

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

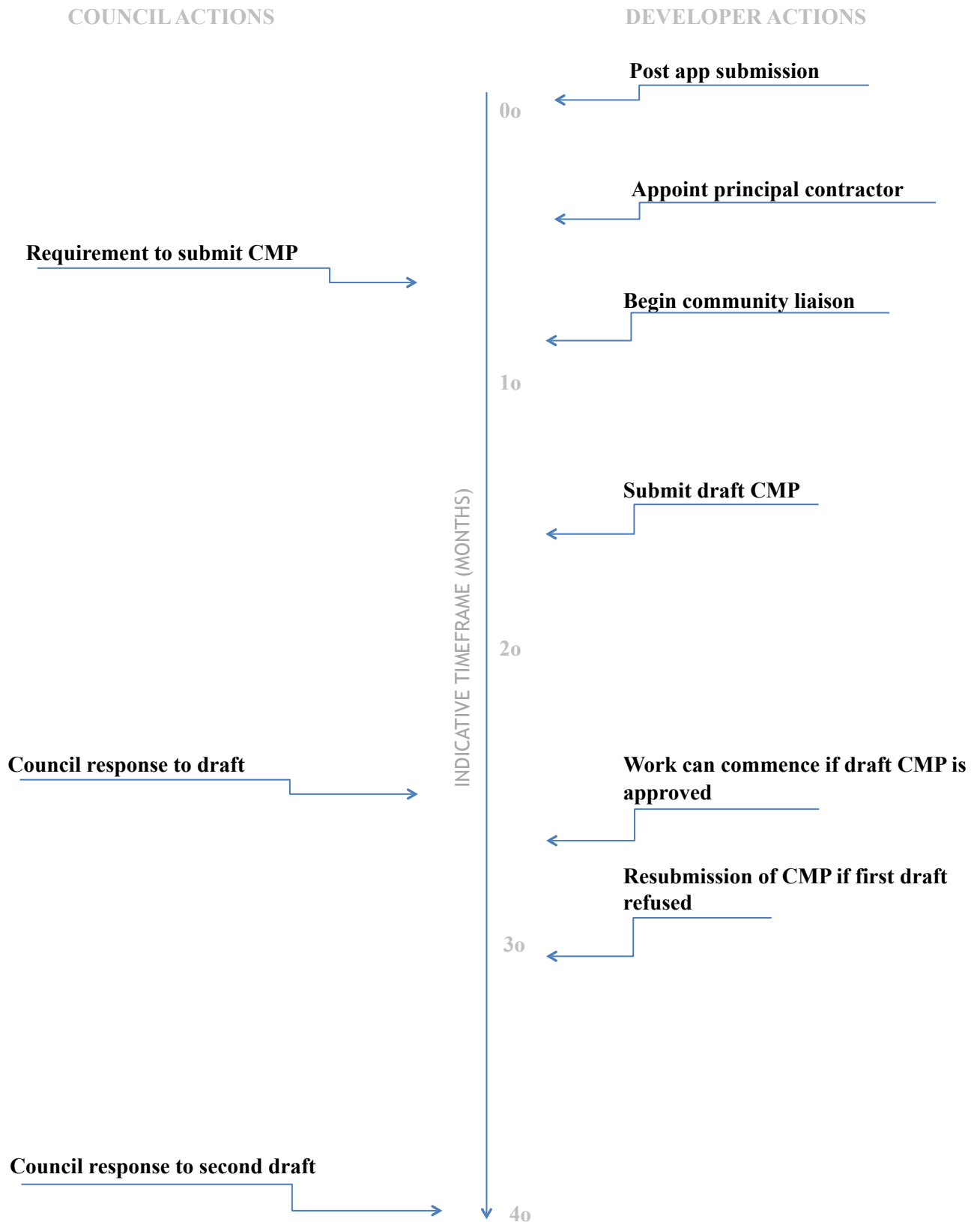
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: 76 Lawn Road, NW3

Planning reference number to which the CMP applies: 76LN

Type of CMP - Section 106 planning obligation/Major sites framework: Construction site

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

Name: Phil Banks

Address: 1st Floor Workshop, 1 Nightingale Mews, Nightingale Lane, London, N8 7 RA

Email: phil@banksdesign.build

Phone: 07970 217226

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: Alex Krumov

Address: 1st Floor Workshop, 1 Nightingale Mews, Nightingale Lane, London, N8 7 RA

Email: alex@banksdesign.build

Phone: 07515 707470

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.

N/A

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: Banks Design & Build Limited

Address: 1st Floor Workshop, 1 Nightingale Mews, Nightingale Lane, London, N8 7 RA

Email: contact@banksdesign.build

Phone: 0208 342 9569

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.

Please see attached.

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 works to this property will include: creation of basement extension, erection of part two storey and part single storey side and rear erection, erection of new boundary fencing, alterations to fenestration and associated works;

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

77 Lawn Road and 75 Lawn Road

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.

N/A

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).

Please see attached draft programme - The project is estimated to take 60 weeks

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

- 8.00am to 6.00pm on Monday to Friday
- 8.00am to 1.00pm on Saturday
- No working on Sundays or Public Holidays

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.

N/A

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 letter similar to the example shown in the next page is set to the relevant parties by recorded delivery, detailing the projects scope and providing our company contact information and requesting that they get in touch regarding a neighbourhood consultation process. The relevant parties can contact the site or project manager to discuss the project and request the CMP be emailed over to them for review. Following this, a consultation is arranged for any neighbours that would prefer to have a face to face meeting.

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1 Nightingale Mews
Nightingale Lane
London N8 7RA

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W www.phillipbanks.co.uk
E info@phillipbanks.co.uk



Polite notice

We are the contractor working at 77 Lawn Road and we would like to introduce ourselves prior to starting works

We are currently expected to start works late February 2018 and our anticipated programme length is 14 months

The scope of work includes demolition of the rear of the house, extension of the lower ground floor and rebuilding up to loft level. Our first phase will include excavation which will involve regular skips taking away waste. We have produced a Construction Management Plan, a copy of which can be obtained by contacting the Project Manager (see details below). Please feel free to review and provide any comments.

The site is being professionally managed by Phillip Banks Design & Build Limited and is further monitored by The Considerate Constructors Scheme

We believe the project will be a great addition to the area and are looking forward to working collaboratively with you over the coming months. We will be making every effort to ensure disruption is kept to a minimum throughout the project, but should any issues arise we will aim to address them as quickly as possible. In the event you would like to contact us to report any observations or complaints, our key project contact details are below:

Site Manager: Lee James

lee@phillipbanks.co.uk

Office: 020 8342 9569

Mobile: 07415 701229

Project Manager: Tomaz

tomaz@phillipbanks.co.uk

Office: 020 8342 9569

Mobile: 07843 170304

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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.

Liaison will be carried out within the Considerate Constructor Scheme recommended guidelines.

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 project will be registered with Considerate Construction Scheme.

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.

There are currently no other F10 notices adjacent to our site.

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:

Banks Design & Build Limited

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](#)).

Contracts - FORS Bronze accreditation as a minimum will be a contractual requirement, 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 (eg. 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 etc.). CLOCS Compliance will be included as a contractual requirement.

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

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

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

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

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

This is confirmed and well considered with our CTMP.

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.

The construction routes are outlined below:

As demonstrated on the above Transport for London Road Network Map, delivery drivers will be requested to approach the site from the south east on Camden High Street (TLRN) and head north through Chalk Farm Road to Haverstock Hill (A502), turning onto Upper Park Road. Once on Upper Park Road they would turn left onto Lawn Road and make their delivery on the left hand side at No. 76 Lawn Road

Once they have completed their delivery they will be directed to continue along Lawn Road until they reach Fleet Road where would turn left and follow Fleet Road to the junction with Pond Street (B518) where would turn left. From Pond Street (B518) they will meet the junction with Rosslyn Hill Road, rejoining the A502. From here they will continue through Chalk Farm Road, turning left onto Castleheaven Road & Hawley Road and continue along before rejoining the main Camden Street (TLRN).

The proposed delivery times during which vehicles will arrive and depart will coincide with the site working hours which are 8.00am to 5.00pm. On Saturday deliveries will be carried out between 8.00am to 1.00pm.

In order that deliveries cause minimal disruption/congestion, wherever possible they will be scheduled to take place in the off-peak period of 10am-14.45pm. We will discourage deliveries being scheduled between the peak school drop off and pick-up hours of 08:30-09:15 and 14:45-15:30. In particular, it will be planned for all concrete and steel deliveries to be carried out outside of peak times given the size of the vehicles and the length of time they are present for.

Whenever possible, all site deliveries will consist of full loads rather than part loads in order to reduce the overall number of trips. All deliveries will be made kerbside to front of the site and supervised by the Site Manager.

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.

We will distribute the plan to all suppliers, sub-contractors and delivery companies. They shall be written to before commencing on site ensuring they are aware of the route and to secure acceptance of the CTMP before being allowed to deliver to site. A copy will also be on site and will be used as part of our induction for our site operatives. Visitors to the site will also be advised of the restrictions and will be advised to use public transport when traveling to 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.

It is likely a number of varying types of vehicles will be required to undertake deliveries to and from site. These will include:

- skip lorries (approx. size 7.5m long and 2.4m wide)
- muck away lorries (approx. size 7.5m long and 2.4m wide)
- ready mix. concrete lorries (approx. size 8.25m long and 2.45m wide)
- flatbed delivery lorries, for items such as steelwork / timber / windows / doors etc; (approx. size 8.5m long and 2.4m wide).

It is not anticipated that this scheme will require any more than 2 - 6 deliveries a day on average. It is envisaged that this level of delivery will be fairly constant throughout both construction phases.

Phase 1 - Shell and core works

It is expected that Phase 1 will take approximately 40 weeks with the key activities on site involving demolition, piling, excavation, sub and superstructure. Generally it is envisaged that the largest vehicle to access the site for purposes of construction will be 8.5m including a concrete mixer vehicle and a rigid delivering vehicle. A limited number of 10m vehicles may be required for delivery of plant, etc. This phase will generate between 2 - 6 deliveries per day with the majority movements made up of concrete lorries and rigid vehicles delivering materials.

Phase 2 - Fit Out

It is expected that Phase 2 will take approximately 20 weeks with the key activities on site involving internal and external works such as fixtures and fittings, carpentry, electrics, plumbings, flooring, installations and utilities. Vehicle movements will primarily be smaller vehicles such as vans delivering internal fittings. However there will be some rigid vehicle deliveries as well associated with the delivery of plasterboard, doors, windows, etc. This phase is likely to generate between 2 - 4 delivers per day.

The following dwell times are expected for the vehicles accessing the site during the constructions phases:

- Plant delivery / collection - between 5 to 15 minutes;
- Materials delivery - between 15 and 30 minutes; and
- Concrete delivery - up to 30 minutes

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

Currently there are no other developments in the local area or on the route.

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.

Delivery system to site will be pre-booked and controlled by the Banks D&B Ltd Project Manager based at head office and the Site Manager based at site office. All subcontractors and suppliers will be required to give 48 hours notice of deliveries. Deliveries will be allocated time slots (Project Manager shall have the contact numbers of all suppliers to be able to manage this process) to ensure good control and coordination and to minimise the chance of any disruption to the other road users. Any unauthorised deliveries will be turned away.

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.

No off-site holding areas is required.

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](#)).

Every effort is to be made to consolidate storage to reduce site traffic. Since the proposed development is relatively small with a very low traffic generation and as such no further measures to reduce the impact of associated traffic have been proposed.

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)*

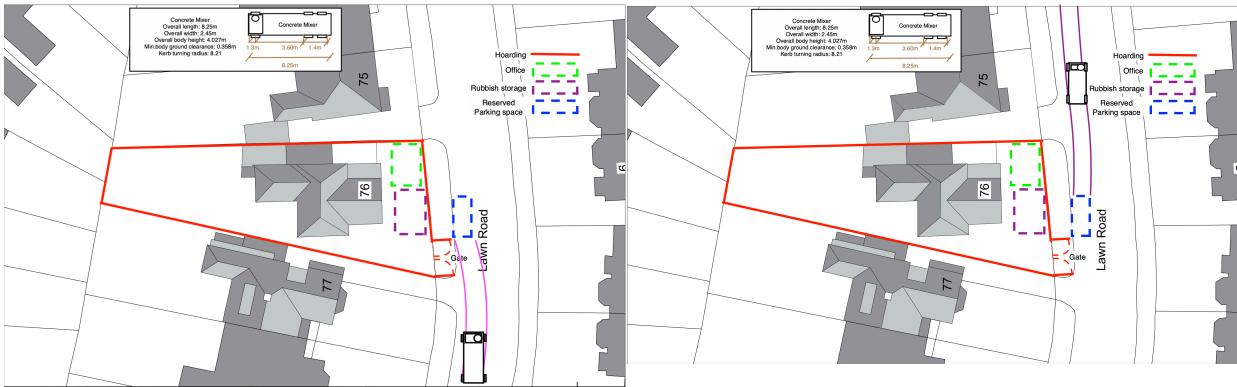
Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly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

As demonstrated on the above Transport for London Road Network Map, delivery drivers will be requested to approach the site from the south east on Camden High Street (TLRN) and head north through Chalk Farm Road to Haverstock Hill (A502), turning onto Upper Park Road. Once on Upper Park Road they would turn left onto Lawn Road and make their delivery on the left hand side at No. 76 Lawn Road

Once they have completed their delivery they will be directed to continue along Lawn Road until they reach Fleet Road where would turn left and follow Fleet Road to the junction with Pond Street (B518) where would turn left. From Pond Street (B518) they will meet the junction with Rosslyn Hill Road, rejoining the A502. From here they will continue through Chalk Farm Road, turning left onto Castleheaven Road & Hawley Road and continue along before rejoined the main Camden Street (TLRN).



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

Our logistics strategy (access and egress arrangements) is designed to reduce the impact on the surrounding area, local businesses and residents particularly as the site is surrounded and overlooked on all sides by occupied residential buildings.

A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum. The designated site operative will be responsible for the movement of materials from delivery vehicles to the site. Where necessary site operatives will control deliveries along the Lawn Road footway to ensure pedestrian safety is maintained at all times.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

No vehicles will entering the site and there will not be a tight manoeuvres required for the site access or servicing. As such no Autotrack swept path analysis has been undertaken. The swept path drawings are attached. With regards to vehicle lengths, please refer to question 21a.

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.

The project will be set up where no lorries will leave the carriageway, and subsequently no wheel washing facilities will be required (apart from the demolition stage). The loading area and the surrounding footpaths and carriageway will be continually swept by the Site staff. However we will ensure that the facility of a road sweeper is available and can be called to site within 1 hour if required.

Vehicles shall remain on the hard standings at all times so no mud shall be carried on to the carriageway. Banks D&B Ltd shall ensure the highway is kept clean at all times and ensure that in the unlikely event of the highway becoming soiled or damaged it shall be cleaned or repaired immediately.

e. Proposed method for the transfer of spoil removal from the site

Site spoil will be transferred via conveyor belt to a storage within the site boundary. The skip will be emptied by grab lorries as and when required.



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.

A strict delivery procedure will be followed for all parking and loading arrangements. A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrian) is kept to a minimum. All sub-contractors and suppliers will be required to give 48 h notice of deliveries. Deliveries will be allocated time slots to ensure good control and coordination and to minimise the chance of any disruption to other road users. Site plan shows on site parking on driveway.

The designated site operatives will be responsible for the movement materials from delivery vehicles to the site. Where necessary site operatives will control deliveries along the Lawn Road footway to ensure pedestrian safety is maintained at all times. Where deliveries will be made from the kerbside in front of the site, the designated site operative will be responsible for the movement of materials from delivery vehicles to the site.

All materials will be stored within the site boundary. No materials will be stored on the public highway.

Highway interventions

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

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

24. Parking bay suspensions and temporary traffic orders

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

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

Information regarding parking suspensions can be found [here](#).

We will require to close a single parking bay throughout the project

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 highway works are required to enable construction to take place.

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

Safety signage, barriers, lighting and hoarding will be on the private land of the site. The skip and delivery area are designated to be in a parking bay for 2 month period to help with bulk excavation. The parking would be suspended a skip placed with a hoarding around the area with hoarding wrapping around the conveyor belt. The lorry will not need to reverse as it is proposed that the grab lorry can reach into the area.

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).

The proposed development is relatively small with a very low traffic generation and as such no further measures to reduce the impact of associated traffic have been proposed.

27. VRU and pedestrian diversions, scaffolding and hoarding

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Banksmen will control all access and egress into the site to ensure that road safety for all users is maintained. On the rare occasions where on-street loading may be required, materials would need to be moved across the Lawn Road footway to the site. While this footway is only lightly used, in order to ensure this is done with maximum safety for pedestrians, all delivered will be managed and controlled by site staff (Banksmen) who will ensure all movement of goods/supplies is carried out safely.

Cyclists will not materially be affected by the works.

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.

The intention is to erect a gantry (for the conveyor system) over the part of the public walkway outside of 76 Lawn Road. The location of the gantry can be seen in drawing, refer to Q22e - Pg 27. This shall be hoarded off from the public for the purposes of storage and removal of waste from site in the demolition and excavation stages of the project. As the whole conveyor system will be covered by hoarding it is unlikely that any spoil will end up on the pavement or the road. However, the site manager and the Banksmen will ensure that is removed without delay should this happen.

A licence will be obtained prior to the gantry being erected.

● 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.

We understand the limitations of noisy works within a residential environment and ensure all subcontractors are aware of the site restrictions on noisy work as detailed within subcontract orders and the site rules. Noisy work will be covered under our permit to work system which will identify the activity, its location, the duration and any applicable control measures necessary to mitigate its effect.

Banks D&B Ltd is sensitive to the requirements of working alongside existing occupied premises. We recognise the importance of working closely with the Client's management team to ensure that they are informed

in advance of any noisy or disruptive activities that we may be undertaking and to allow time for the agreement of any reasonable mitigation measures that may be required.

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.

N/A

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

Tool	Hand Vibration (m/s ²)	Maximum usage period ____ in 8hrs (Minutes)
2- stroke breaker	10	38
Electric breaker	9	46
Rotary/hammer drill	10	38
Rotary/hammer drill	14	19
Rotary drill	2.5	480
7/9" Grinder	5.5	124
Circular saw 6" - 9"	2.5	480
Wall chaser (twin) blade)	4	235

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.

Banks D&B will respect any reasonable request to reduce the duration of noisy activities further if required. Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is reasonable practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.

Should noise levels reach 80dB (A) operatives will be informed of the risks to their hearing and supplied (if requested) with either appropriately attenuated ear defenders or earplugs.

Should noise levels reach 85dB (A) or above operatives will be informed of the risks to their hearing and supplied with appropriately attenuated ear defenders or earplugs and instructed to wear them during noisy operations. The contractors are to ensure compliance by carrying out regular active monitoring.

Our Health and Safety Director will undertake noise surveys during their regular site inspections. However, operatives will be informed that as a general rule, if they need to raise their voice when standing 2 metres away from a noise source, it is too loud and hearing protection must be worn.

It is the buying policy of Banks D&B to ensure that the noise and vibration produced by work equipment is considered together with the price when new purchases are made with a view to lowering the risk when equipment is used.

Contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

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

The appropriate sub contractors will be asked to provide certs of BS 5228:2009. The correct training will be in place to cover all aspects expected of this standard.

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

The principle construction activities that will generate dust are typically demolition, excavation, foundations and external works.

The materials disturbed by excavation activities are inert materials (principally crushed concrete and clay/gravel fill) and therefore the dust generated during their removal and transportation does not represent a hazard to either people or the environment. We will also add shielding to cutting equipment.

We will erect a full site boundary, keeping away from sensitive receptors, and there will be a fully trained Site Manager on site throughout the construction period. We will be using water as dust suppressant where applicable and muck-away trucks will be covered to prevent wind effects on contents.

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.

Banks D&B will have a hose and pressure washer at the main entrance to prevent any dirt/dust leaving the site. We will monitor this carefully.

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

While noisy level of activity's are in operation we will monitor noise level to make sure the levels are within specified limits. Noisy work will be covered under our permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.

Sub-contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk.

We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the works requirement.

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.

The risk levels of Dust Soiling and PM10 effects have both been assessed and identified.

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 mitigation measures, emanating from the risk assessment, will be delivered on site via communication, a dust management plan, site management, waste management and monitoring and measures specific to earthworks, construction and track-out.

- 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.

This is not a high risk site. Dust levels are expected to be contained within the site.

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

The buildings have recently become vacant therefore no site inspections have been carried out to date. A specialist contractor will be appointed to carry out a site inspection and remove rodents if they are found on site prevent them from moving to other properties around the area. Other initiatives we will implement are as follows:

- No waste on site
- No eating or drinking on site other than canteen area
- Capping of drains

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

Asbestos survey has been carried out and no asbestos was found

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 operatives will be inducted into the contractor code of practice which covers all of the above.

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): 03/20 - 04/21
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):N
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: N/A
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: N/A
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: N/A

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.