

# Construction Management Plan

pro forma v2.3

52 Eton Avenue,  
London NW3 3HN

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
20190510	draft	ambigram architects

## Additional sheets

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

Date	Version	Produced by
10052019	draft	ambigram architects

# 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.

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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.

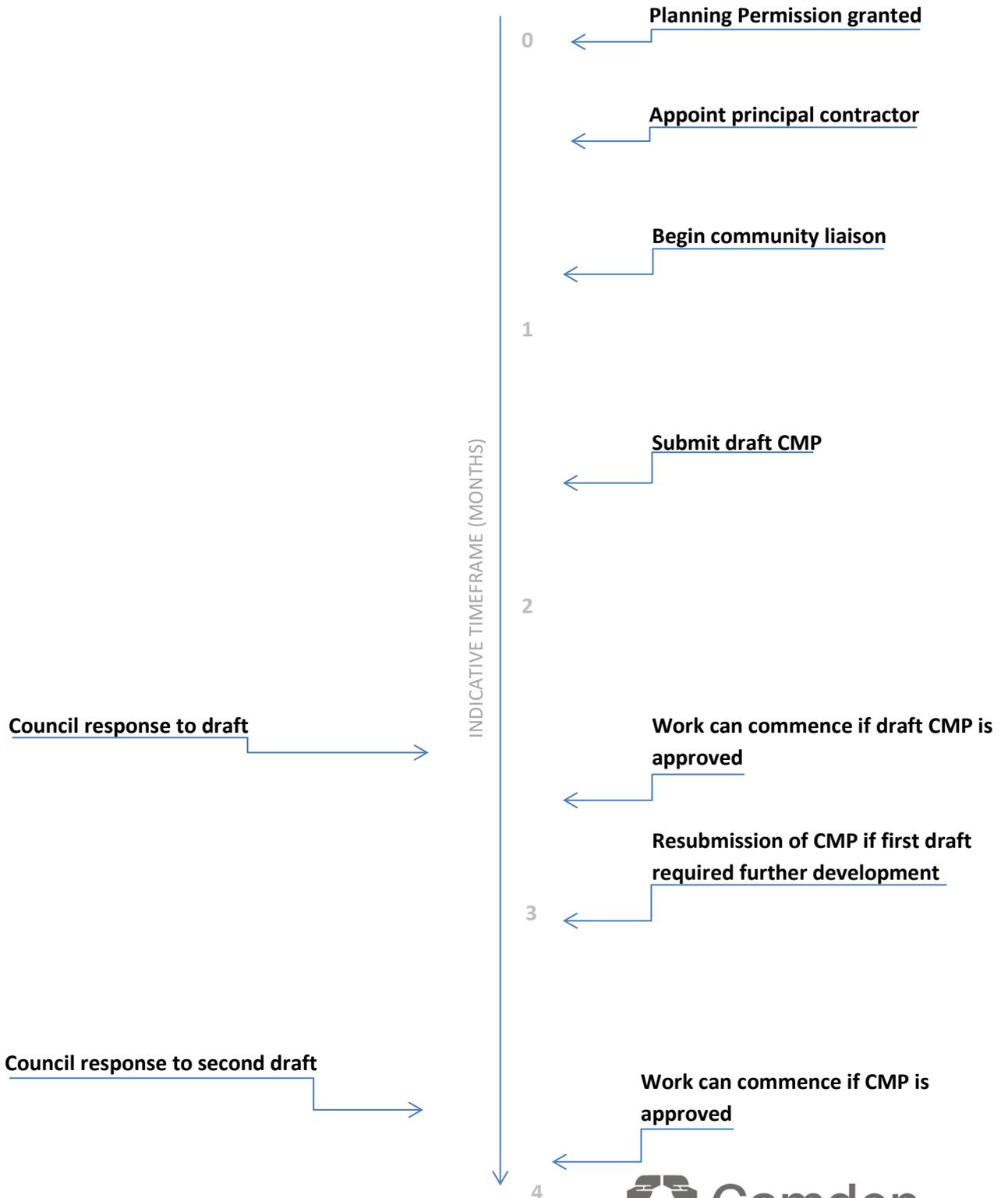
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

# Timeframe

## COUNCIL ACTIONS

## DEVELOPER ACTIONS



# Contact

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

Address: 52 Eton Avenue, London NW3 3HN

Planning reference number to which the CMP applies: 2019/0532/P

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

Name: Andries Kruger

Address: Ambigram Architects, Studio 2.04, 60 Grays Inn Road, London WC1X 8AQ

Email: AKruger@ambigramarchitects.com

Phone: +44 7711 905 352

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: Gabriel Thomas

Address: 3 Teesdale Gardens, London, Se25 6SU

Email: gabriel@nextlevelbasements.com

Phone: 07939 497821

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: n/a

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: Gabriel Thomas

Address: 3 Teesdale Gardens , London, SE25 6SU

Email: gabriel@nextlevelbasements.com

Phone: 07939 497821

# 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 purpose of this Construction Management Plan at this planning stage is to outline our approach to managing the realization of the proposal to create modern home suitable for family living for our clients at 52 Eton Avenue, London NW3 3HN. The plan has been formulated to support best practice for realization of the works.

This document includes comment on the envisaged construction operations comprising site establishment, logistics and the process of managing the overall local environment. It seeks to ensure the works cause the minimum, practicable disruption to residents by achieving a safe working and living environment.

The plan will be regularly reviewed and maintain a communicative relationship with the council advising them of such changes and/or improvements to the plan as may occur. The Plan's proposals shall enable third parties to understand the nature of the works and the various construction activities associated with the development. All effected neighbours have been notified of the CMP and will continue to be kept informed of the progress and anticipated works at 52 Eton Avenue.

The Site is located at 52 Eton Avenue, Camden, London NW3 3HN. The property is and end of terrace house. The house is situated between one party wall to 30 Crossfield Road to the Rear (North) and another party wall to 50 Eton Avenue to the side (East).



Site Location Plan (NTS)

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 existing property is a circa 1962 end of terrace house with an extension to the front dating from circa 1986. The building has a flat roof and sits between one party wall to 30 Crossfield Road to the Rear (North) and another party wall to 50 Eton Avenue to the side (East).

The current floorplan arrangement comprises of an existing lower ground excavated area (uninhabited), ground floor and first and second floors. There are currently four bedrooms and two entertaining rooms together with the kitchen, study and three bathrooms.

The proposal comprises:

- the formation of a family room and child's play room in the basement and a sunken garden outdoor space and lightwell;
- the refurbishment of the existing accommodation of the ground first and second floors to adjust the home for contemporary family living.

The building work essentially comprises the following main elements:

- basement, sunken garden and lightwell construction,
- side extension construction,
- replacement of the front extension, (demolition and construction works)
- refurbishment works to the façade

The house is currently 150 sqm and will be 250 sqm on completion of the works.

Due to the nature of the property as an end of terrace house, the main challenge facing the construction of the proposal, is the proximity to residential dwellings. It is envisaged that due to the plot size of the garden, the construction works will be maintained inside the site boundary in order to minimize disturbance to neighbouring residential properties and passersby.

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).

**Please refer to appendix sheet 1**

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

Standard working hours for the site are noted below:

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

# 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.

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## Cumulative impact

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

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

## 10. Sensitive/affected receptors

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

The nearest potential receptors likely to be affected by the activities on site (ie noise, vibration, dust, fumes, lighting etc.) are the dwellings of the immediate neighbours to 30 Crossfield Road and 50 Eton Avenue. The neighbours on the opposite side of Eton Avenue/Crossfield Road may also be affected. Those are 59 and 57 Eton Avenue (Trevor Roberts School) and 23 Crossfield Road (The Hall Middle School). Also, the neighbours at No. 16-29 Eton Court may 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.

The clients have engaged directly with the neighbours, mainly the directly affected neighbours at 30 Crossfield Road and 50 Eton Avenue. The contractor has posted a letter introducing himself as the principal contractor and giving an outline of the works that are to take place with his contact details to the neighbours. The contractor will remain in direct contact with them so they may have an opportunity to comment on the proposed works.

Wednesday 31<sup>st</sup> July 2019

52 Eton Av NW3 3HN  
Notification of proposed building works

Dear Neighbour,

As the appointed contractor to carry out building works at 52 Eton Avenue I write to advise of my contact details- please find my telephone number and email further down the page.

The project at 52 Eton Avenue is for a side and front extension and basement together with some hard and soft external landscaping. The works involve some excavation works which on the whole should cause minimal disruption, however occasional breaking of concrete may be required. Inevitably we do have some larger vehicles attending site to remove spoil, this will be on average a vehicle a day, we hope this will not cause disruption.

Our site hours are:

- 8am – 6pm Monday to Friday
- 8am – 1pm Saturday
- No working on Sundays or Public Holidays

We try to program our works so that on a Saturday we minimise the use of mechanical plant or machinery.

As there are several schools nearby we will be restricting our deliveries to between 9:30am and 3pm, we hope this also assists others in the busy period at the beginning and end of the day.

I am personally on site most days, and as the business owner I take how our actions affect others very seriously. If there are any specific requirements, questions or comments you may have during the works please do contact me as I'd be keen to assist.

Thank you for taking the time to read through.  
Many thanks in advance.

Kind regards



Gabriel Thomas  
Director  
tel: 07939 497821  
email: [gabriel@nextlevelbasements.com](mailto:gabriel@nextlevelbasements.com)

## 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.

n/a

## 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](#)".

CCS number: 116639

## 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.

N/A

# 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](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

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

## CLOCS Contractual Considerations

15. Name of Principal contractor:

Next Level Basements 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](#)).

Next Level Basements (NLB) will employ CCS to site check CLOCS compliance through the enhanced scheme.

NLB will adopt and implement the 7 key principal contractor duties to maintain compliance, as detailed in the CLOCS Standard.

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

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

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:



Gabriel Thomas

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## Site Traffic

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

**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.

Please refer to appendix sheet 2

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

All contractors and delivery companies will be provided with the route map prior to undertaking journeys to and from the site and updated of any on-site restrictions, prior to undertaking journeys. In addition delivery drivers of vehicles must adhere to the traffic plan and the instructions of the traffic marshall at all times. Under no circumstances will a vehicle reverse without the attendance of a traffic marshall. All drivers must adhere to all traffic rules and restrictions and be courteous toward neighbours.

**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

32t tipper, 3 per week for 16 weeks

18t Craned vehicle for general material deliveries, 2 per week for 18 weeks

3.5t van, 2 per week for 18 weeks

Delivery hours will be limited to between 9.30-1500 due to the proximity of the school.

Deliveries will only resume between 15.30 – 16.30 if school pick up traffic has cleared.

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.

Tbc on receipt of information from Camden council regarding other developments in the local area

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

Please refer to the appendix sheet 3

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.

Please refer to the appendix 4

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).

All drivers will be made aware of the necessity to reduce delivery, vehicle engine idling both on and off site by a note included on the route map that all drivers to/from the site will be forwarded.

**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.

n/a

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.

n/a

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.

n/a

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.

n/a

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

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

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

Please refer to the appendix sheet 5

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.

A banksman will be provided by the contractor to direct the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. In addition, clearly visible traffic cones and tape and signage will be used to cordon off routes while the loading/unloading is in place and suitably direct pedestrians, cyclists and motor traffic.

# 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.

Please refer to the appendix sheet 6

## **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](#).

Please refer to the appendix sheet 7

## 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

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.

n/a

## 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

## 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

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.

New routing/upgrading of the private sewer connecting 50,52 Eton Avenue and 23-30 Crossfield road. Thames water have been contacted by the structural engineer, details to follow.

# 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.

Front extension demolition  
Basement excavation  
Concrete power-floating  
Details to follow on appointment of principal contractor

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.

The noise survey will be taking place in early June and a copy will be provided.

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

The construction activities will involve only hand operated tools, no plant breaking equipment will be used to deconstruction materials. The greatest noise and or vibration will be from use of petrol cutters or medium electric breakers. Both of which will be of high quality and modern kit, Hilti breakers and Stihl cutters

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.

Measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbance on site:

Noise will be minimized by the use of modern, silenced electric tools. Noise monitoring equipment will be utilized in sensitive areas as required and operatives, contractors and visitors are to wear hearing protection in any hearing protection zones that have been established (these will be identified by the relevant signage).

Control of vibration will be helped with the use of the most modern low vibration plant available in the industry for the task. This will reduce the level of noise emissions from machinery as far as reasonably practicable.

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

Gabriel Thomas - Company Director & Project Manager will provide regular training on awareness of Noise and Dust exposure. Knowledge of BS5228:2009 has been gained through Nebosh Construction Certificate Training



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

Dust nuisance arising from dusty activities on site will be prevented by the use of water spray (as required).

### 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.

All reasonable measures will be taken during construction works to prevent dirt being deposited on the site access road and the main road. Such measures will include, but are not limited to:

Good housekeeping on site

Effective traffic management

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

Noise, vibration and dust levels will be monitored by the installation of monitoring devices on site.

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

A Risk assessment has been undertaken at planning application stage in line with GLA policy [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#). Please refer to the appendix sheet 8.

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

The GLA mitigation measures checklist has been completed ensuring all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36. No action necessary.

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.

We confirm that the site does not require monitors.

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).

Standard rodent prevention measures will be put in place including appropriate installation of prevention mesh and appropriate traps.

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

26 March 2019 – please refer to the appendix sheet 11

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

All workers are briefed on appropriate behavior in order to minimize bad language and unnecessary shouting. A designated smoking area is provided within the confines of the site as so not to disturb neighbours or passersby.

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 (06/2019 - 02/2020 approximately):

b) Is the development within the CAZ?: Y

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

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:

All relevant machinery will be registered on the NRMM Register under 52 Eton Avenue.  
Details to follow by the principal contractor.

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:

An inventory of all NRMM will be kept on site and 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:

Records will be kept on site which detail proof of emission limits including legible photographs of individual engine plates for all equipment, and 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: ..........

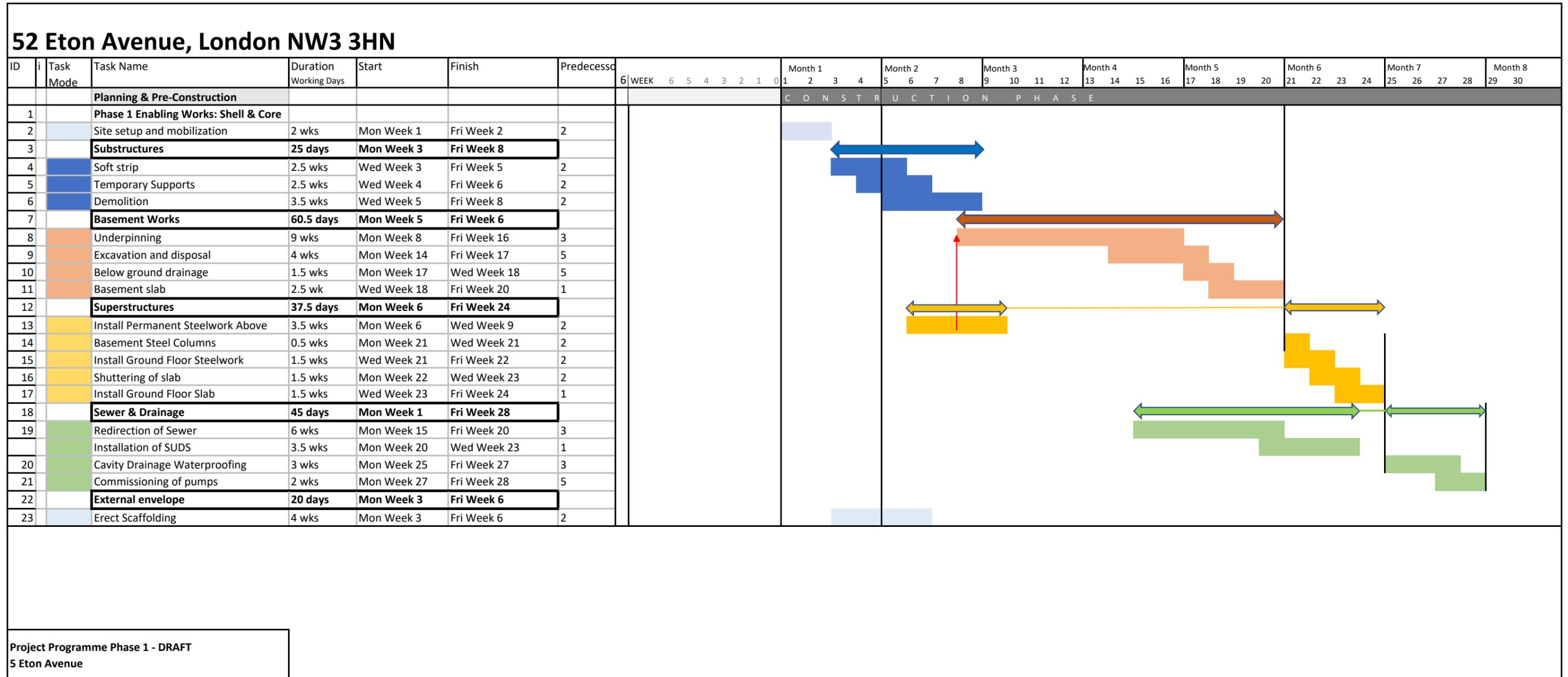
**Date:** 17<sup>th</sup> September 2019

**Print Name:** Gabriel Thomas

**Position:** Principal Contractor

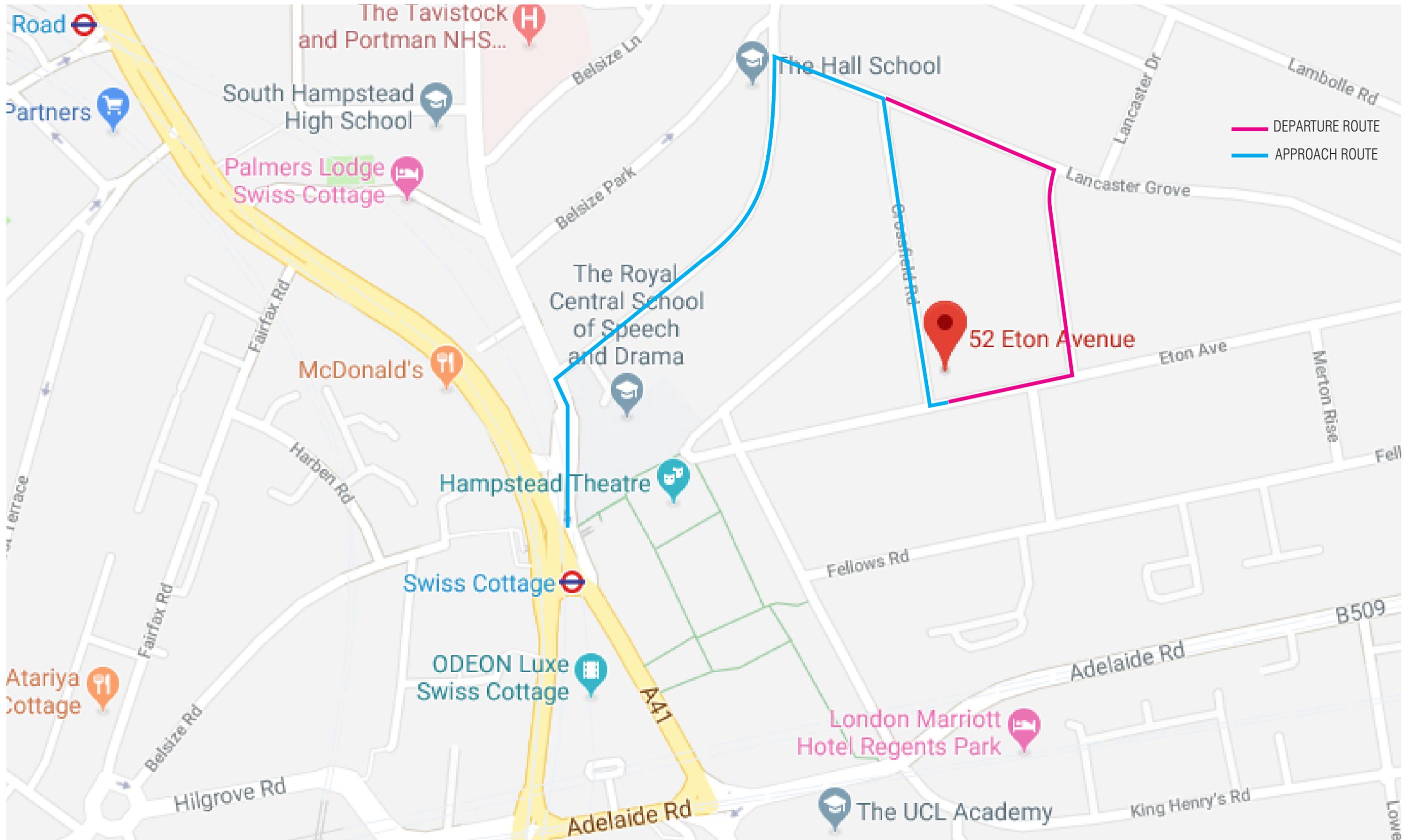
Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

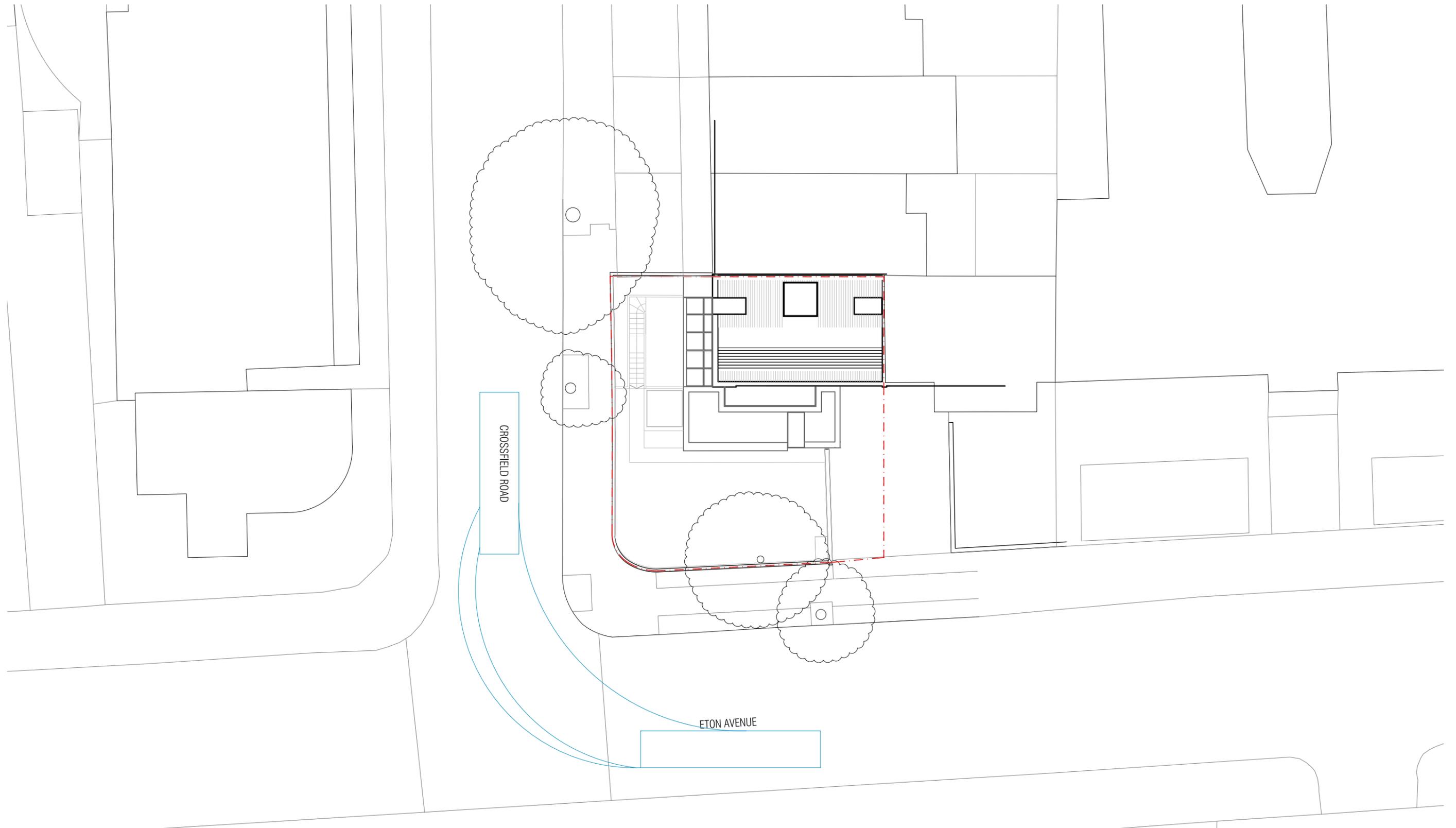
End of form.

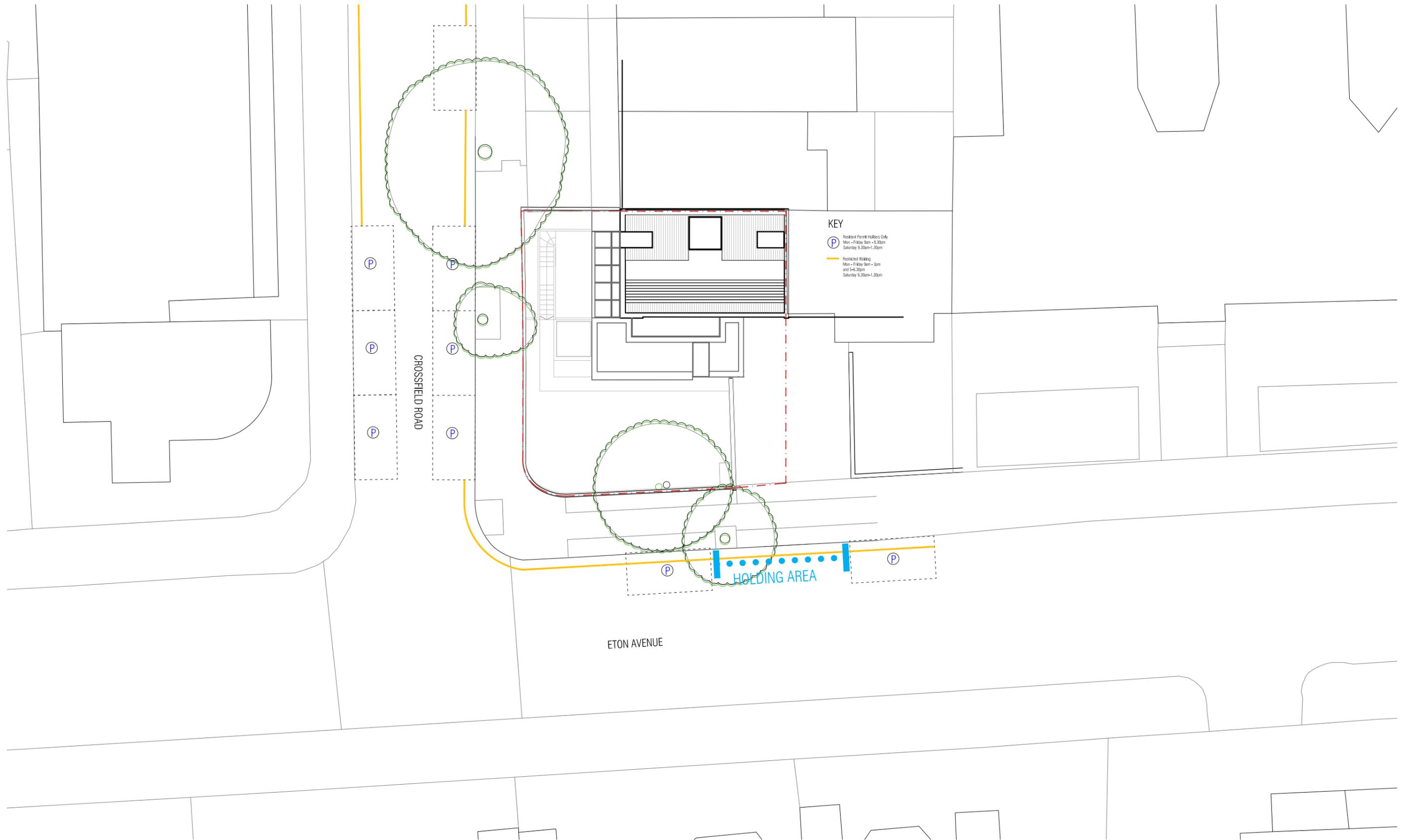


Project Programme Phase 1 - DRAFT  
5 Eton Avenue

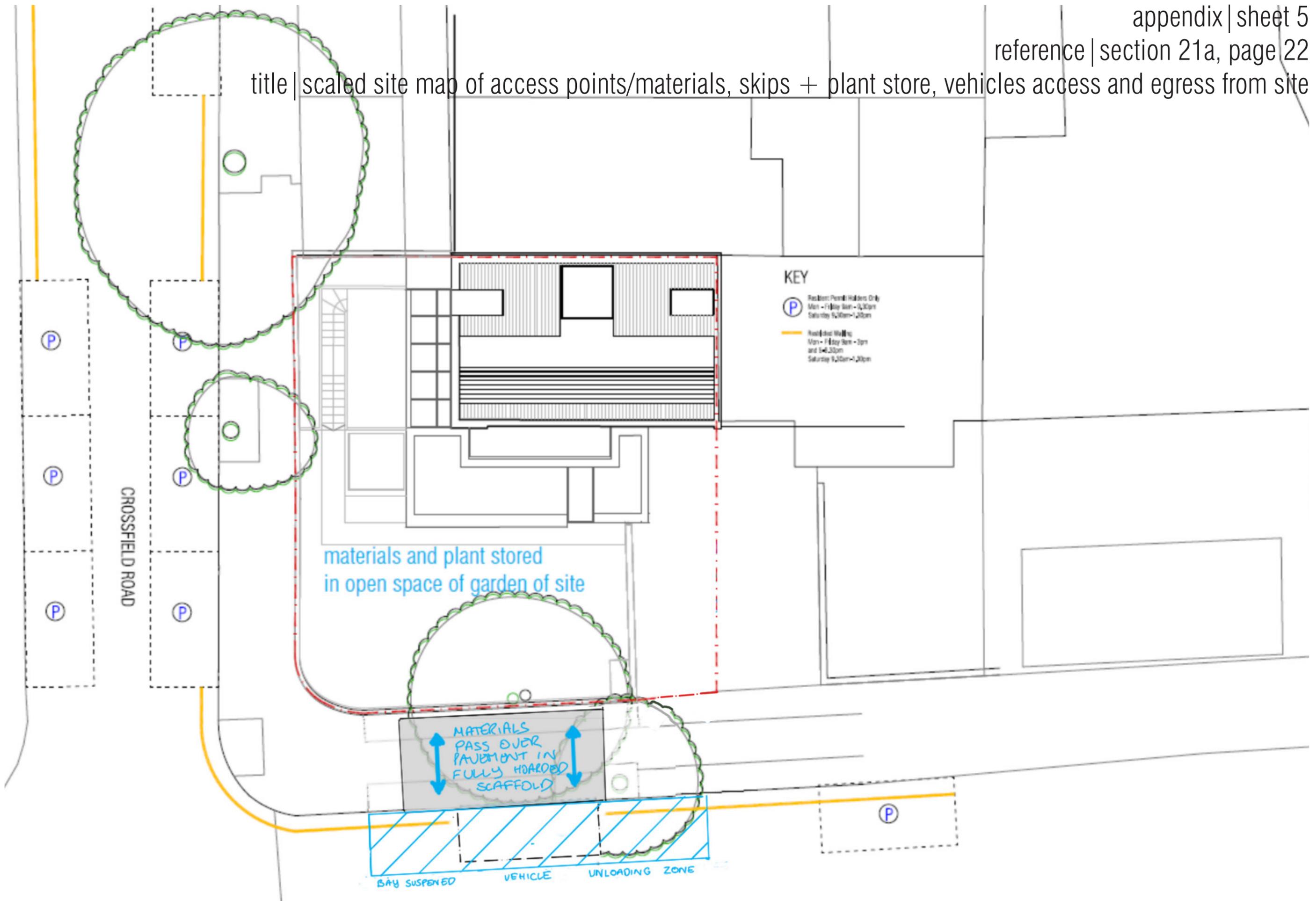
Construction will begin immediately on receipt of planning permission -  
This is estimated at approximately no later than June.



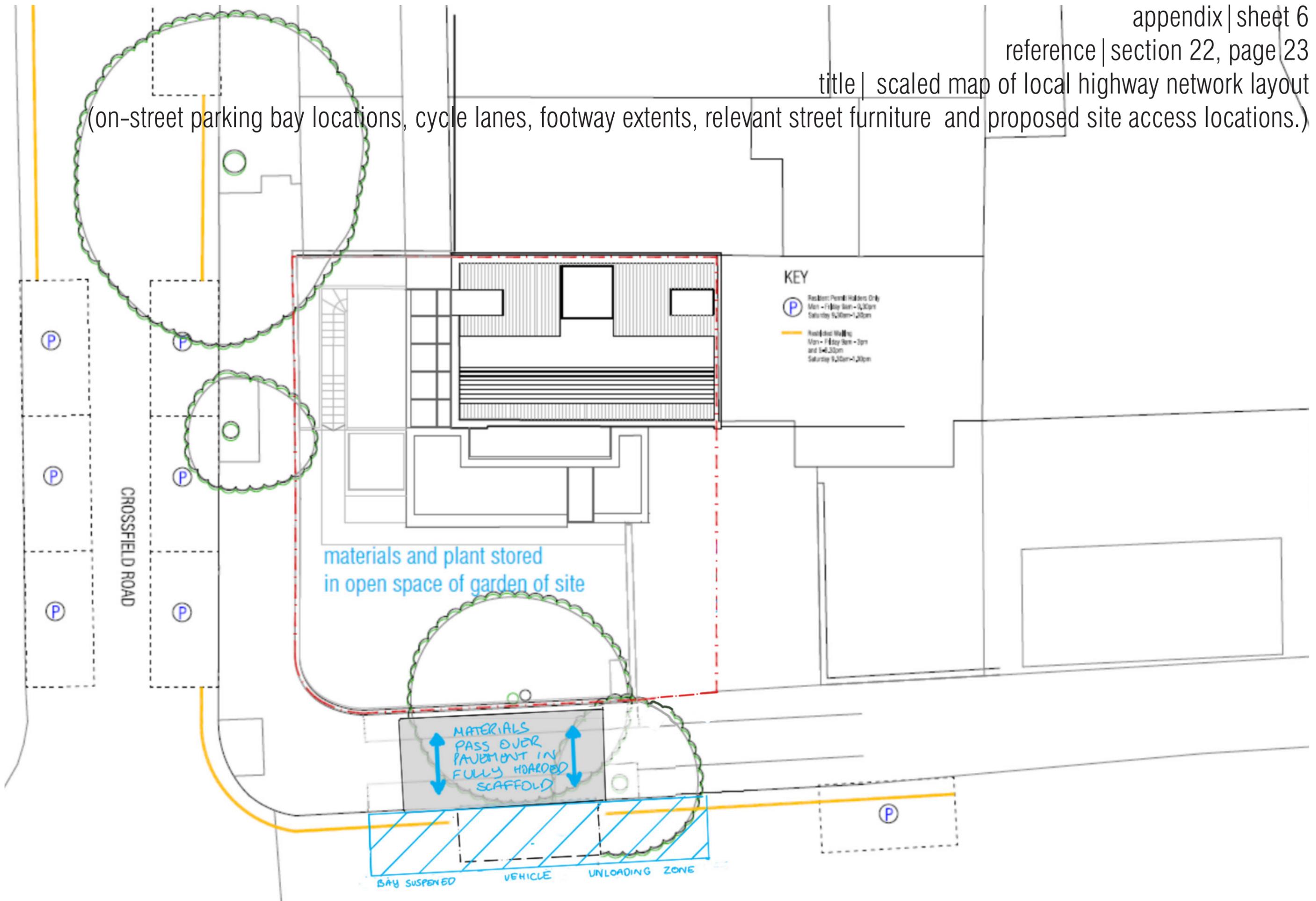


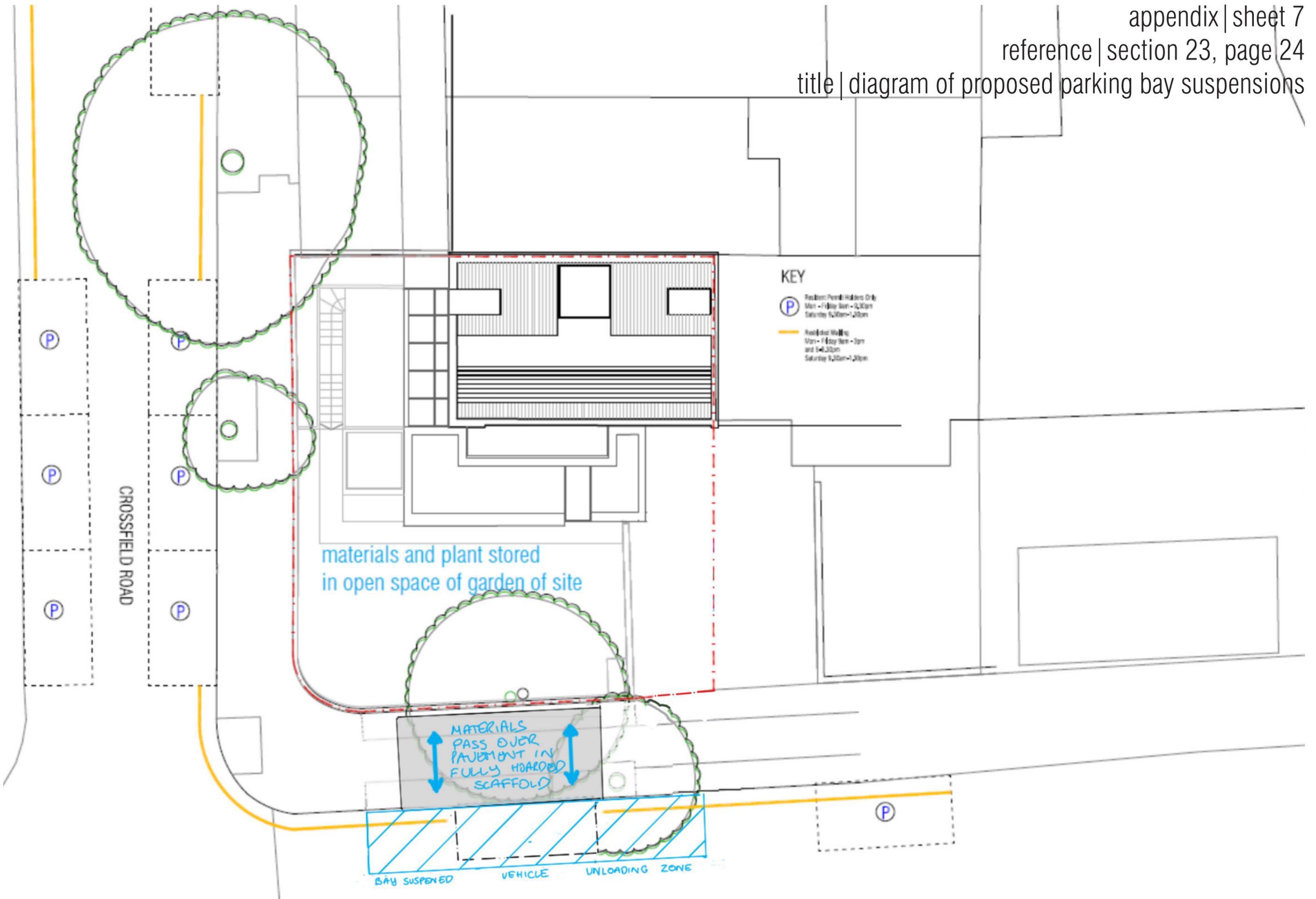


title | scaled site map of access points/materials, skips + plant store, vehicles access and egress from site

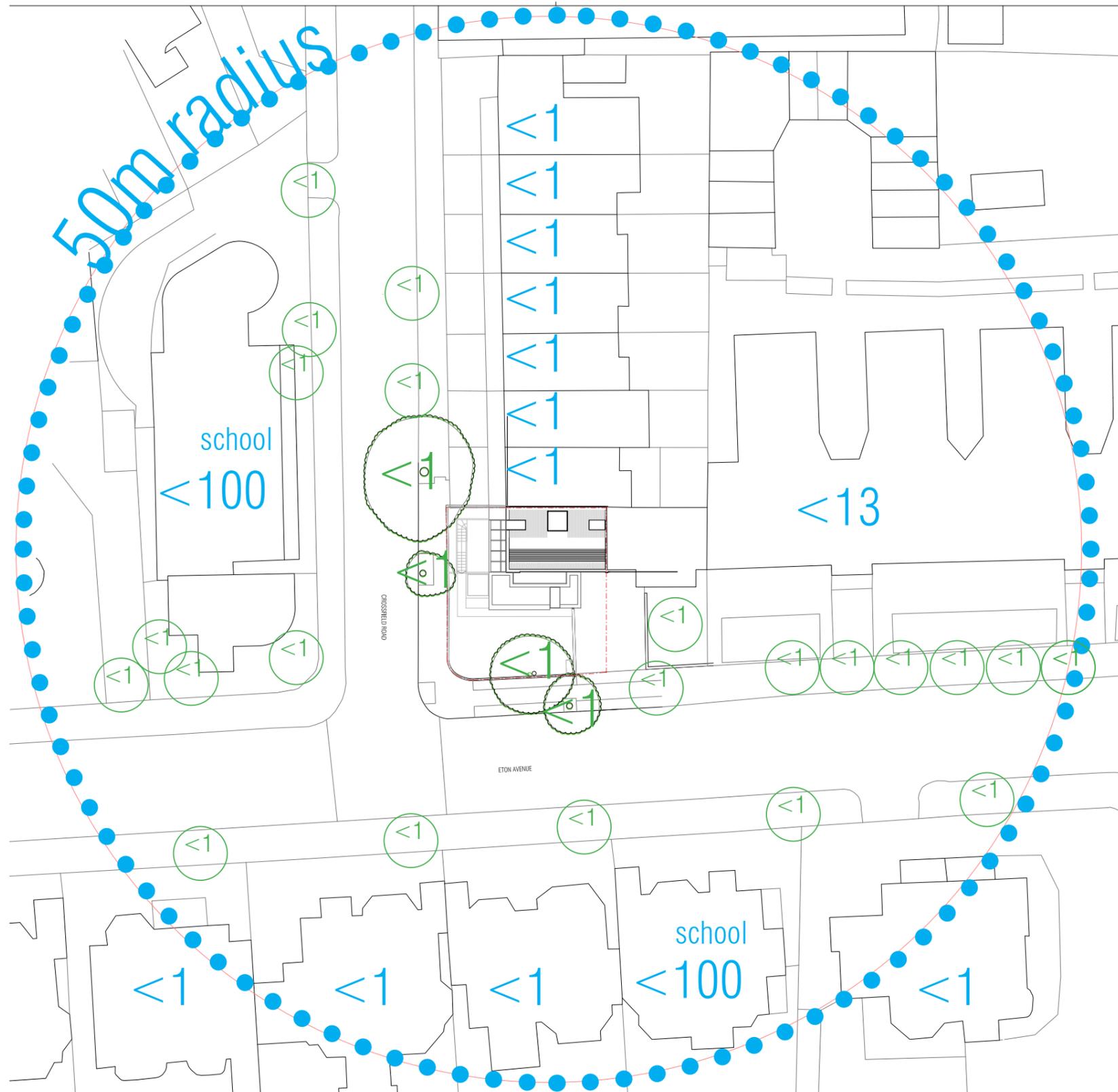


(on-street parking bay locations, cycle lanes, footway extents, relevant street furniture and proposed site access locations.)





title | indicative diagram of air quality (dust) receptors



AIR QUALITY (DUST) RISK ASSESSMENT (indicative)

STEP 1: THE NEED FOR A DETAILED ASSESSMENT

A detailed assessment is required as there is a human receptor within 50m of the site boundary and 50m of the route used by construction vehicles on the public highway, up to 500m from the site entrance. A detailed assessment of effects on ecological receptors is required as there are ecological receptors within 50m of the boundary of the site and 50m of the route used by construction vehicles on the public highway, up to 500m from the site entrance.

Although the site has a 1.6m high wall surrounding the periphery, it cannot be defined as being screened out. Therefore, a clear description of the proposed demolition and construction activities, their location and duration and any phasing of the development is provided, as far as it is known at the time of the evaluation. This information shall be updated as the development progresses, to take into account any changes in timing and any seasonable implication of this as well as any changes in the proposed construction/demolition activities to be carried out on-site. Please refer to appendix sheet 1, construction programme, for a detailed description of the proposed demolition and construction activities, their location and duration.

The site vicinity of 50m radius has <234 main human receptors and 27 trees which may be evaluated as main environmental receptors. There are also two schools within the 50m vicinity of the site. Please refer to appendix sheet 9, an indicative diagram of air quality (dust) receptors.

STEP 2: ASSESSING THE RISK OF DUST IMPACTS

It is noted that more than one of these activities i, ii, iii, iv may occur on a site at any one time.

Dust Emission Magnitude Table

Activity	Dust Emission Magnitude
Demolition	small
Earthworks	small
Construction	small
Trackout	small

Sensitivity of the Area Table

Receptor Sensitivity	Sensitivity of the surrounding area			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Low	Low	Low	Low
Human Health	High	High	High	High
Ecological	Low	Low	Low	Low

Summary Dust Risk Table to Define Site-Specific Risk

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

## 12.0 CERTIFICATES OF ANALYSIS



### Bulk Analysis Certificate

<b>Client:</b>	Crucial Environmental	<b>Client Ref:</b>	C-04627
<b>Address:</b>	Unit C Dominion Way Dominion Way Worthing West Sussex BN14 8NW	<b>Our Ref:</b>	33726
<b>Date(s) Samples Taken / Received:</b>	26/03/2019	<b>No. of Samples:</b>	4
<b>Date(s) of Analysis:</b>	27/03/2019	<b>Taken by:</b>	Client
<b>Site Location:</b>	52 Eton Avenue, London, NW3 3HN		
<b>Analysed by:</b>	A Smart		

Analysis No:	Sample No:	Location	Description	Analysis
A64668	01	Roof Void	Insulation Board Walls	<b>Amosite &amp; Chrysotile</b>
A64669	02	1 <sup>st</sup> – Terrace	Cement Promenade Tiles	<b>Chrysotile</b>
A64670	03	1 <sup>st</sup> – Terrace	Cement Planters	<b>Chrysotile</b>
A64671	04	Ground – Reception	Bitumen Adhesive to Parquet	<b>NADIS</b>

Key: NADIS within the Analysis column = No Asbestos Detected in Sample

Analysis was carried out in accordance with Core Surveys documented in-house procedures and HSG 248 by Stereo and Polarised Light Microscopy using Dispersion Staining Techniques and is covered by our UKAS accreditation. Samples are retained for not less than 6 months from the date of analysis unless otherwise requested.

Where samples are taken by Core Surveys, sampling is carried out in accordance with our documented in-house methods and HSG 264 and is covered by our UKAS accreditation. Core Surveys are not responsible for the accuracy or competence of the sampling by third parties, including sample descriptions & locations.

Opinions and interpretations, including the description of the sample (i.e. referring to Insulating Board or Cement) are based on their asbestos content and visual appearance alone, these opinions are outside of Core Surveys scope of UKAS accreditation for Bulk Analysis. Water absorption tests (density determination) have not been carried out as these are outside of Core Surveys scope of UKAS accreditation for Bulk Analysis.

This report should not be reproduced, except in full, without the written approval of the laboratory.

Signed on behalf of Core Surveys:

**Name & Position:** Amy Smart (Lab Analyst)

**Date of Issue:** 27<sup>th</sup> March 2019



6830

Core Surveys Ltd  
 Issue 1.05 – 27.04.17

**Registered Office:** Rotherfield Woodyard  
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 Fletching Common  
 East Sussex  
 BN8 4JL  
 5170789  
 VAT No: 844471223

**Bulk Analysis Certificate CS-BAC-01**  
 Page: 1 of 1

Client: Izzy Tepekoylu and Natalie Matalon-Tepekoylu  
 Site: 52 Eton Avenue

Date Surveyed: 26/03/2019

## 13.0 DRAWINGS

