appropriate times from the occupiers of the neighbouring properties.

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.

Noise survey undertaken by Sandy Brown an attached as separate document, 15483-RO1-A, dated 15 February 2016.

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

Main contractor to provide once appointed

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

Noise and vibration monitoring will be carries out following establishment of ambient levels. We will endeavour to carry out noisy works on a two hours on / two hours off basis and shall adopt non percussive methods where practical to limit the impact of our works.

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

Main contractor to provide once appointed

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

The following appropriate measures to mitigate the impact of dust due to the construction activities will be implemented:

* Solid barriers erected around the site particularly to the neighbouring buildings and boundaries;
* There will no on-site bonfires;
* Site set-up to be planned to ensure where possible dust creating activities are located away from all sensitive areas;
* Demolition activities will use water as a dust suppressant;
* Adjacent road surfaces will be frequently swept clean;
* All loads delivered to or collected from the site will be covered where appropriate;
* All non-road mobile machinery will utilise ultra-low sulphur tax exempt diesel, where available;
* All road vehicles will be requested to comply with set emission standards;
* Cutting equipment will use water as a dust suppressant or have a local exhaust ventilation system;
* Skips will be securely covered;

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.

A concrete hardstanding will be put in place to prevent the accumulation of soil on the construction plant / delivery vehicles. A silt trap will be installed in the concrete hardstanding to enable the collecting of contaminants should the need for wheel washing arises. A road sweeper will periodically ensure the surrounding highway is kept clean.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels.

We are aware of the sensitivities to noise; vibration and dust, of those occupying the adjacent properties.

* All reasonable steps will be taken to minimise any noise disruption to adjacent occupiers.
* Where it is necessary to carry out noisy activities, these will be identified well in advance and the timing notified prior to commencement. These works will be carried out using best practice in accordance with Local Authority requirements and in consultation with any affected residents.
* Noisy works to Party Walls will be restricted to weekdays and will not start before 09.00.
* Operatives working in noisy areas will be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.
* Electrically operated plant will be used where practical. We will ensure all plant used on the site will be efficiently silenced.
* No radios or other audio equipment will be allowed on site.
* Building methods to be employed will be chosen to minimise vibration, particularly when working alongside any party walls
* Dust suppression will be employed as referred to in Section 33.

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)](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP), 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.

Paragraph 1.9 of the SPG confirms that a Dust Risk Assessment is only required for major developments. As the planning permission is for a single dwelling with a floor space of 356 sq.m it is defined as a minor development and so a Risk Assessment is not required.

Nevertheless, a number of mitigation measures are proposed including:

* Solid barriers erected around the site particularly to the neighbouring buildings and boundaries;
* There will no on-site bonfires;
* Site set-up to be planned to ensure where possible dust creating activities are located away from all sensitive areas;
* Demolition activities will use water as a dust suppressant;
* Adjacent road surfaces will be frequently swept clean;
* All loads delivered to or collected from the site will be covered where appropriate;#
* All non-road mobile machinery will utilise ultra-low sulphur tax exempt diesel, where available;
* All road vehicles will be requested to comply with set emission standards;
* Cutting equipment will use water as a dust suppressant or have a local exhaust ventilation system;
* Skips will be securely covered;
* A method statement will be developed as part of this Construction Management Plan prior to the works commencing, to minimise gaseous and particulate emissions generated during construction.

37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist.](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and)

As outlined above, not applicable as the planning permission is minor development.

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](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP). 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.

As outlined above, not applicable as the planning permission is minor development.

39. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), 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).

There will be no eating on site.

Eating will be restricted to the site canteen.

No accumulation of rubbish.

Pest control will be appointed if there is a requirement to do so.

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

Full asbestos survey to be carried out before any demolition undertaken. Demolition not anticipated until July 2019.

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.

There are no facilities to accommodate contractor’s and or site visitor’s cars on site, and as such all subcontractors and visitor’s will be notified in advance if they are coming by car to locate the nearest car parking facilities.

Welfare facilities will be provided within the site to discourage operatives from frequenting the interface between the site and public areas. Site operatives will not be allowed to congregate or loiter on the pavement or roads adjacent to the site. A specific heated shelter will be set up at the rear of the site to allow smoking away from public areas.

Bad language and shouting on site will not be allowed and any culprits will be informed of this immediately and a record kept. If warnings are not headed then the operative will be asked to leave the site.

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:

1. Construction time period (mm/yy - mm/yy ): Refer to programme in section 10.
2. Is the development within the CAZ? (Y/N): N
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): TBC upon main contractor appointment.
4. 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:
5. 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:
6. 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:

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# Agreement

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

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

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

**Signed:** …………………………………………………………………

**Date:** ……………………………………………..

**Print Name:** ……………………………………………………..….

**Position:** …………………………………………

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.