Construction Management Plan

pro forma v2.2

Garden House
Vale Of Heath NW3 1AN

CMP Issue 05

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
February 2017	Draft 01	CPA – for planning
December 2017	Draft 02	New Pro-Forma, for consultation
January 2018	Issue 03	Updated with community consultation data
August 2019	Issue 04	Update in response to LBC comments as per email from Shahida Sanessie 23/2/18 14:17
August 2019	Issue 05	Response to Community Liaison & Highways comments as per email from Shahida Sanessie 21/8/19 10:04. (Q15, Q22 & Q23)

Additional sheets

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

Date	Version	Produced by
February 2017	Issue 01	CPA - Air quality & Dust Risk Assessment
21/9/16	Issue01	Idom Merebrook Ltd - Background acoustic survey
February 2017	Issue 01	CPA - Appendix to Question 37 – Dust mitigation measures
December 2017	Issue 01	Asbestos report
August 2019	Issue 01	Rodent survey Job Report- 65576-1
August 2019	Issue 04	Site Works Programme Gannt Chart

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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

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

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

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

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

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

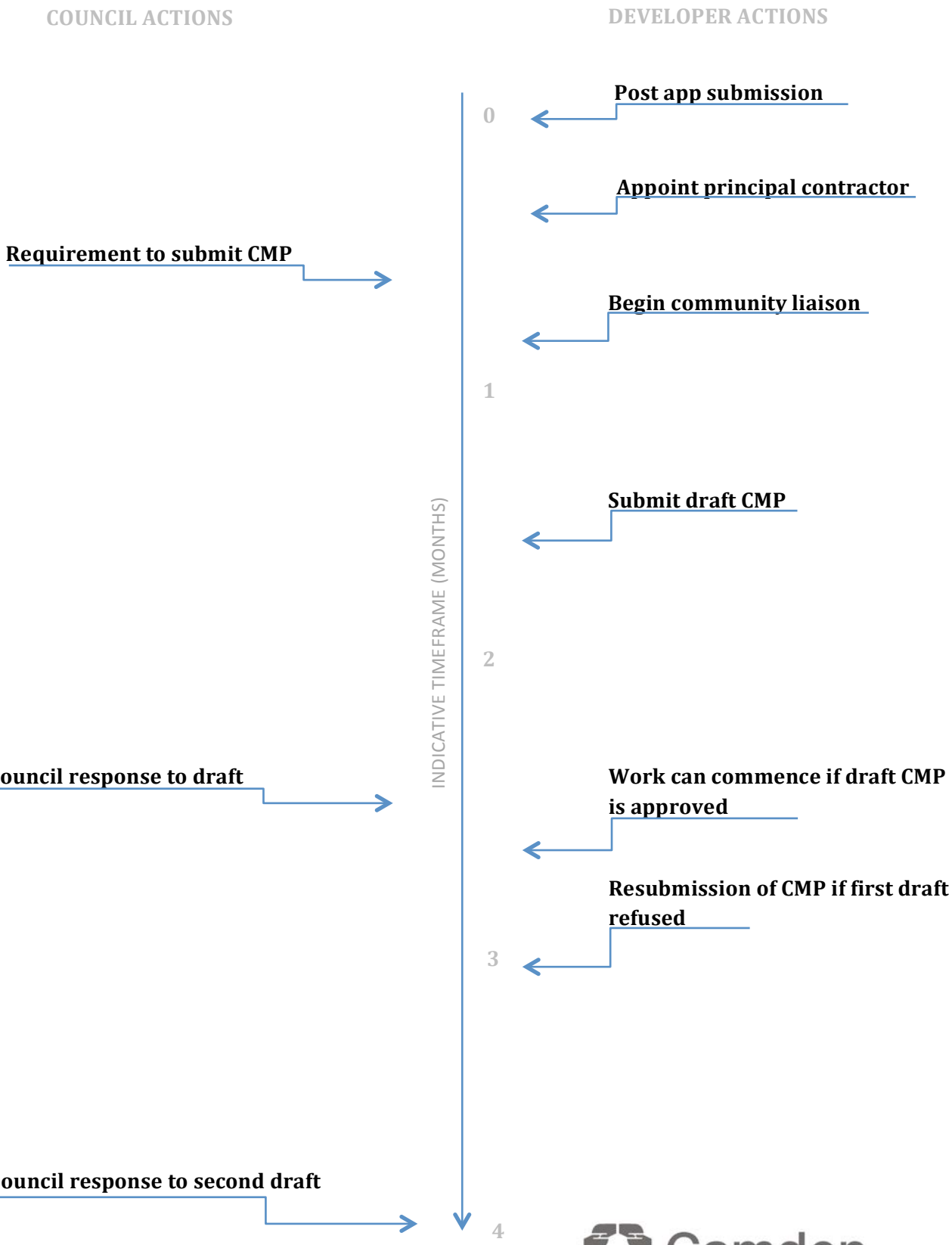
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

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

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

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: The Garden House, Vale of Health, NW3 1AN
Planning reference number to which the CMP applies:
Section 106 Obligation, Planning Reference 2016/2600/P

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

Name:	Clive Winstanley
Address:	Construction Planning Associates,
	9 Woodland Green, Upton St. Leonards, Gloucester GL4 8BD
Email:	clive@constructionplanningassociates.com
Phone:	01452 612719

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:	Maciek Halat
Address:	Halat Building Contractors Ltd
	30 Inks Green, Chingford, London, E4 9EL
Email:	info@halat-bc.com
Phone:	020 8527 7788

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:	Maciek Halat
Address:	Halat Building Contractors Ltd 30 Inks Green, Chingford, London, E4 9EL
Email:	info@halat-bc.com
Phone:	020 8527 7788

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:	Maciek Halat
Address:	Halat Building Contractors Ltd 30 Inks Green, Chingford, London, E4 9EL
Email:	info@halat-bc.com
Phone:	020 8527 7788

Note: Prior to the commencement of the works the Site Manager will be introduced to neighbours and will be responsible for daily liaison with local residents.

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 along Vale of Health, a residential road to the north of Hampstead and south of Hampstead Heath.

The site is accessed via a passageway between Upfleet & Leasteps and 12 Heath Villas. This access passes under living space above, and over a basement below. The site itself is located to the rear of Heath Villas terrace, looking out across the Vale of Health Pond.

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 project comprises the refurbishment of an existing two storey, brick built, 1960's house. This includes the creation of a new basement under the existing footprint and the construction of an extension to the back of the house through permitted development. In addition, the works will also include the excavation of a new lightwell to the front of the house, upgrading the thermal performance including replacing windows, recladding the exterior, and general internal refurbishment.

The site is located adjacent Hampstead Heath, between rear elevations of the Heath Villa terraces to the West and the Vale of Health pond to the East. The site is accessed only through an existing gated archway on the Vale of Health, down a passage between 12 Heath Villas and Upfleet. Although the building itself is of no architectural importance, it is located in the Hampstead Conservation Area.

Due to the constraints imposed by the site access, special consideration must be made for material handling. The works will be carried out entirely by using small plant and equipment capable of being accessed via the narrow entrance gate to the street frontage of the site.

All materials and components must be designed of such a size that they can be manually handled either way between the kerbside and site.

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

The nearest human receptors are the adjacent properties, Upfleet , 7- 12 Heath Villas, and 1-4 Athenaeum Hall which adjoin the site.

The nearest ecological receptor is the Vale of Health Pond which adjoins the site along its eastern boundary.

Where possible construction methods will be employed which reduce noise generation in the first instance. Where it is necessary to carry out noisy activities, these will be identified well in advance and discussed prior to commencement with neighbours. The following measures will be implemented to reduce noise levels on the site.

The contractor will screen the noise where possible through a combination of the hoarding, screens, material storage and existing structures.

Where possible noisy stationary equipment will be located away from sensitive areas. Material handling areas will also be kept away from sensitive receptors.

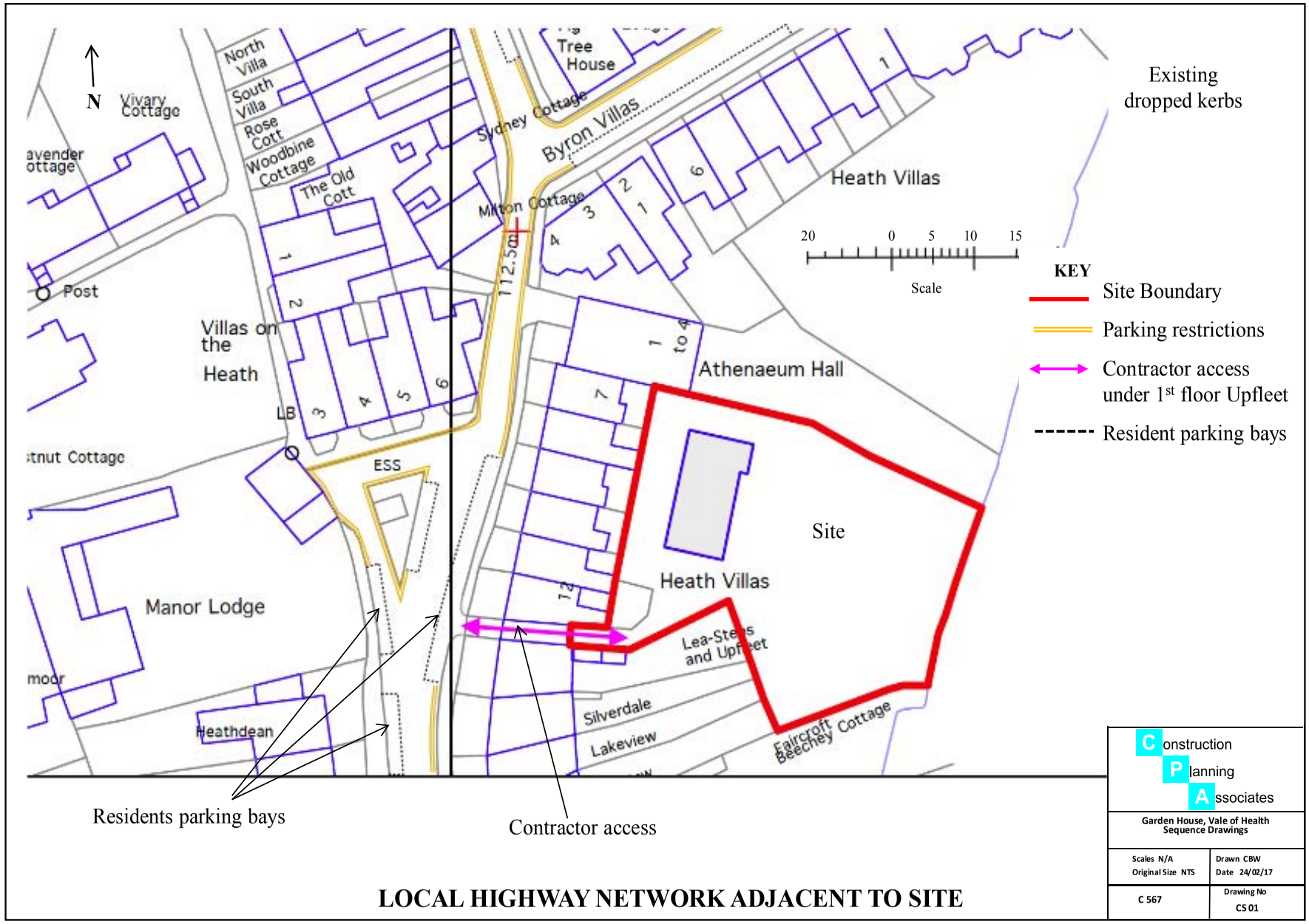
Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise. Where possible the contractor will use quiet or low noise equipment.

Electrically operated plant will be used where practical.

Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.

Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated. This will also prevent traffic build up noise being generated.

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.



LOCAL HIGHWAY NETWORK ADJACENT TO SITE

Construction Planning Associates

Garden House, Vale of Health
Sequence Drawings

Scales N/A Original Size NTS	Drawn CBW Date 24/02/17
C 567	Drawing No CS 01

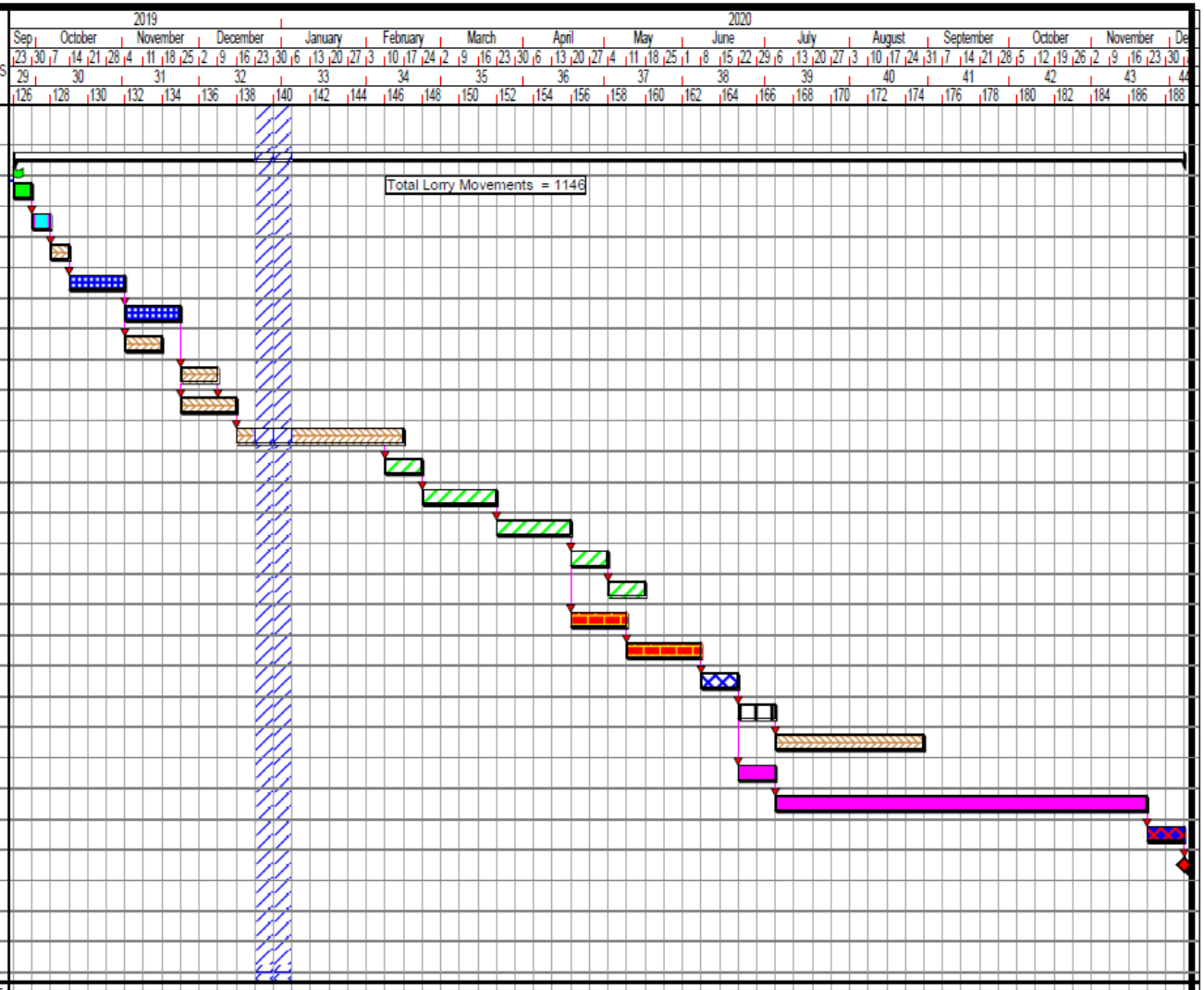
Camden

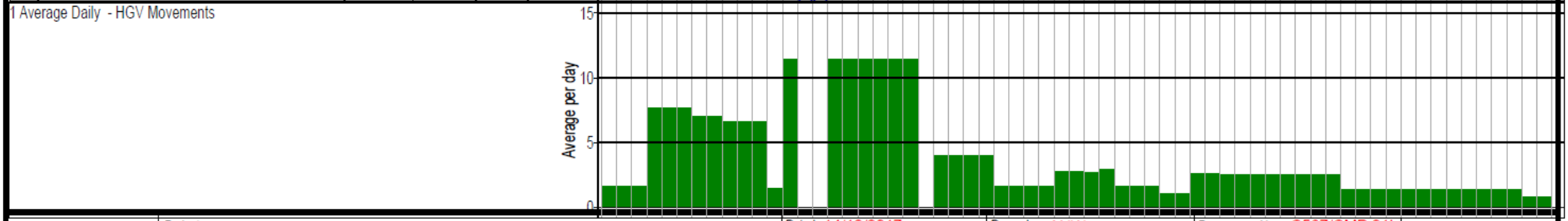
Regarding cycle lanes, Transport for London publishes cycling guides; with 14 guides in total covering the whole of London and cycle routes/conditions categorized by five colours. TfL's Local Cycle Guide 14 covers Hampstead, Camden, Tottenham and the surrounding area. A review of this guide demonstrates that Hampstead Heath to the north, and the B519 Spaniards Road are well-served by green and yellow routes respectively. However no route runs within immediately proximity of the Vale of Health and as such no cycle lanes will be compromised or affected by the proposed construction.

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).

Activity / Works Phase	Duration (wks)	Start	Finish
Overall build period	61w	24 Sep 18	13 Dec 19
Site mobilisation	1w	24 Sep 18	28 Sep 18
Soft strip	1w	01 Oct 18	05 Oct 18
Pile mat & probing	1w	08 Oct 18	12 Oct 18
CFA piling - high level	3w	15 Oct 18	02 Nov 18
CFA piling - low level	3w	05 Nov 18	23 Nov 18
HL capping beam	2w	05 Nov 18	16 Nov 18
Exc terrace bank to GF	2w	26 Nov 18	07 Dec 18
Crop piles & form LL ground beam	3w	26 Nov 18	14 Dec 18
Basement Exc	7w	17 Dec 18	15 Feb 19
Basement slab	2w	11 Feb 19	22 Feb 19
Basement walls & GF slab	4w	25 Feb 19	22 Mar 19
RC walls to 1st floor & GF extension foundations/slab	4w	25 Mar 19	19 Apr 19
1st floor extension fdns & slab & terrace foundations	2w	29 Apr 19	10 May 19
External RC wall	2w	13 May 19	24 May 19
GF to 1st floor structure & envelope	3w	29 Apr 19	17 May 19
1st floor to roof structure & roofing	4w	20 May 19	14 Jun 19
Windows, glazing & external doors	2w	17 Jun 19	28 Jun 19
Strike scaffold	2w	01 Jul 19	12 Jul 19
External works & landscape	8w	15 Jul 19	06 Sep 19
Internal finishes - insulation & screed	2w	01 Jul 19	12 Jul 19
Internal finishes & commission	20w	15 Jul 19	29 Nov 19
Handover	2w	02 Dec 19	13 Dec 19
Project Completion		13 Dec 19	

Line	Name	Start	Finish	Duration	Total Movements
	Construction programme				
1	**Overall build period**	**23/09/2019**	**04 Dec 20**	**61w**	
2	Site mobilisation	23/09/2019	27 Sep 19	1w	8
3	Soft strip	30/09/2019	04 Oct 19	1w	8
4	Pile mat & probing	07/10/2019	11 Oct 19	1w	8
5	CFA piling - high level	14/10/2019	01 Nov 19	3w	114
6	CFA piling - low level	04/11/2019	22 Nov 19	3w	100
7	HL capping beam	04/11/2019	15 Nov 19	2w	4
8	Exc terrace bank to GF	25/11/2019	06 Dec 19	2w	52
9	Crop piles & form LL ground beam	25/11/2019	13 Dec 19	3w	24
10	Basement Exc	16/12/2019	14 Feb 20	7w	400
11	Basement slab	10/02/2020	21 Feb 20	2w	0
12	Basement walls & GF slab	24/02/2020	20 Mar 20	4w	80
13	RC walls to 1st floor & GF extension foundations/slab	23/03/2020	17 Apr 20	4w	34
14	1st floor extension fdns & slab & terrace foundations	20/04/2020	01 May 20	2w	14
15	External RC wall	04/05/2020	15 May 20	2w	12
16	GF to 1st floor structure & envelope	20/04/2020	08 May 20	3w	20
17	1st floor to roof structure & roofing	11/05/2020	05 Jun 20	4w	48
18	Windows, glazing & external doors	08/06/2020	19 Jun 20	2w	10
19	Strike scaffold	22/06/2020	03 Jul 20	2w	12
20	External works & landscape	06/07/2020	28 Aug 20	8w	44
21	Internal finishes - insulation & screed	22/06/2020	03 Jul 20	2w	14
22	Internal finishes & commission	06/07/2020	20 Nov 20	20w	136
23	Handover	23/11/2020	04 Dec 20	2w	8
24	Project Completion	04/12/2020	04 Dec 20		1408
	Total Movements (1 del'y = 2 moves)				





Project title	Garden House	Dated 14/12/2017	Drawn by ANW	Programme No C567/CMP 01b
Programme title	Construction Programme	Revision comment	Construction Management Plan Update to 2019	
Client	Mr A Vlachos	Notes		
		Page 1 of 1		

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 will be Monday to Friday 8am to 6pm and Saturday 8.00am to 1.00pm

There will be no working on Sundays or Public Holidays. In event that any works are required outside the standard hours noted above or on Sundays or Public Holidays such as major plant delivery / collection the contractor will give advance notice to the local residents when making such application to the local authority

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.

At present, it is not anticipated that there will be any changes to the services being provided at the site.

If any works to utility services are required, the respective utility companies will be contacted to manage the provision / temporarily suspend their service.

Community Liaison

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

13. Consultation

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

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

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

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

A community consultation has been has been undertaken the CMP, and continues to be an ongoing dialogue between residents and Steven Wilkinson of James Gorst Architects.

A link to the Construction Management Plan and associated documents was sent to fifteen neighbors, and to the Vale of Health Society who serve as a collective voice in the wider community. During the consultation period we received responses from four neighbors. Issues raised by residents are listed below:

- Concern regarding the suspension of parking bays.
- Ground movement affecting neighboring houses.
- Groundwater flow effect on neighboring foundations.
- Independent checking of the Construction Management Plan

These concerns were addressed as follows:

Suspension of parking bays: Parking bays will be taken off suspension as soon as they are not required.

Ground Movement: Movement monitoring targets will be setup around the perimeter of the site and neighboring properties where appropriate. This precaution is explained extensively in our Basement Impact Assessment, along with trigger levels for action is movement is detected. Relevant pages from the BIA were sent to interested residents to alleviate their concerns. (Pages 12-15)

Groundwater Flow: Again, this has been covered extensively in the BIA. The relevant summary page (13) from the report has been shared by way of information to alleviate concerns.

Independent Checking of the Construction Plan: The CMP review process was explained to neighbors to demonstrate the checking process undertaken by Camden Council, via Planning, Environmental Health and Transport & Highways; comments from which would be included in any future revisions of the CMP.

Further to this consultation, on-going coordination between architects for the Garden House, and Heat Architecture- responsible for Hillview – has highlighted further requests from neighbors, including the following:

Deliveries to be organized between 09:30 and 15:00hrs to avoid the school run.

The lead Contractor will provide a newsletter 14 days prior to construction work commencement on the site. This newsletter will include site-specific details such as the contact details of the Contractor and site management, enabling local stakeholders to raise any concerns while work is occurring on site.

Community liaison will continue to be an ongoing process, carried out during both the final planning and construction processes. Ahead of construction commencing onsite, an informational poster/newsletter including reference to the proposed development, the planning permission, and contract details for as a minimum the main contractor, would be displayed on the hoarding of the site so as to clearly be visible for the local community.

.

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.

Neighbors will be invited to join a Construction Working Group set up between the Lead Contractor and residents. This will be organized by the Garden House design team, and will be coordinated with the Construction Working Group being established for the adjacent Hillview project.

Regular contact has already been established with the Architect and Contract Administrator for the Hill view scheme. This scheme is currently already underway, with works currently scheduled for completion in December 2019. As a consequence the overlap with the Garden House project will be limited to 4 months so that the peak activity period for the two schemes will not coincide.

The Contractor's Project Manager will, in addition, keep in regular contact with local residents, affected parties and the Council by sending a regular newsletter update by email, or post. The newsletter will be issued prior to significant events on site which may have a potential impact on the local area, this would include the start on site, any changes to the traffic management regimes, key events such as any operations requiring out of hours working and the such like. The Contractor's Project Manager will liaise with any other contractors carrying out construction works in the vicinity of the site to ensure that the combined impact of development is kept to an absolute minimum.

A 'Contact Board' will be displayed prominently and shall include;

1. The title 'Contact Board'
2. The name of the Main Contractor, address and person to whom correspondence should be addressed.
3. Name of the Site Manager
4. Direct dial number of the Site Manager

15. Schemes

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

The contractors will conform to the Guide for Contractors Working in Camden and Camden's Considerate Contractors Manual. Appropriate protection will be implemented to ensure that cyclists and pedestrians are safe during the construction process. Drivers will be made aware of their responsibilities and required to ensure that their vehicles are provided with all necessary safety aids such as Banksmen and that they have undertaken the necessary safety courses.

The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be members of the Fleet Operator Recognition Scheme (FORS). A brief introduction to FORS is presented below:

Fleet Operator Recognition Scheme (FORS)

FORS is a voluntary scheme set up by TfL. It aims to improve freight delivery in London by providing an industry quality and performance benchmark that encourages best practice. FORS increases professionalism among vehicle and fleet operators. Among the benefits are greater legal compliance, reduced supply chain disruption and improved occupational road safety.

Becoming FORS Bronze accredited means a contractor or subcontractor operating HGVs and/or fleets of vans has reached a set standard in the following areas:

- Drivers and driver management.
- Vehicle maintenance and fleet management.
- Transport operations.
- Supporting policies and procedures. Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways of working on site. This includes the use of vehicles. TfL recommends that within 90 days of an awarded contract, all contractors must have registered and gained FORS Bronze accreditation as a minimum standard. A list of FORS Bronze accredited companies can be found at www.fors-online.org.uk.

Considerate Constructors Scheme

The contractor has registered the works with the CCS and the works will be subject to the regular audit check as administered by the CCS.

The site registration number is CRO11971

16. Neighbouring sites

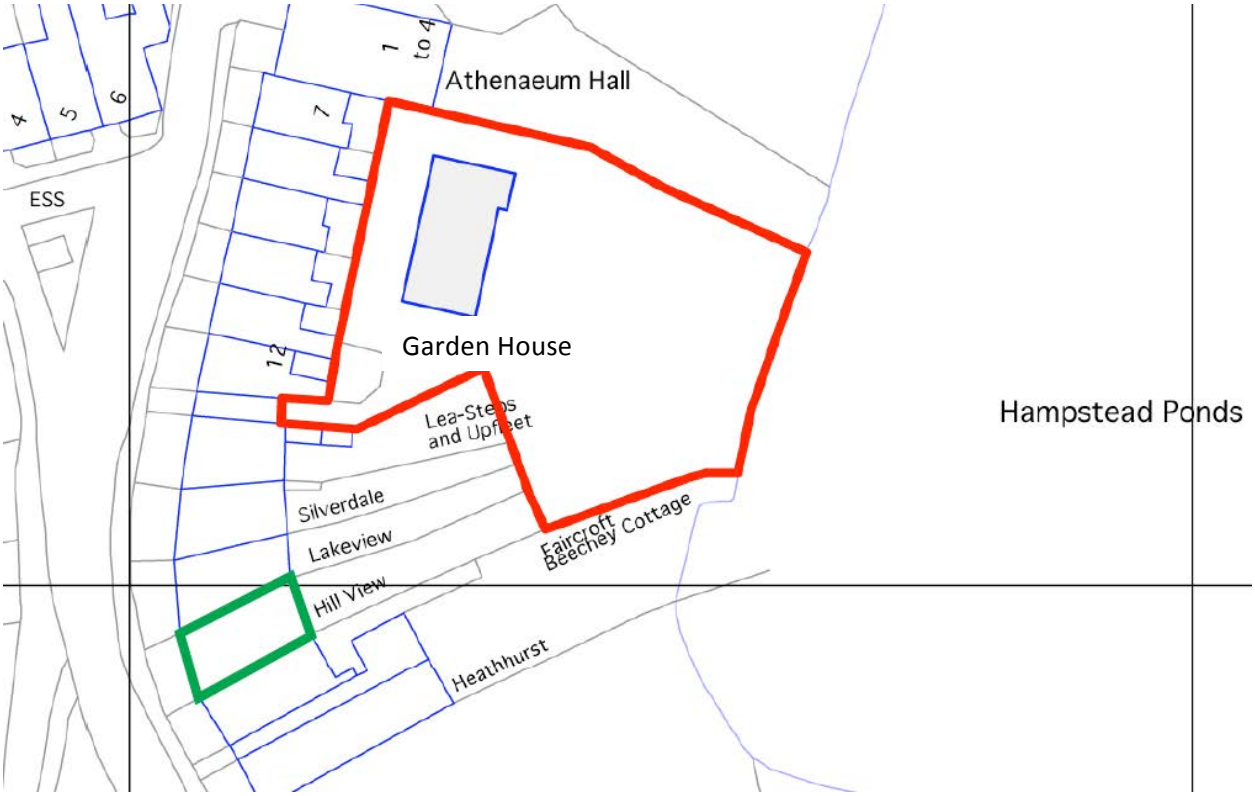
Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

Prior to commencing work, the Project Manager will request the Council to provide details of any other construction sites within close proximity to the site.

This has already been progressed, with details of the nearby construction at 'Hillview' being reviewed by James Gorst Architects. The location of the Hillview site is shown below

Steve Wilkinson of James Gorst Architects and Charles Humphries of HEAT Architecture will continue to liaise as both projects near their respective start-on-site dates. Site Managers of both sites will meet and coordinate access, deliveries and timings throughout the construction periods. Both projects have undergone protracted pre-commencement periods, and consultation between the two projects has been ongoing.

Any other construction schemes within the immediate vicinity will continue to be consulted with the aim to ensure any potential disruption to traffic flow or highway amenity is not exacerbated by additional construction programmes taking place.



Transport

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

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

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

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

Name:	Maciek Halat
Address:	Halat Building Contractors Ltd 30 Inks Green, Chingford, London, E4 9EL
Email:	info@halat-bc.com
Phone:	020 8527 7788

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

It will be the duty of the Principal/Lead Contractor to ensure that sub-contractors appointed are CLOCS compliant. Suppliers will be asked if they are CLOCS compliant before accepting work on the development.

FORS Bronze accreditation as a minimum will be a contractual requirement, whilst FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training such as:

- Safe Urban Driving + 1 x e-learning module OR

- Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module CLOCS compliance will be included as a contractual requirement.

Desktop Checks

Where doubt exists, desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide.

Site Checks

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site. Where the contractor's own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

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

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

Confirmed.

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

Site Traffic

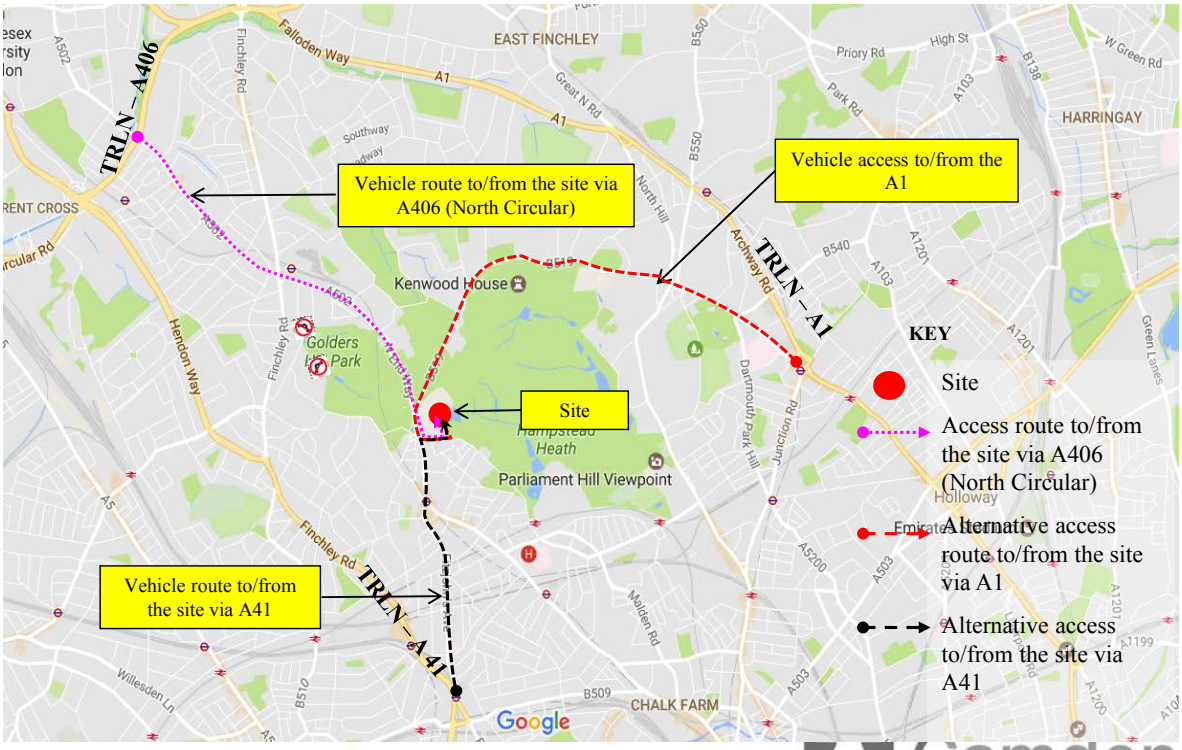
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the Transport for London Road Network (TLRN) on approach and departure from the site.



VEHICLE ROUTES BETWEEN SITE AND TRANSPORT FOR LONDON ROAD NETWORK

Vehicles will approach the site from E Heath Road. Below is an outline of the approach vehicles will use to access and egress the site.

Vehicles approaching the site should follow:

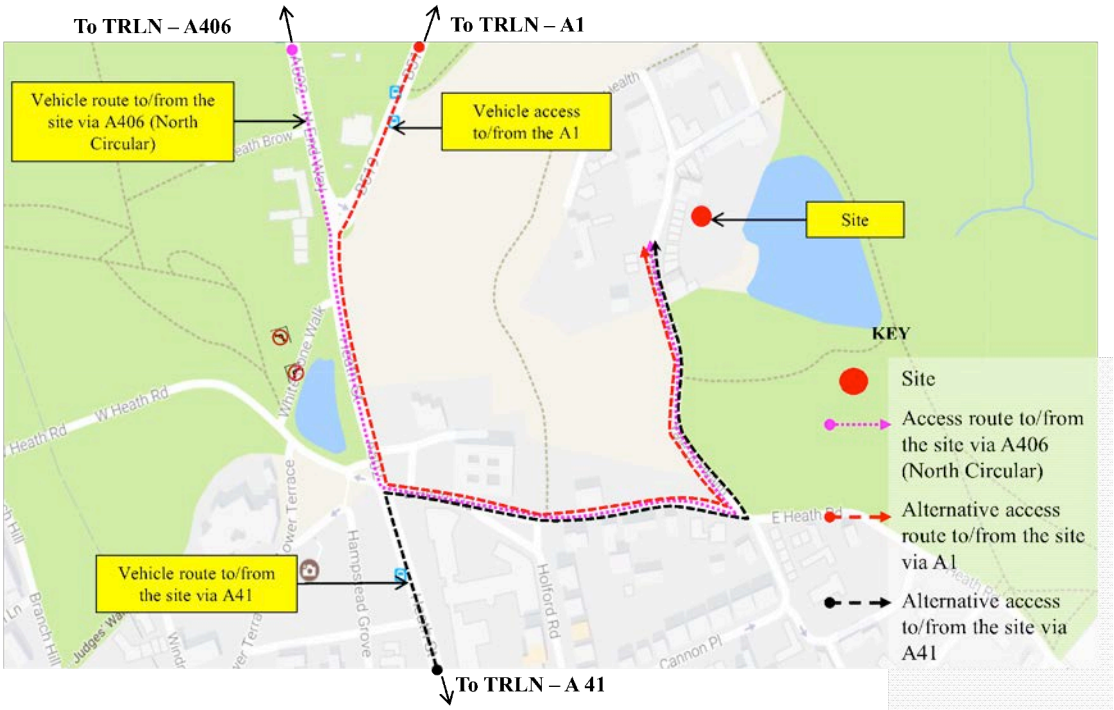
Vehicles will approach the site from E Heath Road which runs east - west, south of the site;

Vehicles will turn northbound onto Vale of Health;

Vehicles will arrive at the site.

It is likely that construction vehicles travel to site along E Heath Road originating from the east due to the tight access width of the Vale of Health. This will be signposted to prospective delivery and collection drivers by the Lead Contractor ahead of commencing works.

Vehicles leaving the site should return back to E Heath Road in the opposite direction to the route outlined.



VEHICLE ROUTES BETWEEN SITE AND TRANSPORT FOR LONDON ROAD NETWORK

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.

The site has limited access and only one vehicle can make a delivery or collection at any one time. A vehicle marshal will be stationed at the main entrance gates/unloading bay and will be responsible for managing vehicle access into/out of the site and unloading operations. The marshal will be in radio communication with site manager to ensure that vehicle movements are co-ordinated with other site operations and material unloading requirements.

A copy of the vehicle tracking is shown below.

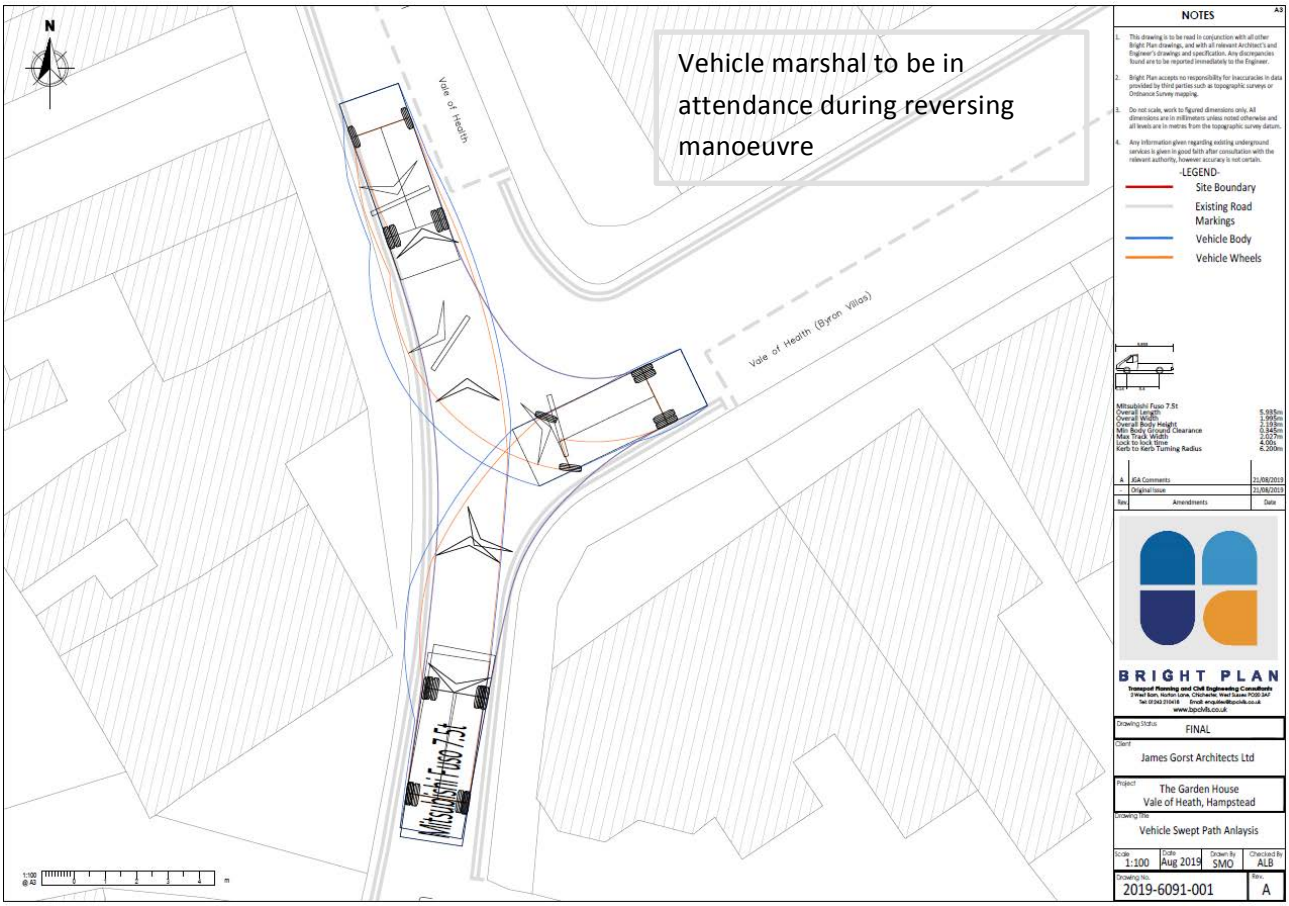
The vehicle marshal will also control and co-ordinate any pedestrian movements with the crossover into the site during deliveries/unloading operations.

All deliveries will be managed using a booking in system where all deliveries will have an assigned delivery slot. No vehicles will be permitted to wait in the surrounding streets. This requirement will be included into the Contractor's appointment and transmitted downstream to the suppliers and sub contractors orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Agent so drivers can contact the site directly if any issues arise during the journey to site.

To minimise the potential impact of construction workers travelling to the area a Travel Plan will be implemented to promote and encourage the use of sustainable mode of travel to and from the site and minimise the use private cars. Construction workers will be instructed not to park private vehicles in the residential areas in the adjacent streets. The local area is also subject to residents parking zones.

Vale of Health has good communication links with Hampstead Underground station which is within 850m of the site along with extensive bus routes within the locality of the site. In view of these existing provisions, it is likely that all operatives using attending the site will utilize public transport.

In order to assist operatives in making the best use of the public transport links the construction phase Travel Plan will take the form of a leaflet that will include details of local public transport services, promote walking and cycling. This Travel Plan will form part of the site Health and Safety site induction pack that all operatives and staff working on site are required to undertake before commencing works on site.



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

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

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

The following list provides detail of the type of vehicles that will need to gain access to the site during the construction process.

The vehicles proposed are all a Goods Vehicles (LGV) not exceeding 7.5t GVW. These have been selected to ensure that they are of a size that can be accommodated on the highway network given the constraints of the site access route.

- Building Deliveries 4 Wheel, 7.5 Tonne, G.V.W Panel body van
- Ballast and Loose Materials. 4 Wheel, 7.5 Tonne, G.V.W flat bed
- General Building Materials 4 Wheel, 3 Tonne, G.V.W, panel van

The bulk of vehicle movements will be comprised of 4 axle rigid flatbed LGV for spoil removal and dry concrete materials deliveries, which comprise 65% of all movements.

Typical dwell time at the site will be 30-60 minutes.

The following table provides a breakdown of the number of vehicle movements during each phase of the construction process.

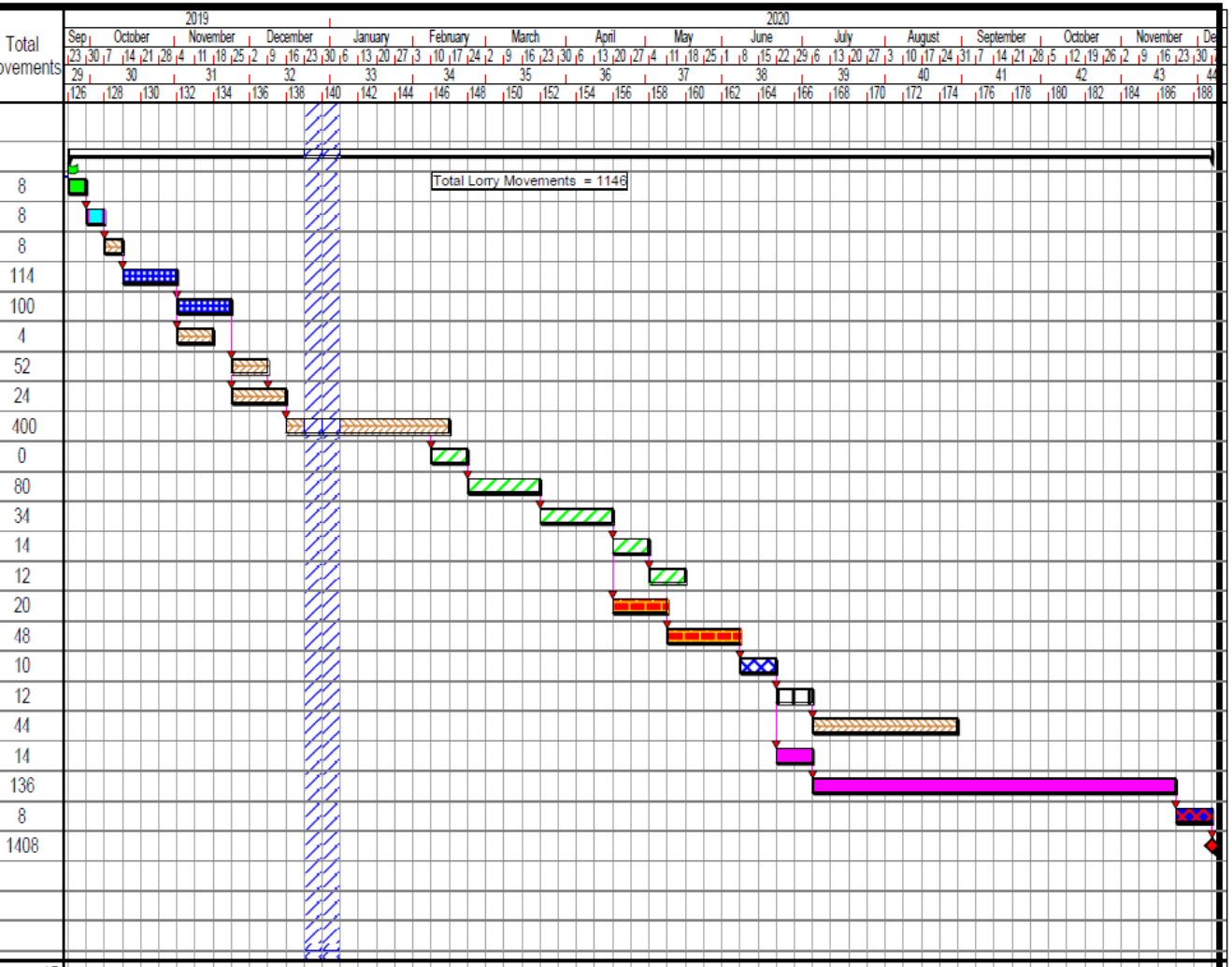
A delivery will comprise of two movements, arrival and departure. This is also illustrated graphically below.

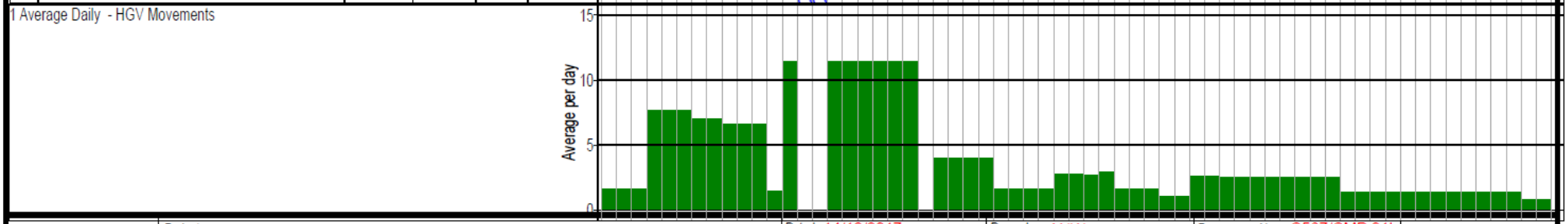
No deliveries will be allowed prior to 9.30am and after 3.00pm, in accordance with Council requests. Trained banksmen will be onsite at all times to supervise vehicles around the site and access road. All the engines of contractors vehicles will not be kept idling.

Works Phase	Duration (wks)	Total vehicle movements	Average daily movements
Site mobilisation & enabling	1	8	1.6
Soft Strip	1	8	1.6
Pile mat & pile probing	1	8	1.6
High level piling	3	115	7.7
Low level piling	3	100	6.6
HL capping beam	2	4	0.4
Exc terrace bank to GF	2	51	5.1
Crop piles & form LL ground beam	3	23	1.5
Basement Exc	7	400	11.4
Basement slab	2	0	0.0
Basement walls & GF slab	4	80	4.0
RC walls to 1st floor & GF extension slab	4	33	1.6
1st floor extension found & slab & terrace	2	14	1.4
External RC wall	2	11	1.1
GF to 1st floor structure & envelope	3	21	1.4
1st floor to roof structure & roofing	6	48	1.6
Windows, glazing & external doors	2	10	1.0
Strike scaffold	2	12	1.2
External works & landscape	8	44	1.1
Internal finishes - insulation & screed	2	14	1.4
Internal finishes & commission	20	135	1.4
Completion & handover	2	8	0.8
Total period (calendar weeks)	62 wks	1146	
Average daily movements			3.7
Peak daily movements (Excavation to basement 6 deliveries in a 6 hour period 09.30- 1530 = 1 delivery per hour			12

Table 2 HGV movements by construction stage

Line	Name	Start	Finish	Duration	Total Movements
	Construction programme				
1	**Overall build period**	**23/09/2019**	**04 Dec 20**	**61w**	
2	Site mobilisation	23/09/2019	27 Sep 19	1w	8
3	Soft strip	30/09/2019	04 Oct 19	1w	8
4	Pile mat & probing	07/10/2019	11 Oct 19	1w	8
5	CFA piling - high level	14/10/2019	01 Nov 19	3w	114
6	CFA piling - low level	04/11/2019	22 Nov 19	3w	100
7	HL capping beam	04/11/2019	15 Nov 19	2w	4
8	Exc terrace bank to GF	25/11/2019	06 Dec 19	2w	52
9	Crop piles & form LL ground beam	25/11/2019	13 Dec 19	3w	24
10	Basement Exc	16/12/2019	14 Feb 20	7w	400
11	Basement slab	10/02/2020	21 Feb 20	2w	0
12	Basement walls & GF slab	24/02/2020	20 Mar 20	4w	80
13	RC walls to 1st floor & GF extension foundations/slab	23/03/2020	17 Apr 20	4w	34
14	1st floor extension fdns & slab & terrace foundations	20/04/2020	01 May 20	2w	14
15	External RC wall	04/05/2020	15 May 20	2w	12
16	GF to 1st floor structure & envelope	20/04/2020	08 May 20	3w	20
17	1st floor to roof structure & roofing	11/05/2020	05 Jun 20	4w	48
18	Windows, glazing & external doors	08/06/2020	19 Jun 20	2w	10
19	Strike scaffold	22/06/2020	03 Jul 20	2w	12
20	External works & landscape	06/07/2020	28 Aug 20	8w	44
21	Internal finishes - insulation & screed	22/06/2020	03 Jul 20	2w	14
22	Internal finishes & commission	06/07/2020	20 Nov 20	20w	136
23	Handover	23/11/2020	04 Dec 20	2w	8
24	Project Completion	04/12/2020	04 Dec 20		1408
	Total Movements (1 del'y = 2 moves)				





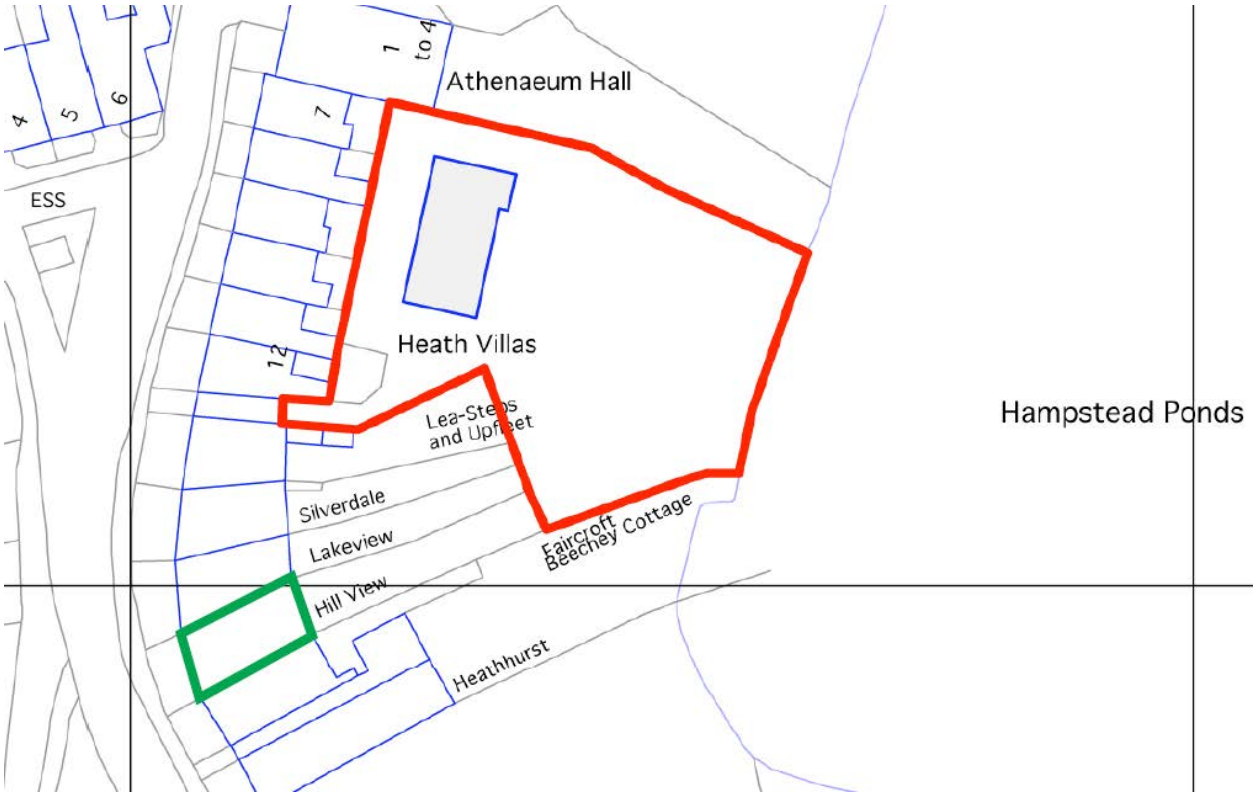
Project title	Garden House	Dated 14/12/2017	Drawn by ANW	Programme No C567/CMP 01b
Programme title	Construction Programme	Revision comment	Construction Management Plan Update to 2019	
Client	Mr A Vlachos	Notes		
		Page 1 of 1		

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

The project team has established communication s with the architects for the adjacent scheme at Hillview as part of the Community liaison. (see Q16 above)

Any other construction schemes within the immediate vicinity will be consulted with the aim to ensure any potential disruption to traffic flow or highway amenity is not exacerbated by additional construction programmes taking place.

No deliveries will be allowed prior to 9.30am and after 3.00pm, in accordance with Council requests. Trained banksmen will be onsite at all times to supervise vehicles around the site and access road. All the engines of contractors vehicles will not be kept idling.



Site plan showing location of adjacent project at Hill View

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

The site has limited access and only one vehicle can make a delivery or collection at any one time. A vehicle marshal will be stationed at the main entrance gates/unloading bay and will be responsible for managing vehicle access into/out of the site and unloading operations. The marshal will be in radio communication with site manager to ensure that vehicle movements are co-ordinated with other site operations and material unloading requirements.

The vehicle marshal will also control and co-ordinate any pedestrian movements with the crossover into the site during deliveries/unloading operations.

All deliveries will be managed using a booking in system where all deliveries will have an assigned delivery slot. No vehicles will be permitted to wait in the surrounding streets. This requirement will be included into the Contractor's appointment and transmitted downstream to the suppliers and sub contractors orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Agent so drivers can contact the site directly if any issues arise during the journey to site.

To minimise the potential impact of construction workers travelling to the area a Travel Plan will be implemented to promote and encourage the use of sustainable mode of travel to and from the site and minimise the use private cars. Construction workers will be instructed not to park private vehicles in the residential areas in the adjacent streets. The local area is also subject to residents parking zones.

Vale of Health has good communication links with Hampstead Underground station which is within 850m of the site along with extensive bus routes within the locality of the site. In view of these existing provisions, it is likely that all operatives using attending the site will utilize public transport.

In order to assist operatives in making the best use of the public transport links the construction phase Travel Plan will take the form of a leaflet that will include details of local public transport services, promote walking and cycling. This Travel Plan will form part of the site Health and Safety site induction pack that all operatives and staff working on site are required to undertake before commencing works on site.

No deliveries will be allowed prior to 9.30am and after 3.00pm, in accordance with Council requests. Trained banksmen will be onsite at all times to supervise vehicles around the site and access road. All the engines of contractors vehicles will not be kept idling.

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.

Due to the domestic scale of the scheme no offsite holding areas are appropriate.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

The restricted access to the site and in particular the road network limits the project to use LGV and as such the use of a consolidation centre would not provide any benefit.

However the use of site batch concrete in lieu of ready mix does allow for incoming deliveries to be paired with of site spoil removal during to piling and basement excavation. This allows for the total number of vehicle movements to be reduced by approximately 260 during these phases.

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

Over time the width of the access has been reduced with the entrance gateway now having a clear opening 1.29 x 2.14. A planning application is currently under consideration for the temporary removal and reinstatement of the gate and brick piers to increase the width of the access opening.

All plant and material will have to pass through this entrance and the plant selection has been made accordingly

Piling plant	Klemm 704 or similar
Material movement	Bobcat S100 or similar
Concrete mixer	Electric Belle PM08 100XT or similar
Excavator	Kubota KX019-4 or similar
Site accommodation	Sectional timber huts

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

No full size vehicles are able to access the site. All plant will be size to fit within the passageway.

All deliveries to the site will be by Light Goods Vehicles (7.5t GVW or less).

A loading bay will formed by suspended 3 residents parking bays in front of and to south side of the turn-in to the entry alleyway. The loading bay is at the end of the resident parking bay. Delivery vehicles will approach and pass the site along the Vale of Health and make a J turn at the junction with Byron Villas. The vehicles will then return along the Vale of Health pull into the loading bay and then reverse into the loading / unloading position. In this manner the number of bays suspended is kept to a minimum while ensuring that the delivery vehicle can be parked tight to the kerb and avoid any restriction to the flow of traffic along the Vale of Health.

No deliveries will be allowed prior to 9.30am and after 3.00pm, in accordance with Council requests. Trained banksmen will be onsite at all times to supervise vehicles around the site and access road. All the engines of contractors vehicles will not be kept idling.

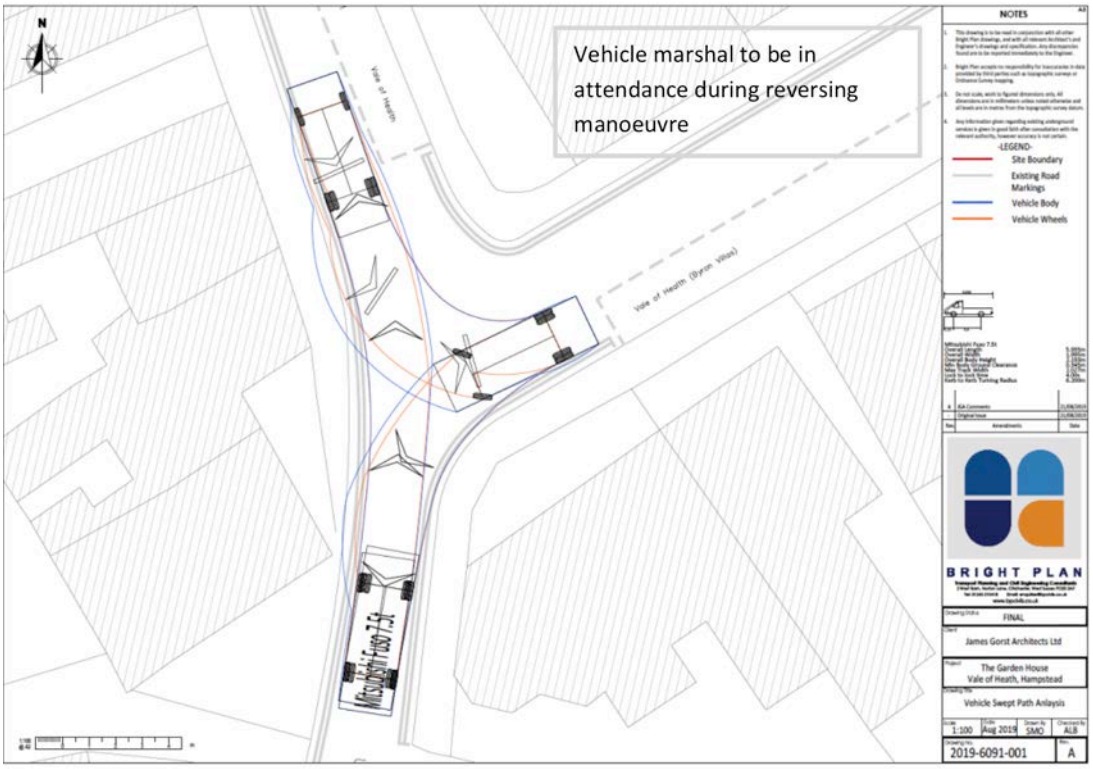
Vehicle Turning- The vehicle marshal will be present to assist in the 3 point turning manoeuvre at the junction of Vale and Health and Byron Villas to ensure the safety of pedestrian and ensure vehicle clearance with any park cars in the area.

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).

See Drawing 6705-003. This illustrates a typical long wheelbase 7.5 GVW vehicle, which will be used in panel van and flatbed configurations

1. Revised swept path is now shown for 7.5t flatbed – this shows similar paths as for 3.5t panel van avoiding requirement for any parking suspension at Byron Villas junction, so no further resident consultation is required

2.Statement added on marshal control of turning manoeuvres at Q22b and Q23



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.

No wheel washing facilities to be proved as all vehicles will remain on the highway. However a jet wash unit will be retained on site to ensure that the footpath adjacent to the alleyway entrance and loading bay are kept clear of any spillage during loading or unloading.

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.

See Drgs C567/CS 02 & 03 below and responses to Q 20 (Routing) Q21 (control of traffic) & Q22 (Egress)

Vehicle loading and unloading will be carried out using a skid steer loader or manual handling before being moved onto site via the narrow access alleyway. A vehicle marshal will be in attendance at all times during deliveries or spoil loading to ensure that passing pedestrian safety is maintained. No skips or vehicles will remain in the loading bay overnight or during weekends.

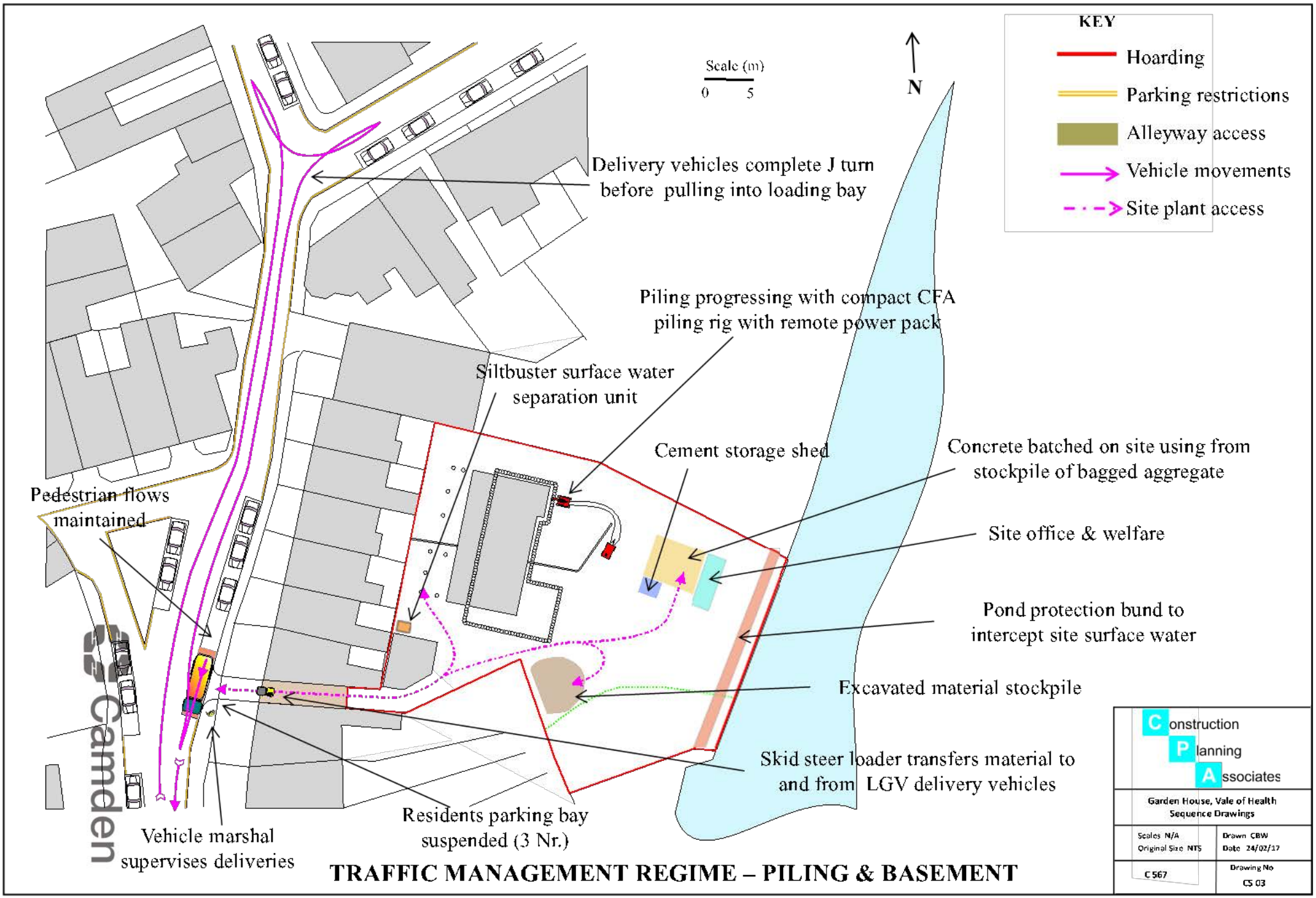
Incoming and outgoing materials will be stockpiled as necessary with the garden to the property. A temporary earth bund formed of site strip topsoil and turf will be installed to ensure that surface water runoff does not enter the adjacent Vale of Health Pond. This will be linked with temporary pumps to a siltbuster separation unit to provide an outfall for ground and surface water discharge into the local mains drainage system

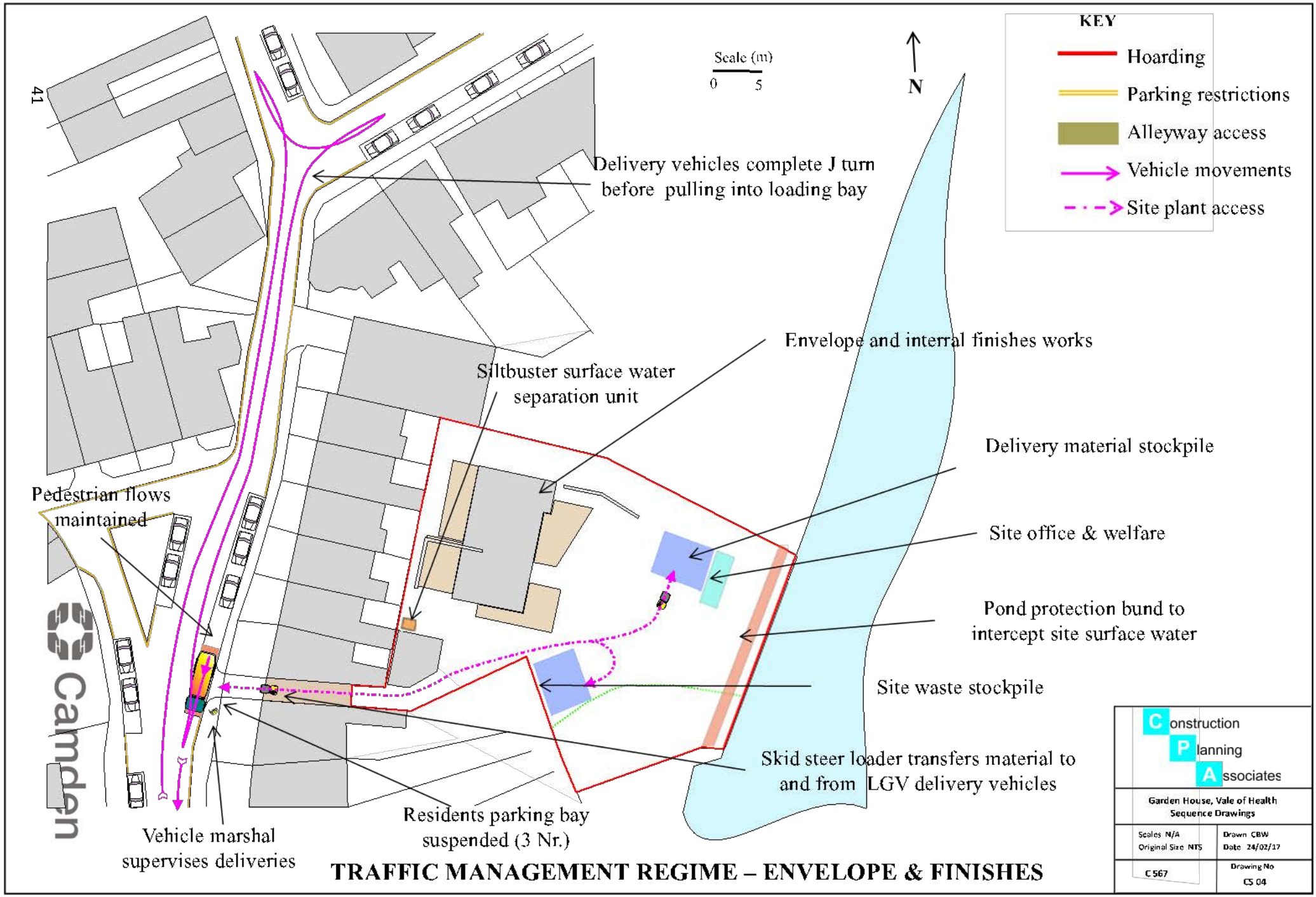
Pedestrian control - The vehicle marshal will control the passage of pedestrians so that during the loading or unloading of each element pedestrians will be to asked wait until the skid steer loader has moved back from the pavement and into the site entrance. The vehicle marshal will control the movement of the skid steer loader before it crosses the footpath and will give priority to any pedestrians in close proximity to the site before commencing a load or unload.

Vehicle Turning- The vehicle marshal will be present to assist in the 3 point turning manoeuvre at the junction of Vale and Health and Byron Villas to ensure the safety of pedestrian and ensure vehicle clearance with any park cars in the area.

Passing vehicles - The suspended bays are adjacent to a wider length of carriageway at the Y junction leading to Heath Villas. This provides additional space for passing vehicles, so that it is not anticipated that any blocking will occur. However it is acknowledged there remains some risk that it might occur and therefore the vehicle marshal and vehicle driver will remain with the vehicle while loading and unloading occurs so that the delivery vehicle can be moved in the event that it is blocking other traffic. The passage of other vehicles will be kept under review and, if necessary, additional parking suspension will be applied for if blockage become a regular occurrence.

1. The 3 suspended bays are at the end of a run of spaces which adjoin a section of double yellow lines. As shown on Phasing drawings CS03 and CS04, this allows the vehicle to drive southwards past the site entrance and then reverse from the double yellow line area into the suspended bays. On leaving site the vehicle can drive directly onto the carriageway without encountering any parked vehicles. The attached photograph illustrates this
2. The suspended bay is adjacent to a wider length of carriageway at the Y junction leading to Heath Villas. This provides additional space for passing vehicles, so that it is not anticipated that any blocking will occur. However it is acknowledged there remains some risk that it might occur and therefore a section which acknowledges this and agrees to keep this under review has been added to the response to Q23.


KEY
Hoarding
Parking restrictions
Alleyway access
Vehicle movements
Site plant access
Scale (m)
0 5
N
Delivery vehicles complete J turn before pulling into loading bay
Piling progressing with compact CFA piling rig with remote power pack
Siltbuster surface water separation unit
Cement storage shed
Concrete batched on site using from stockpile of bagged aggregate
Pedestrian flows maintained
Site office & welfare
Pond protection bund to intercept site surface water
Excavated material stockpile
Skid steer loader transfers material to and from LGV delivery vehicles
Residents parking bay suspended (3 Nr.)
Vehicle marshal supervises deliveries
Camden
TRAFFIC MANAGEMENT REGIME – PILING & BASEMENT
Construction Planning Associates
Garden House, Vale of Health
Sequence Drawings
Scales N/A
Original Size NTS
Drawn CBW
Date 24/02/17
CS67
Drawing No
CS 03



TRAFFIC MANAGEMENT REGIME – ENVELOPE & FINISHES

Highway interventions

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

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

24. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found here.

It is proposed to make application for the suspension of 3 residents parking bays under a TTO as the suspension will be in place for than 6 months. It is proposed that, except in special circumstances, no vehicles or materials will remain in the loading bay overnight or at weekends, and that therefore, subject to detail arrangement between the contractor and adjoining residents, the parking bay may be used by the adjoining residents when the site is not active

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).

No alterations to the highway are proposed. The site access alley way has an existing kerb turn-in so that no new dropped kerbs are required

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

The existing footway only serves the local residential area and is very lightly using during the day outside of commuting hours. There will be no footway closures. A vehicle marshal will be an attendance at all times during deliveries or spoil loading to ensure that passing pedestrian safety is maintained. No skips or vehicles will remain in the loading bay overnight or during weekends.

26. Diversions

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

No diversions are required

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.

A site hoarding will be provided to perimeter of the site, in the main this adjoins neighbouring properties only. The access alleyway is the only part of the site to abut the public domain. The archway entrance to site under Nr 14 Vale of Health will be provided with a locked solid temporary gate.

The existing footway only serves the local residential area and is very lightly using during the days outside of commuting hours. There will be no footway closures. A vehicle marshal will be an attendance at all times during deliveries or spoil loading to ensure that passing pedestrian safety is maintained. No skips or vehicles will remain in the loading bay overnight or during weekends.

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.

There will be no structures overhanging the highway

SYMBOL IS FOR INTERNAL USE

Environment

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

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

Potential worst-case noise generation scenarios have been investigated by reviewing the demolition and construction activities for each phase of the works as summarised in the following tables. Green colouring is used where there is not considered likely to be a significant noise impact, yellow where some impact may occur and orange where the greatest potential for noise impact exists. This is based on the type of plant and duration of the works.

Times of noise generation works will be limited to site working hours with best practice and mitigation measures implemented so the impact of any noisy operations is minimised to local residents.

Demolition Noise Generation Activity Table

Demolition Activities TABLE TO UPDATED WHEN CONTRACTOR INFO ISSUED	
Internal demolition within existing House	360 tracked mini-excavators with munchers – short duration
Load and remove demolition rubble (crushing and screening to be undertaken off-site)	Skid steer loader, 7.5t tonne LGV tipper trucks

Construction Noise Generation Activity Table

Construction Activities	
Placement of piling mat	Excavator
Piling& capping beams	1 No Klemm 702 or similar Mini Rig for structural piles, skid steer loader and excavator. Site batched concrete with electric power mixer,
Groundworks	Breaking down & forming pile caps Excavations for drainage and services Site batched concrete with electric power mixer, for floor slab & pile cap Skid excavators in use daily Compressors, breakers and hand power tools

Masonry Works	Laying bricks and blocks by hand Materials lifted and moved around site by skid steer loader Mortar mixed by electric on site mixer Occasional use of petrol masonry saw
Scaffolding	Traditional scaffold to be erected and struck by hand
Roofing	Materials movement by skid steer
External Cladding	Hand and portable power tools only Materials lifted and moved by skid steer
External Hard Landscaping	Mini Excavator and small plant
Internal Trades	Cutting Tools, Skill saws, Drills

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

A background acoustic survey was undertaken on 21/9/2016 by Idom Merebrook Ltd. A copy of the report is appended to this CMP (See documents uploaded to accompany the CMP as per the schedule of 'Additional Sheets) . The report conclusion are reproduced below

5.1 A baseline acoustic assessment of the ambient sound levels at the site was conducted by means of a manned roving survey during 21 September 2016.
5.2 Acoustic monitoring revealed average LAeq, 15 min levels of between 49 and 50 dB with a peak 15 minute average of 55 dB (LAeq).

Monitoring location	Monitoring period	Duration (hrs)	$LA_{eq15min}$ Range (dB)	$LA_{eq15min}$ Ave(dB)	$LA_{f90,15min}$ Range (dB)	$LA_{f90,15min}$ Ave (dB)	$LA_{fmax,15min}$ Range (dB)
NM1	21/9/2016	4	44-55	50	35-41	38	59-77
NM2	21/9/2016	3.5	42-54	49	35-40	38	59-77

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

The noise and vibration sensitive locations identified are the adjacent houses of Heath Villas . Of these the nearest to the site is 12 Heath Villas and Upfleet

BS 5228 Significance Criteria

Assessment category and threshold value period (LAeq)	Threshold value, in decibels (dB)		
	Category A	Category B	Category C
Night-time (23:00-07:00)	45	50	55
Evenings (19:00-23:00 weekdays and weekends (13:00-23:00 Saturdays and 07:00-23:00 Sundays)	55	60	65
Daytime (07:00-19:00) and Saturdays (07:00-13:00)	65	70	75

The site is a Category A location as the ambient noise is less that 65dB during the relevant construction working period.

As the background ambient noise levels are less that 65dB, the following noise limit will be adopted throughout the scheme:
Noise levels at the nearest sensitive façade should aim to be within a daily level of 70 dB (LAeq, 10hr) for airborne noise, and that first Action Level Trigger of 73 dB (LAeq, 5 minutes) should be used to ensure daily levels are within the 70dB (LAeq, 10hr) level.

Predictions for noise levels are provided in the table below.

Calculation of specific noise levels at Noise Senstive location (Garden House, Vale of Health) as BS 5228 Table D.4

Activity	Plant type	LAeq at 10m	Dist.	Adjustments			Resultant Laeq	Dur'n of activity	Dur'n as %	Correction to $L_{Aeq(12)}$	Activity $L_{Aeq(12)}$	Total $L_{Aeq(12)}$
				Dist	Screen	Refl'n						
		dB	m	m	dB	dB	dB	h	%	dB	dB	dB
Demoltion & site preparation	Mini excavator	75		0	-10	3	68	8	67%	-2	66	
	Concrete breaking (electric percusssion)	78		0	-10	3	71	6	50%	-3	68	
	Skid Steer loader	70		0	-5	3	68	8	67%	-2	66	
	Lorry	80		0	-5	3	78	1	8%	-11	67	70
Bulk Excavation	Lorry	80		0	-5	3	78	1	8%	-11	67	
	Mini excavator	75		0	-10	3	68	8	67%	-2	66	69
	Cement mixer (electric)	64		0	-5	3	62	2	17%	-7	55	
	Skid Steer loader	70		0	-5	3	68	8	67%	-2	66	
Piling	Mini excavator	78		0	-5	3	76	2	17%	-7	69	
	Cement mixer (electric)	64		0	-10	3	57	4	33%	-5	52	
	Klemm-704 piling rig	76		0	-5	3	74	4	33%	-5	69	71
	Lorry	80		0	-5	3	78	1	8%	-11	67	
	Skid Steer loader	70					70	8	67%	-2	68	
Concrete works	Cement mixer (electric)	64		0	-5	3	62	6	50%	-3	59	
	Poker vibrators x 2	81		0	-10	3	74	2	17%	-7	67	
	Compressor	72		0	-10	3	65	4	33%	-5	60	70
	Skid Steer loader	70		0	-5	3	68	8	67%	-2	66	
	Lorry	80		0	-5	3	78	1	8%	-11	67	
General Construction	Elec circular saw	77		0	-5	3	75	2	17%	-7	68	
	Skid Steer loader	70		0	-5	3	68	8	67%	-2	66	
	Boarding windows - hand hammer	84		0	-10	3	77	1	8%	-11	66	70
	Lorry	80		0	-5	3	78	1	8%	-11	67	

Note Screen attenuation based on BS5228, 3dB reflection additon to allow for façade enhancement

It should be noted that the 'actual' conditions will be monitored in real time by the noise measuring equipment at the receptor locations.

Vibration The construction works include the installation of bored piles, which will be installed using a bored rotary mini-piling machine (Klemm 704 or similar).
A ground borne vibration limit of 1mms⁻¹ PPV at the nearest receptor locations will be applied. It is not anticipated that that this level will be exceeded when using this type of small capacity plant.
The actual ground borne vibration levels will be monitored during the piling operations using a in-situ vibration measurement device located at the site boundary adjacent to the sensitive receptor closest to the piling operations at any point time.
In the event of the monitoring equipment shows that the 1mms⁻¹ PPV limit has been exceeded piling operations will cease immediately and the cause of the excessive vibration levels is established and rectified.

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.

Site management - The general control of noise will be managed by the Principal Contractor. Close liaison will be maintained with LBC Environmental Health Department. The Site Agent will keep a site diary will which will record any noise / vibration nuisances and correlate these with the activities taking place at this time.

Other specific measures which will be adopted will include selection of 'silenced' plant, the pre-cutting of materials off site and pre-cutting of 1st and 2nd fix materials and elements. The site manager will be provided with hand held noise measuring equipment and will be trained in the operation of this equipment to ensure that the operation of plant remains within the predicted levels.

When carrying out a noise check it is proposed that a boundary limit of 75 dB (LAeq 15 minutes) be adopted. Exceedances to these levels in action can be taken to identify the source of noise and apply mitigation.

i. The perimeter hoarding is considered to provide a sufficient acoustic barrier, however noise levels will continuously monitored and if the ply hoarding is found to be in effective at reducing noise to tolerable levels for local residents then an enhanced acoustic barrier (Echo Barrier H3), will be fixed to the inside face of the hoarding. This will significantly improve the attenuation provided by the site boundary.

ii. CFA piling methods have been selected. This method is inherently less noisy than other piling methods available;
iii. For demolition works, preference shall be given to equipment that breaks concrete by munching or pulling rather than by percussive methods;
iv. All access gates will be controlled to minimise flanking noise;
v. All hand held and portable equipment, where practicable, will be electrically powered;
vi. All plant and equipment should be maintained in good working order
vii. Plant, when in operation intermittently, will be switched off during periods of inactivity;
ix. All vehicles will observe site speed limits;
x. Stationary equipment and plant will be placed so as to provide screening to other items of plant and located to provide minimum noise emissions in the direction of Noise Sensitive Locations (NSLs);
xi. Care will be taken when loading and unloading materials to limit impact noise;
xii. Vehicles will not be permitted to queue on the road or pavement outside the site access;
xiii. Vehicles parked within the site, outside working hours will have their engines switched off;

Where any complaint is received, the Contractor will incorporate 2hr on/off respite periods subject to the agreement of the receptor party.

In addition, the proximate receptors/neighbours will be advised at each stage of construction if any particular action is likely to incur noise, dust or vibration nuisance of any kind.

For unattended long term noise monitoring, the Contractor will install two semi-permanent Class 1 sound level meters at appropriate site boundary locations, continuously monitoring a range of noise metrics, these will be combined with the dust monitoring devices described in the subsequent responses on dust monitoring . The provision of alerts via SMS or email can be provided to notify high levels of noise.

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

The appointed contractor will provide evidence upon request that staff have been trained on BS5228:2009.

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

Dust mitigation measures are set out and below.

With regard to construction:

- Construction of a 2.4 m high timber hoarding around the perimeter of each site prior to commencement of construction, if not already in place;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site;
- Use of low emission plant fitted with catalysts, diesel particulate filters or similar devices;
- Plant shall be well maintained, with routine servicing of plant and non-road mobile machinery (NRMM) to be completed in accordance with the manufacturers recommendations;
- Plant and vehicles to be located away from the closest receptor or house in closed environments wherever possible;
- Damp down site during working day and again at the end of the day to reduce the amount of re-suspended dust;
- Ensuring that all plant equipped with dust suppression equipment is checked on first use at site, to ensure that this equipment is functional and is being used;
- Avoidance of diesel or petrol powered generators using mains electricity or battery powered equipment wherever possible; and
- Use of water sprays or poured water to suppress dust during cutting, angle-grinding or other dust-generating activities;
- Store materials with dust producing potential away from site boundaries and sheet, seal or damp down stockpiles of excavated materials held on site;

With regard to vehicle movements on and off the site:

- Provision of jet-washing facilities at the site exit where vehicles are loaded on the public highway.
- Provision of an area of hard surfacing where tracked vehicles can be cleaned/checked after cleaning before leaving site;
- Wet cleaning of haul routes and public roads at least weekly, with more frequent cleaning when found to be necessary under the measures specified in the next section
- Covering of all loads entering or leaving site;

Ensuring that road and construction vehicles comply with or exceed the requirements for the Low Emission Zone (LEZ): currently Euro IV.

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.

No wheel washing facilities to be proved as all vehicles will remain on the highway. However a jet wash unit will be retained on site to ensure that the footpath adjacent to the alleyway entrance and loading bay are kept clear of any spillage during loading or unloading.

i. A tarpaulin cover will be placed on the road surface prior to the arrival of the delivery / removal vehicle to minimise debris contaminating the road surface. Any residual debris will be removed with wheel washing / jet washing equipment following the departure of the vehicle.
ii. Wet cleaning of public roads when found to be necessary under the measures specified in the next section;
iii. Covering of all loads entering or leaving site;
iv. Ensuring that road and construction vehicles comply with or exceed the requirements for the Low Emission Zone (LEZ): currently Euro IV as of 3 January 2012.

Site inspections are a minimum of twice daily by the foreman to ensure that dust and dirt are kept to a minimum. All deliveries are followed by an inspection with the street and pavement swept clean if required

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

For all potential environmental impacts the contractor's site manager will

i. Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book.

ii. Hold regular liaison meetings with high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.

The following measures are proposed taking account of the GLA and Camden guidance on the control of dust, noise and vibration on construction sites

a) Throughout the Construction Phase continuous particulate matter (PM10) monitoring shall be undertaken. Two instruments will be deployed at the site boundary in a transect orientated to the prevailing wind direction, with a third monitor located at the nearest sensitive receptor. One monitor shall be co-located with an anemometer.
b) Adequate quality assurance/quality control procedures shall be in place including monitor maintenance and calibration as well and data checking. PM10 data shall be collected automatically on an hour basis.
c) A trigger action level for PM10 concentrations of 200µg.m^{-3} (15 minute average) shall be used to identify incidences of elevated dust emissions at the site boundary. The development site shall comply with the trigger action throughout the demolition and construction phases.
d) An on-site alert system (email or SMS) shall be in place to notify appropriate staff that the trigger action level has been reached. Immediate and appropriate measures can be put in place to rectify abnormal particulate emissions. A procedure shall be established to deal with abnormal dust emissions. All incidences of abnormal particulate emissions leading to breaches of the trigger action level, shall be documented in the site log book (date and time), with details of the action take to remediate dust emissions.
e) An e-mail specifying details of any alert to be sent out to the Council's air quality officer as soon as practicable following any breach of the site trigger action level.
f) An electronic report shall be submitted to the Council's air quality officer every three months summarising the following information from each monitoring site – 24 hour average PM10 concentration, date and time of any breach of the trigger action level with the 15 minute mean concentration, prevailing wind direction and details of the cause of elevated dust emissions and mitigation measures.
g) The Council shall be notified of any changes to the location and operation of dust PM10 monitoring instrumentation.
h) A 24-hour phone hotline shall be set up so that residents can complain about high dust or PM10 levels directly to the developer.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

A risk assessment is presented in the appendix . (See documents uploaded to accompany the CMP as per the schedule of 'Additional Sheets)The Summary Table of Risk Impacts is set out below:

Summary of Site Specific Dust

Potential Risk	Risk			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium	Low	Low	Negligible
Human Health	Low	Low	Low	Negligible
Ecological	Low	Low	Low	Negligible

The site is therefore designated as a 'Medium Risk' site

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

Confirmed

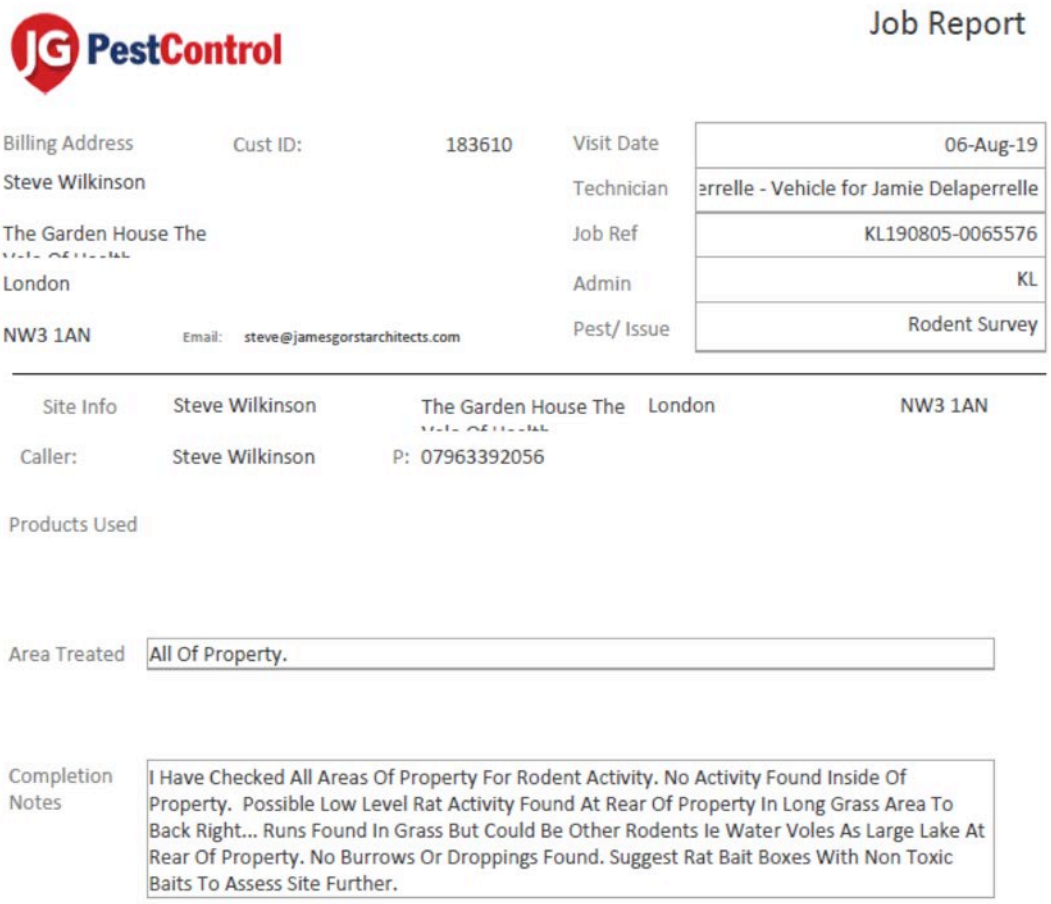
38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site has been identified as Medium Risk, two real time dust monitors will be deployed as outlined in Q 35 above and in the Q37 Checklist at Appendix B.

(See documents uploaded to accompany the CMP as per the schedule of 'Additional Sheets)

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).

Rodent Control - An investigation to establish the existence of rodents on the site has been carried out 6/08/2019 by JG Pest Control. A copy of the report is provided below. The investigation will covered the capping of any old redundant drains that may exist on the site. The current building occupants and local residents have not advised that there is evidence of a rodent population in the area.
The rodent control measures will be implemented prior to start of construction works, with test baiting being undertaken at least 28 days prior to the start of works.
Further investigations following demolition works will cover the capping of any old redundant drains that may exist on the site.
If there is evidence of a rodent population on the site during the works than detailed proposals on rodent control and dispersion will be agreed with Camden Environmental Health.



JG PestControl

Job Report

Billing Address	Cust ID: 183610	Visit Date	06-Aug-19
Steve Wilkinson		Technician	errelle - Vehicle for Jamie Delaperrelle
The Garden House The		Job Ref	KL190805-0065576
London		Admin	KL
NW3 1AN	Email: steve@jamesgorstarchitects.com	Pest/ Issue	Rodent Survey

Site Info: Steve Wilkinson — The Garden House The — London — NW3 1AN

Caller: Steve Wilkinson P: 07963392056

Products Used

Area Treated	All Of Property.
Completion Notes	I Have Checked All Areas Of Property For Rodent Activity. No Activity Found Inside Of Property. Possible Low Level Rat Activity Found At Rear Of Property In Long Grass Area To Back Right... Runs Found In Grass But Could Be Other Rodents Ie Water Voles As Large Lake At Rear Of Property. No Burrows Or Droppings Found. Suggest Rat Bait Boxes With Non Toxic Baits To Assess Site Further.

DRAINAGE

The intercepting chamber to current system will be secured and the system seen to running freely and that rodding eye caps are securing in place that open ends have an earthenware bung (not a plastic cap) securely fitted. Before any building works commence the contractor will provide evidence if the existing drains are not to be used for the new development then these have been cemented and sealed and that for any additional drainage leading back from the interceptor left open, the corresponding interceptor interceptor/s are sealed.

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

An asbestos survey has been completed and areas of the Garden House contain asbestos. The findings of this report are attached. (See documents uploaded to accompany the CMP as per the schedule of 'Additional Sheets')

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.

The contract documents for the demolition and construction works include obligations that the contractor ensures that site rules are made obligatory for all operative attending the site and the any breach of these rules will be grounds for immediate removal of the individual for the site.

The site rules require

- No smoking on site except within the designated smoking shelter provided by the contractor
- No radios allowed on site
- No burning of rubbish on site
- No congregation outside the site boundaries during break periods
- No offensive language or unnecessary shouting to be used on site
- Hi-viz jackets or tabards to worn at all times on site to easy identification of site operatives

A 'yellow card / red card' (or similar) system will be in operation at the site. Any workers on site considered by the site manager to be acting inappropriately (e.g. smoking outside the designated smoking area, or using bad language where the public can hear) will be given a 'yellow card' and if the behaviour is repeated asked to leave the site immediately, possibly with additional financial consequences.

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): 04/18 to 07/19
b) Is the development within the CAZ? (Y/N): No
c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y – (note that most plant onsite will be rated at less than 37kW due to the restricted site access)
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:

   The contractor has not been appointed so specific plant registration details are not available. The works are currently being tendered by a number of prequalified competent contractors. All the tendering contractors have confirmed during the pre-qualification process that they have reviewed the CMP and are satisfied with the contents and have committed to implement in full the measures and process set out. The CMP is included with the tendering documentation and forms part contract specification and requirements, with which the contractor is required to comply. This will include NRMM registration

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

Documentation will be made available to local authority officers as required and relevant records kept.

Appendices

The following documents are provided as Appendices to support the CMP . In accordance with the guidance given on page 3 of the Proforma these have been uploaded as separate sheets.

Date	Version	Produced by
February 2017	Issue 01	CPA - Air quality & Dust Risk Assessment
September 2016	Issue01	Idom Merebrook Ltd - Background acoustic survey
February 2017	Issue 01	CPA - Appendix to Question 37 – Dust mitigation measures
December 2017	Issue 01	Asbestos report
August 2019	Issue 01	Rodent survey Job Report- 65576-1
August 2019	Issue 04	Site Works Programme Gannt Chart

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

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

Signed: ……

Date: ……..

Print Name: ……..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.