Construction Management Plan

pro forma v2.3

Rev 2

Camden

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
24.04.2019	DRAFT	Archetype Associates Ltd

Additional sheets

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

Date	Version	Produced by
08/07/2019	Rev 1	Archetype Associates Ltd
02/08/2019	Rev 2	Archetype Associates Ltd

Introduction

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

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

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Community Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

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

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

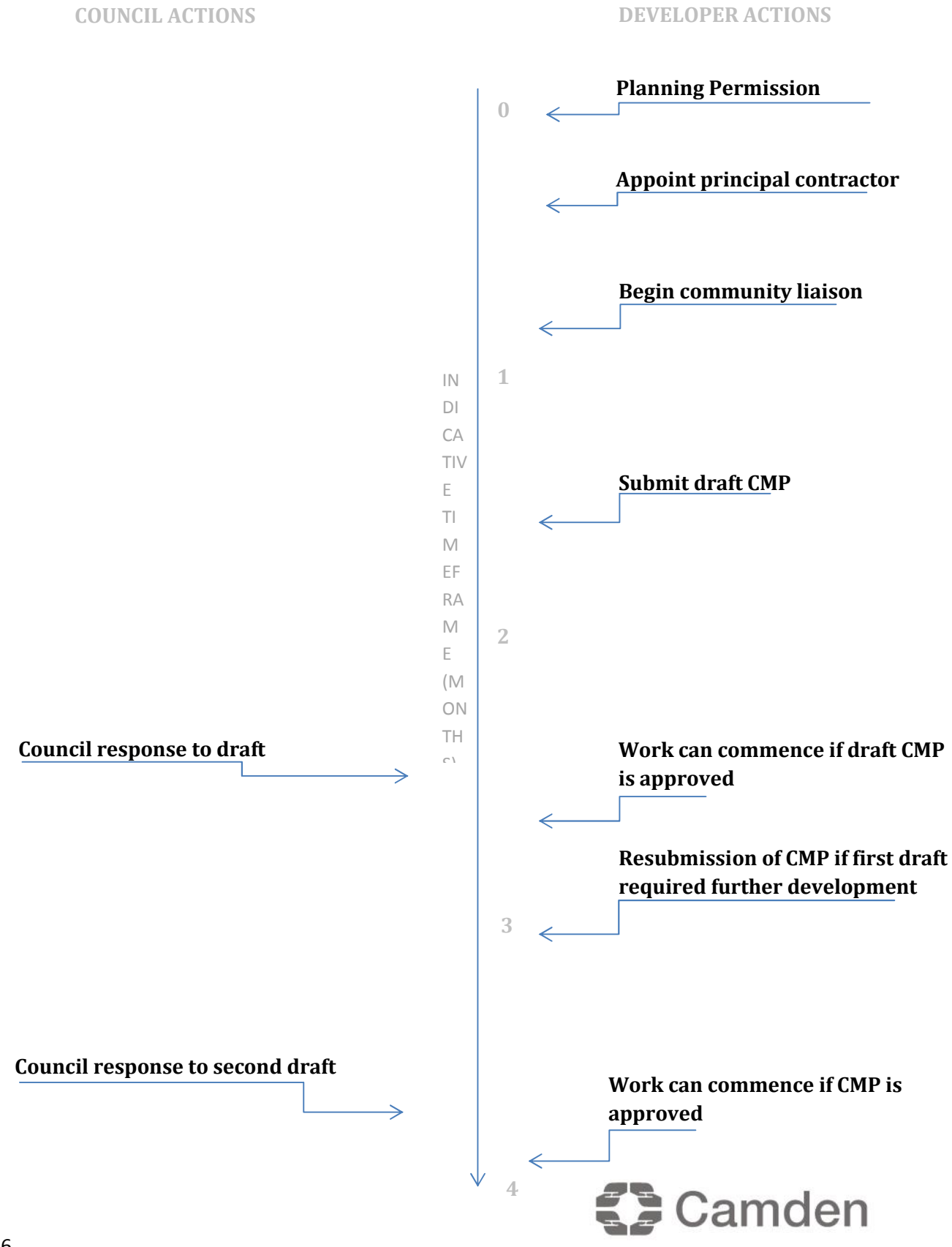
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
INDICATIVE TIMEFRAME (MONTHS)
Submit draft CMP
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: 36 Redington Road, London, NW3 7RT

Planning reference number to which the CMP applies: 2015/3004/P – cl.4.2 of Section 106 Agreement

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

Name: Michelle Sweeney – Project Architect - Archetype Associates Ltd

Address: Unit 8, 121 Gloucester Place, London, W1U 6JY

Email: michelle@archetype.org.uk

Phone: 0207 486 3666

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: Elez Sufa – Project Manager - ES Structures Ltd

Address: 34 Hartland Road, Hornchurch Rd, Hornchurch, Essex, RM1 2AD

Email: sufa@estructuresltd.co.uk

Phone: 07727652506

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:
Address:
Email:
Phone:

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: Elez Sufa – Project Manager - ES Structures Ltd
Address: 34 Hartland Road, Hornchurch Rd, Hornchurch, Essex, RM1 2AD
Email: sufa@estructuresltd.co.uk
Phone: 0772 765 2506

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.

Fig. 1 Location Plan

The proposed development sits within the land of a previous 3 bed semi-detached property that has since been demolished to allow for the new build.
The proposed development is situated within a residential area comprising mainly of large detached period properties, the streets are wide with pedestrian footpaths on either side of the street.

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).

Minor Development Project

The proposal site measures approx. 450m² with the proposed building located approximately 6m from the front boundary line and along the Party Wall with 38 Redington Road.

The proposed construction works are for a new-build two storey dwelling with single basement on pile foundations.
Noted: The adjoining neighbour (no. 38) has a double basement so no issues with relation to undermining foundations.

Main Challenges;

i) Small site
ii) Proximity to neighbours, particularly shared Party Wall with no. 38 Redington Road
iii) Protection of existing trees
iv) Protection of footway during construction due to proximity
v) Proximity of other construction sites

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

The construction works are proposed in a 3-phase, 52 week programme:

- Phase I Contract: Piling, Excavation and Basement construction
- Phase II Contract: Shell & Core
- Phase III Contract: Fit-out

Although an overall programme has been anticipated, at this stage, a Principal Contractor - ES Structures -has been appointed for Phase I works only. As such, details of later stages are not yet available.

		Months											
	Work	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**
I	Site set-up												
I	Piling												
I	Excavation												
I	Retaining walls/slab												
II	Super Structure												
II	Shell & Core												
III	Fit-out												
III	Landscaping												

The CMP shall be updated as Phase II & III are reached, and copy provided to Camden Council for consultation and approval.

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

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

Confirmed hours of working are as above.

Addendum confirming the above and as provided by Camden Council has been signed by Principal Contractor and is provided as an appendix.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

Direct Neighbours affected:

- No. 38 Redington Road
- No. 7 Redington Gardens

The boundary to the rear is shared with 24-26 Redington Gardens which is currently undergoing development so is not considered to be affected.

11. Consultation

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

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

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

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

Consultation with immediate neighbours has been on-going, by way of Party Wall negotiations, and through direct communication with Project Architect.

Notification of proposed works was hand-delivered to residents along Redington Road and Redington Gardens relating to the proposed works at 36 Redington Road.

Details were provided within the letter for residents to contact if they wished to receive a PDF of the Construction Management Plan. One request was received from an adjoining neighbour and an email copy provided. A hard-copy was provided to the same neighbour during a meeting at their home to further discuss the project.

There are a number of ongoing and proposed construction sites in the vicinity. Contact was made with the Principal Contractors and a site meeting arranged to discuss cumulative impact and management of projects. Key project dates, including dates of major deliveries, phases of construction will be communicated between sites at necessary times so that arrangements can be made.

12. Construction Working Group

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

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

A Liaison and Good Neighbour policy is adopted to keep neighbours informed of upcoming works, unavoidable disturbances and to provide details an effective complaints procedure in dealing with third-party concerns/ complaints.

In line with 'Community Liaison' section of CMRBC, the following measures will be adopted;

- A Contact Board shall be displayed prominently on the site entrance, and in a waterproof sleeve, with the following information:

  a) The title **'CONTACT BOARD'**
  b) Name of main contractor, address and person to whom correspondence should be addressed
  c) Name of site manager
  d) Month and year of completion of works
  e) Name and contact numbers of staff who can take immediate action, so that contact can be made in time.

- Neighbours in the vicinity who would be affected by noise from works shall be notified 2 weeks in advance (1 week at latest) of the nature of works and provided with contact details for enquiries
- A Complaints Register will be kept on site as a means to record all third-party complaints and will be available to the Local Authority on request.

13. Schemes

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

Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

Registration Details
CCS ID: **117383**
Company: **ES Structures**

Registration start date: **21/05/2019** Registration End date: **21/05/2020** (Annual renewal)

Registration Contact
Contact: **Mr. Elez Sufa (Director)**
T: **07727 652 506** E: **sufa@estrsucturesltd.co.uk**

A copy of the Guide for Contractors Working in Camden has been provided to the Principal Contractor of the project

14. Neighbouring sites

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

Below is a list of identified projects – both anticipated and live;

Address	Status	Works/ stage	Programme Dates
24 Heath Drive	Anticipated	Listed building refurbishment	Start June 2019 (programme to be determined)
50 Redington Road	Anticipated	Erection of new dwelling house comprising three storeys plus excavation of two basement levels	To be confirmed
59 Redington Road	Live	Excavation of new swimming pool and erection of single storey enclosure and pergola	Expected completion Dec'19/ Jan '20
24-26 Redington Gardens	Live	Demolition existing dwelling and erection of 1 x detached and 2x semi-detached dwellings including the excavations of basements	Expected completion Dec '20
36 Heath Drive	Live	Excavation of basement and new two-storey rear extension	Expected completion March '20
41 Frognal	Live	Partial demolition and new build behind original facade – Fit out	No-effect due to location
New projects to be added as identified			

Following identification for the above, communication with Project Managers of nearby sites has been established and site meetings conducted. It is agreed that notification of Programmes and all key dates shall be communicated to avoid cumulative impacts in the vicinity of site. This will be most critical with site at 24-26 Redington Gardens with which the proposal site shares a boundary.

ES Structures will continue to liaise with nearby developments to minimise disruption from noise and traffic to the local community.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Contractual Considerations

15. Name of Principal contractor:

ES Structures Ltd

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

Prior to Contract

- CLOCS requirements for commercial vehicles over 3.5 tonnes shall be included in core tender documentation/ contracts/ purchase orders/ site management documentation and agreed with all contractors and suppliers prior to arrival on site.
- Where vehicles over 3.5t are required on site, it will be a requirement at point of Contract with all Suppliers/ Contractors to confirm that drivers are to have undertaken SUD training and that the vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/ CCTV) and audible left turn alerts
- Suppliers/ Contractors to provide written confirmation of FORS Accreditation alongside details of accreditation level i.e. Bronze, Silver or Gold. In the instance of Bronze FORS accreditation, written confirmation of CLOCS compliancy will be sought.

Delivery Management

- The Principal Contractor will have a delivery management system for visits to site and maintain a record of vehicles over 3.5 tonnes in line with standard on-site CLOCS Standards 5.4. This will include noting details of vehicle / driver details and accreditation, including FORS accreditation level.

Review

- Review of monitoring/compliancy with CLOCS Standards shall form part of ongoing conversation between ES Structures and Archetype Associates to ensure effective measures remain in place as project develops.

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

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

CLOCS Standard document has been provided by the Architect to both the Client and Principal Contractor, with written confirmation that they have read and understood the document provided.

Furthermore, a copy of the CLOCS Standards is to be provided to all future contractors and suppliers with a requirement for compliancy in all instances.

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

Site Traffic

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

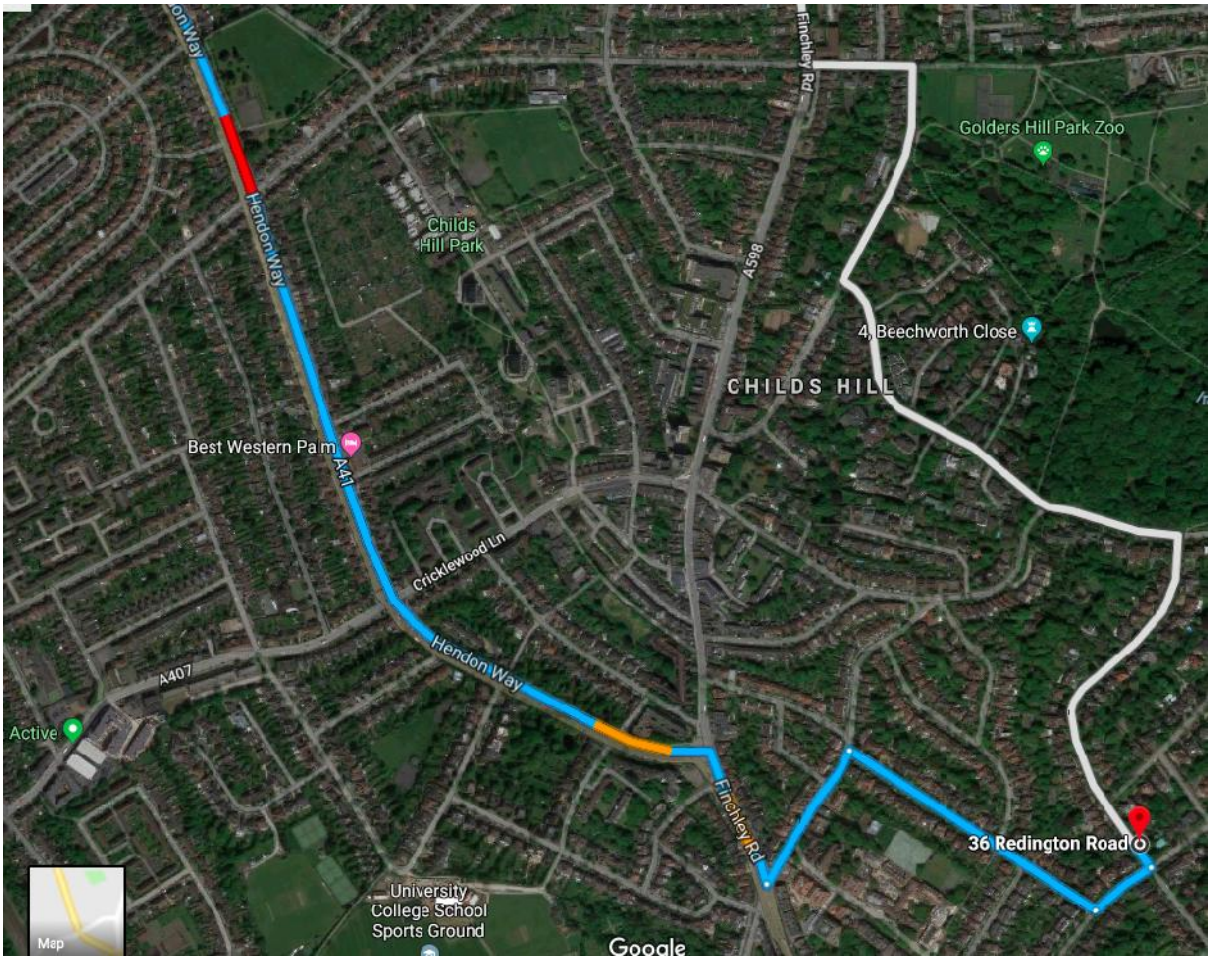
18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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

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



The site is approached from and accessed from Redington Road. Access to the site is good, the roads are wide and should not pose any difficulty for construction traffic. Redington Road is and occupied, residential area and is used by residential and commercial traffic. There are pavements to Redington Road and street lighting.
Measures will be required to segregate traffic and pedestrians within the site and to protect members of the public from construction traffic, with particular reference to reversing.

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

A copy of the approved transport routing and management strategy shall be provided as part of the Delivery Plan to Contractors/ Suppliers at time of appointment.
All deliveries will be subject to prior arrangement with Principal contractor before arriving on-site to ensure that they can be received without dwell time on Redington road, and to ensure that necessary banksman/ Traffic Marshall and operatives are available to assist with off-loading.

19. Control of site traffic, particularly at peak hours: "*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

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

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.** Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

At this stage of the project, Principal Contractor (PC) has been appointed for stage 1 of the project only – relating to piling, excavation, ground-works and creation of basement. With this in mind, deliveries for this have been considered.
Additional delivery information shall be provided once PC has been appointed for superstructure and all preceding works.

Vehicle Deliveries:

Vehicle	Requirement	Time on site	Frequency
20 tonne lorry	Muck-away	1-hr delivery slot	3x Daily during excavation period
20 tonne lorry	Concrete delivery	1-hr delivery slot	2x per week during basement construction period
3,5 tonne truck	Small deliveries	1-hr delivery slot	1x per week during stage 1 works
3,5 tonne	Skip delivery/ removal	1-hr delivery slot	2 x during stage 1 works

Although some deliveries are typically shorter, all are allocated a 1-hr standard slot to allow for adequate time for delivery, offloading and checks on site with buffer time for additional deliveries. Longer delivery times may be required at later stage of project.

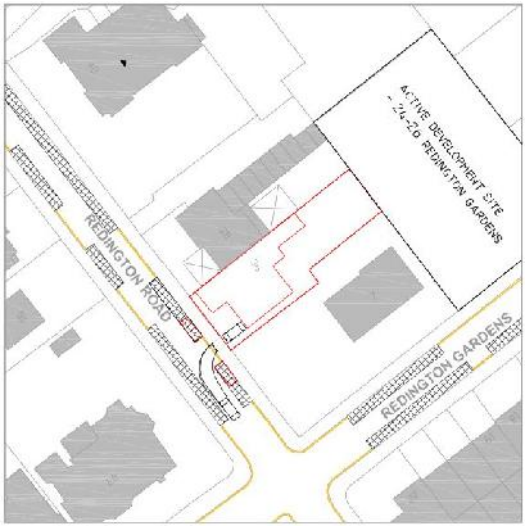
Note: Due to the proximity of St. Margaret's School, term-time week-day deliveries will be restricted between 9:30am and 3pm.
Upcoming term dates (as taken from school website): End of Summer Term 2019 – 5th July, Autumn term: 9th Sept – 13th Dec, Autumn HT: 21st -25th Oct, Spring term: 6th Jan – 27th March, Spring HT: 17th – 21st Feb, Summer term: 14th April – 10th July, Summer HT: 25th-29th May

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Below is a list of identified projects – both anticipated and live;

Address	Status	Works/ stage	Programme Dates
50 Redington Road	Anticipated	Erection of new dwelling house comprising three storeys plus excavation of two basement levels	To be confirmed
59 Redington Road	Live	Excavation of new swimming pool and erection of single storey enclosure and pergola	Expected completion Dec'19/ Jan '20
24-26 Redington Gardens	Live	Demolition existing dwelling and erection of 1 x detached and 2x semi-detached dwellings including the excavations of basements	Expected completion Dec '20
New projects to be added as identified			

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



Vehicle: 1 tonne van
Length: 4400mm
Width: 1780mm

All other vehicles are to park within suspended street bays on site.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

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

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

The development covers a small site with provision for on-site and roadside off-loading by way of parking-bay suspensions. 'Just in Time' scheduling if proposed for organisation for all deliveries on-site to provide most efficient use of site and to avoid congestion of deliveries. With this in mind, there is not expected to be any holding areas.

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

N/A

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

Best practice to minimise emissions from engine idling such as vehicle/machine engines switched off when not in use. Muck away/delivery vehicles switched off whenever practicable. Use of machines should be kept to a minimum; they should be fit for purpose, well maintained with in date service records. Safe and efficient use of machines on site should be briefed as part of the mandatory site induction that will be provided to all operatives/visitors to site.

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

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

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

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

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

Single gated access to site from Redington Road – small vehicles should reverse into site for offloading so that they are facing traffic at point of egress.

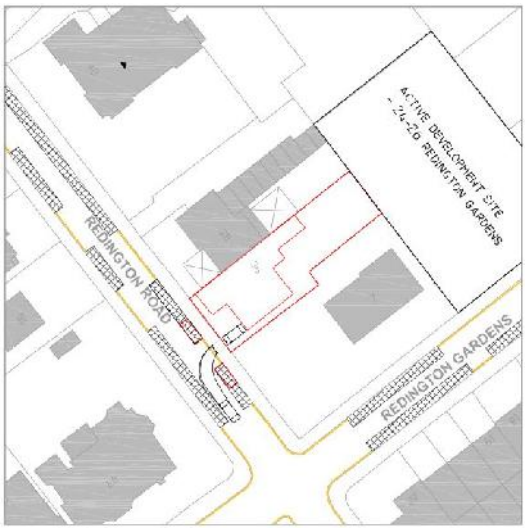
The site is approached from and accessed from Redington Road. Access to the site is good, the roads are wide and should not pose any difficulty for construction traffic. Redington Road is an occupied, residential area and is used by residential and commercial traffic. There are pavements to Redington Road and street lighting. Measures will be required to segregate traffic and pedestrians within the site and to protect members of the public from construction traffic, with particular reference to reversing.

Please refer to Site Layout drawings within Appendicies

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

All vehicles must be under the supervision of a banksman when reversing and be fitted with an audio/visual alarm when reversing. Vehicles will be under constant supervision and control by traffic marshals/banksmen throughout duration on site until dispersal.

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



Vehicles accessing site
Vehicle: 1 tonne van
Length: 4400mm
Width: 1780mm

All other vehicles to park within suspended parking bays along Redington Road

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

A clean, stable area for vehicles will be provided to the front of site.

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

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

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Although it was initially considered that all deliveries would be made on site, it was evident from Swept Path drawings and through consideration of the basement footprint that all but small light vehicles would be able to gain access to and held on site.

Access to site

Access to site is made via gates within the hoarding – separate access for pedestrian and vehicles. Small goods vans will be able to access site in reverse gear and with assistance of Traffic Marshall/ Banksmen on-site.

All other vehicles will be required to make deliveries by parking within proposed suspended parking bays along Redington Road with materials moved over the footway and holding pedestrians/ deliveries as necessary.

Consideration of the proposed transport strategy has been discussed with Principal Transport Planner - Maxim Lyne.

A scaled plan is provided within Appendices of site layout.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

As above

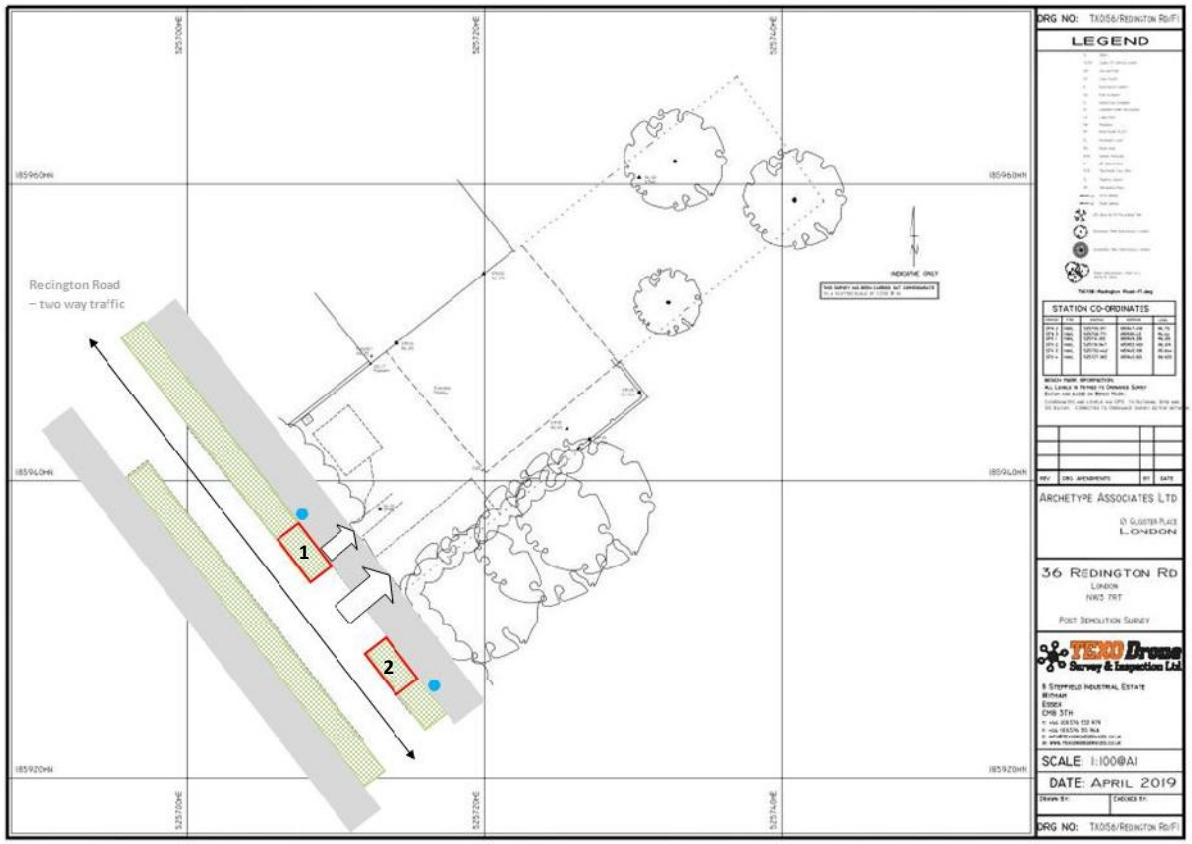
Street Works

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

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.
Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.
If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.
If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.



Key

Proposed access is shown on drawing above. Detailed scale drawing of surrounding site set-up is provided within Appendices.

Parking bay 1 is proposed as the main parking bay suspension and will accommodate turning circle of smaller vehicles into site as well as providing temporary parking area for larger vehicles.

Parking bay 2 will be necessary on a more 'ad-hoc' basis but is necessary for limited periods to accommodate larger processes onsite such as loading of piling rig and, at a later stage, for delivery of super structure (CMP details of Stage 2 – superstructure - to be developed in due course).

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

Parking Bay suspensions will be required during period of excavation and basement construction. In due course, an application will be submitted to Camden for relevant suspension by ES Structures and delivery times will be planned accordingly.

Note: whilst suspension of two parking bays has been indentified, they have varying requirements with proposed Bay 1 suspension required on a longer term basis and proposed bay 2 suspension on a more 'ad-hoc' basis for a single day. Details will be provided at point of parking bay suspension applications.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

N/A - No proposed occupation of public highway for construction works

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

Access to site is made via existing vehicle access point with drop kerb. Highways works are necessary to enable creation of a suitable temporary vehicle access for construction traffic in line with Section 3.6 of *Guide for Contractors Working in Camden*. ES Structures are to contact Camden's Highways Management Team prior to any works taking place.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

N/A - no diversions anticipated

26. Scaffolding, hoarding, and associated pedestrian diversions

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining

properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

N/A – no hoarding or scaffolding on public highway.

There is an existing 2.5m high hedge to the boundary with Redington Road which is to be maintained. The rest of the boundary is a secured and gated entrance which is located entirely on the proposal site.

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

N/A

27. Services

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

All incoming services will be connected to existing in accordance with MEP Engineers design.

Environment

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

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

Noisy operations expected:

Operation	Construction Method	Times
Piling	12m continuous piles using hydraulic rotary bored piling rig.	Normal site hours
Excavation	Use of 13 tonne excavator to excavate for basement works.	Normal site hours
Concreting	Standard concrete delivery vehicles.	Normal site hours
General Site works	Use of hand held power tools such as disc cutters, wood saws and compaction equipment for basement foundations.	Normal site hours

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.

Cundall were appointed to conduct a Noise Survey of the site week commencing 03/06/19. A copy of the report is provided within Appendices.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

Consideration of *Phase I* works are only considered at this stage.

Proposed Works/ Equipment	Predicted noise/ vibration levels
11 ton piling rig	75-90 DB(A)
8 tonne excavator	84-95 DB(A)
Disc cutter	93 – 114 DB (A)

Noise & vibration predictions for *Phase II* & *III* works will be addressed at later date.

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.

Piling – In line with CMRBC, a hydraulic rotary piling rig is proposed which in accordance with piling Contractors Method Statement '*provides very low noise levels and due to the bored method being used is virtually vibrationless*.'

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

Training to be arranged by Principal Contractor prior to work commencing on site.

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

In line with CMRBC, dealing with dust will be in the following fashion:

1. **Prevention**
   - Before each phase of work commences, the method statement should identify any dusty activities involved and look to best available techniques to control emissions.
   - Material stockpiling will be avoided as much as possible on site.
   - On-site plant, vehicles and equipment will be effectively maintained to control emissions to air.
   - A clean and stable loading bay will be provided on site for vehicles visiting site to avoid transfer of construction material outside of the site.
   - Burning of Materials on site will not be permitted to prevent smoke emission.
2. **Suppression**
   - All dust creating work activities will be adequately controlled with the use of suitable and sufficient water suppression.
   - All exposed building works to be covered and netted.
3. **Containment**
   - The site is enclosed on all boundaries providing a physical barrier and preventing the spread of dust beyond the site.
   - All vehicles removing All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud overspill onto Redington Road and the highways. Wheel-washing facilities will be provided at the site entrance and for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised.
   - ES Structures will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt

The ground strata has been identified as London clay and as such, the excavation of earth during Phase I works is not expected to be dusty. A Certificate of Inspection (exp. date: 03/12/2019) has been provided by Colets in relation to the proposed piling rig.

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.

Footpaths will be swept immediately following the dispersal of delivery/site vehicles and vehicles will be cleaned prior to departure from site to minimise contamination from mud on public highways. Weekly road sweeping by licensed contractor or as required.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Regular noise assessments conducted by site team and safety teams during safety audits and routine visits.

Dust levels kept to a minimum by water suppression dampening, where required dust monitors will be utilised.

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.

Low Risk

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.

Principal Contractor to adopt measures as laid out within The Control of Dust and Emissions During Demolition and Construction 2014 (SPG)

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 – Low Risk

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).

In line with 'Rodent Control' of CMRBC, the following standard shall be adopted:

'*At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice*.'

A site inspection shall be carried out prior to Construction works commencing. Adequate rodent control measures will be implemented, and domestic waste kept to a minimum to deter rodent infestation.

As general practice, the Principal Contractor has been provided with a copy of the following; Urban Pests Book, *Pest Minimisation: Best Practice for the Construction Industry,* Chartered Institute of Environmental Health, London

In the event that rodents are found on site, ES Structures shall liaise with qualified pest control professionals to prevent rodents from spreading out from the site.

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

An asbestos survey of the original building was carried out in Feb 2019 by Lambeth Scientific Services Ltd prior to demolition. The report confirms internal and external areas were inspected.
Findings of the report indicated **no asbestos** was found on 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.

A smoking area will be provided adjacent to the Welfare area and TBT's will be provided regarding bad language and unnecessary shouting/loud talking.

All operatives at site will be subject to an induction prior to work on site explaining all behavioural and H&S standards expected. If any member of staff is ignoring policies, disciplinary procedures will be followed.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period (mm/yy - mm/yy):

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

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

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: .....

Date: 02/08/2019

Print Name: MICHELLE SWEENEY

Position: PROJECT ARCHITECT.
For & on behalf of ARCHETYPE ASSOCIATES LTD.

Please submit to: planningobligations@camden.gov.uk

End of form.