

Construction Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
11-12-2019	v2.3	MIRA A-Architecture & Engineering

Additional sheets

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

Date	Version	Produced by
11-12-2019	v2.3	MIRA A-Architecture & Engineering

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 the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

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

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

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

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

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

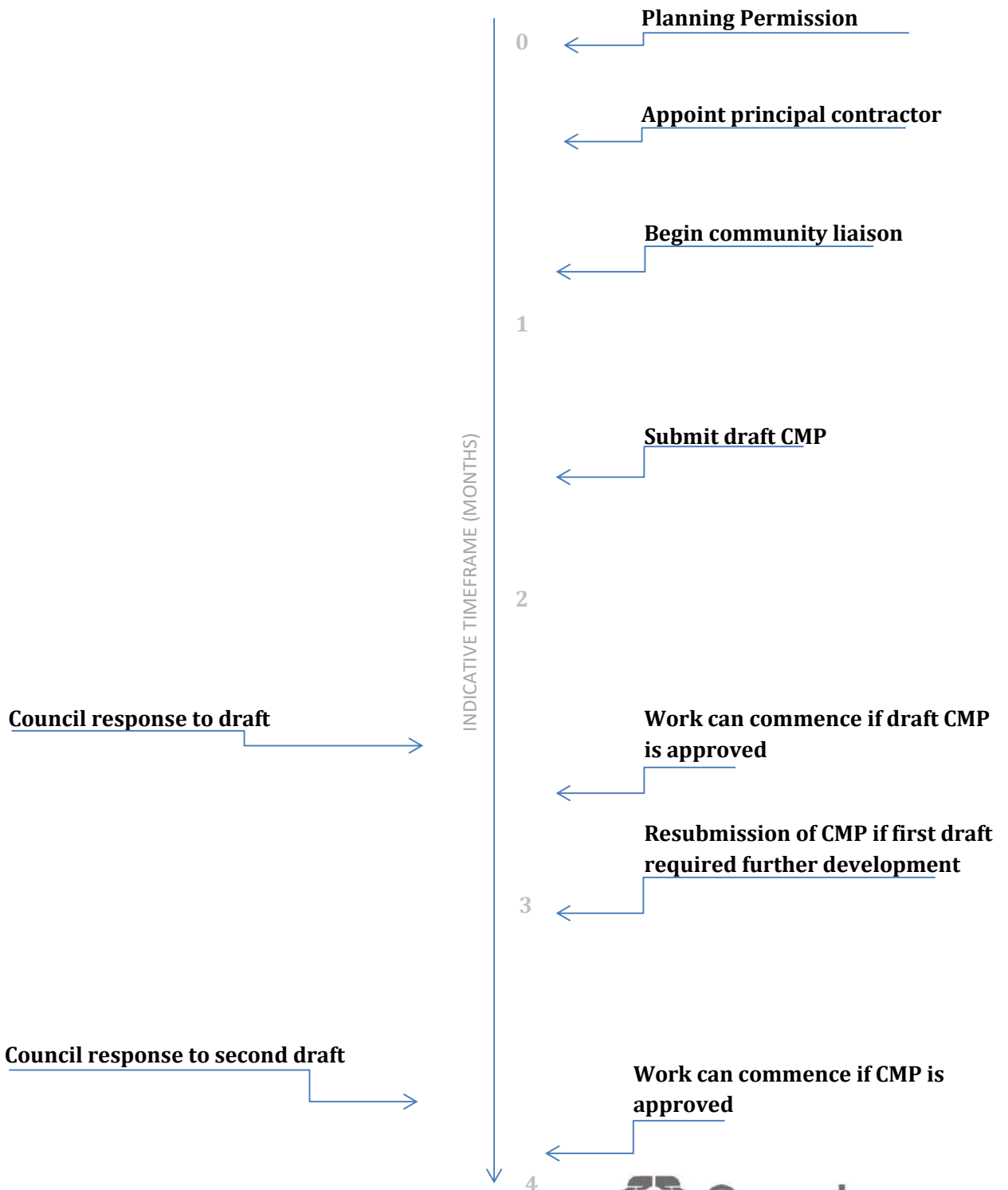
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 79 Avenue Road, London NW8 6JD

Planning reference number to which the CMP applies:

This CMP forms part of drawings and documents relating to a new planning application and Pre-Application with Ref: 2019/4692/PRE

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

Name: Angela Esposito

Address: 33 Cavendish Square London W1G 0PW

Email: info@ma-cavendish.com

Phone: +44 20 7544 8477

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: The Contractor will be appointed after Planning Approval

Address:

Email:

Phone:

Please Note: this CMP will be subject to changes once a Contractor is appointed any change will need to be agreed with Officers at LB Camden



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: The Contractor will be appointed after Planning Approval

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: The main Contractor will be appointed after Planning Approval

Address:

Email:

Phone:

Please Note: this CMP will be subject to changes once a Contractor is appointed any change will need to be agreed with Officers at LB Camden


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.

Site Location: 79 Avenue Road NW8 6JD, St John's Wood

Local Authority: Camden

Conservation Area: N/A

Site Location Plan: 

Surrounding Area: the site is adjacent to detached residential buildings, similar in size with implemented Planning Consents to demolish and re-build with basements and associated amenities

Proposal: demolition of existing single dwelling to be replaced with a single dwelling with basement and associated amenities

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).

Description: Demolition of existing detached house to be re-built as shown in the documents and drawings forming part of this Planning Application. The redevelopment includes a basement with pool and associated amenities, pool plant area and a three level super-structure containing living rooms, kitchen, bedrooms and bathrooms.

Plot Size: 0.35 acres

Existing Building: Detached house with garage

Proposed Building: Detached house with garage & Basement

Issues & Challenges:

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).

Proposed Start Date: Subject to Planning Approval, estimated start date Nov. 2020

Proposed End Date: Subject to Planning Approval, estimated end date June 2023

Chart with key tasks durations and milestones: All approx. 1) Preliminary Demolition 6 weeks 2) Piling 8 weeks 3) Dig Out 18 weeks 4) Construction of Super Structure 5) Drives, paths and landscape 5a) Fitting and Furniture. Tasks 4 to 5a duration approx. 40 weeks

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

Location plan 1:1250

Avenue Road (B525) is located at the junction with the A41 east and west bound, the southbound leads to Regent's Park, the junction is signal controlled. Avenue Road is a two ways 9.2m wide road with footpaths present on each side along its length and with cycle lines in each direction. Acacia Road 300m to the south of Avenue Road provides an East West connection between Avenue Road and the A41 Wellington Road. The A41 Finchley Road is 300m North West of the site, this is a Red Route leading to Junction 1 of the M1, 5.5 Km North of Avenue Road.

Please Note: this CMP will be subject to changes once a Contractor is appointed any change will need to be agreed with Officers at LB Camden



MWA ARCHITECTURE & ENGINEERING



0 25 50
Scale 1:1250

SEQUENCE OF WORKS

PHASE 1 DEMOLISH EXISTING BUILDING

PHASE 1a CARRY OUT UNDERPINNING IN SEQUENCE SHOWN ON STRUCTURAL ENGINEERS' PLAN TO EXISTING GARDEN PARTY WALLS

PHASE 2 INSTALL PILING MAT INSTALL PILES AND TEMPORARY SUPPORT PILES

PHASE 3 EXCAVATE AND INSTALL CAPPING BEAM TO GROUND FLOOR LEVEL

PHASE 4 CAST PROPOSED GROUND FLOOR AND GROUND FLOOR R.C. BEAMS LEAVING STAIRWELLS AND LIGHT WELLS CLEAR FOR ACCESS

PHASE 5 EXCAVATE TO FORMATION LEVEL OF BASEMENT LEVEL 1

NOTE: WORKS CAN COMMENCE TO SUPERSTRUCTURE ONCE SLAB INSTALLED

PHASE 6 BREAK DOWN PROPOSED PILES TO PERIMETER OF SUB BASEMENT LEVEL LEAVING TEMPORARY SUPPORT PILES HIGH

PHASE 7 INSTALL CAPPING BEAM AT BASEMENT LEVEL 1 TO SUB BASEMENT PERIMETER PILES

PHASE 8 INSTALL TEMPORARY BRACING TO SUB BASEMENT CAPPING BEAM

PHASE 9 EXCAVATE TO FORMATION LEVEL OF SUB BASEMENT

PHASE 10 INSTALL SUB BASEMENT SLAB

PHASE 11 INSTALL COLUMNS AND WALLS TO SUB BASEMENT

PHASE 12 INSTALL BASEMENT LEVEL 1 SLAB

PHASE 13 REMOVE TEMPORARY PROPPING TO CAPPING BEAM

PHASE 14 INSTALL BASEMENT LEVEL 1 WALLS AND COLUMNS

PHASE 15 BREAK DOWN TEMPORARY SUPPORT PILES MAKING SLAB GOOD

PHASE 16 REMAINDER OF PROPOSED WORKS TO COMMENCE

Please Note: this Sequence of Works will be subject to changes once a Contractor is appointed, any change will need to be agreed with Officers at LB Camden

The working hours for the site will be as listed by Camden standard working hours for construction sites

- Mondays to Fridays - 08.00 – 18.00
- Saturdays - 08.00– 13.00
- no time Sundays and Bank 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.

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.).

List of potential receptors:

75 Avenue Road, NW8 6JD, 77 Avenue Road, NW8 6JD, 81 Avenue Road, NW8 6JD
56 Avenue Road, NW8 6JD, 58 Avenue Road, NW8 6JD, 60 Avenue Road, NW8 6JD

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 CMP consultation process will start after the Planning Application validation.

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.

The local community will be updated on the upcoming works via a newsletter/letter drop

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

A Considerate Constructors Scheme (CCS) certification will be provided in due course by the Contractor appointed for the works

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.

This will be provided by the appointed Contractor after Planning Approval

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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.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

To be appointed

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](#)).

The proposed method for checking operational, vehicle and driver compliance with CLOCS Standard throughout the duration of the contract will be submitted by the appointed Contractor after Planning Approval.

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.

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

I confirm that I have read and understood the CLOCS Standard and for that we will require the Contract the Contractors and Suppliers to abide by the CLOCS Standard .

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

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Site Traffic

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

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

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

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

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

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

The site existing entrance and exit points will be retained.
Delivery companies will be made aware of the route and any on-site and off-site restrictions and location of delivered goods via an on-line pre-booking system. For the protection of people members of the public along public footpaths will be guided and protected by trained and competent Traffic Marshalls.

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.

Delivery companies will be made aware of the route and any on-site restrictions and location of delivered goods via an on-line pre-booking system. Traffic Marshalls at entrance and exit points will ensure that people on the public footpaths are safe.

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.

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

Site delivery times will be:

Monday to Friday: **09:30 - 15:00** (school term) **09:30n - 16:30** (outside of school term)

Saturdays: **08:30 - 13:00**

Types of vehicles: Truck (9.15x2.55m) Ready Mix Concrete, Lorry (9.15x2.55m) for spoil, Lorry (9.15x2.55m) Grab, **all 8x4**, Flat Back Lorry (8x2.55m), Skip Lorry, Flat Back Covered, Flat Back (6.89x2.3m) **all 6x4**, Transit Van and Pick-Up (3.4x2m) 2 axle

Estimated Construction timeline: 72 weeks to completion

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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.

Potential Cumulative affects of construction traffic will be analysed by the appointed Contractor. The Contractor will be required to ensure that all existing and new developments will be consulted and informed of progress at 79 Avenue Road in order to coordinate construction traffic and to prevent construction traffic congestion.

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

The swept path analyses for constrained manoeuvres along the proposed route will be provided by the appointed Contractor in due course.

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.

Vehicles to site will be scheduled by the contractor logistic team to prevent traffic build-up on the public road and in order to prevent site congestion.
A site logistic plan will be provided by the appointed Contractor in due course.

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.

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Contractors will be required to minimise delivery numbers where possible via using consolidation centers for the appropriate materials to be distributed at the appropriate time.

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).

Contractors and suppliers will be required to comply and implement anti-idling measures via using an anti-idling toolkit.
www.fors-online.org.uk (cleaner air for London)

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.

The proposed site access and egress points will be via the existing drive and gates, access and egress points will be from Avenue Road a North/South dual carriage 9.2 metres wide.

Please Note: this CMP will be subject to changes once a Contractor is appointed, any change will need to be agreed with Officers at LB Camden



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.

Vehicles movement will be along Avenue Road (B525)
Vehicles entering the site will travel Northbound along Avenue Road from Prince Albert Road.
Vehicles exiting the site will turn left and continue Northbound along Avenue to reach the A41
A traffic Management Plan will be produced by the appointed Contractor in due course

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.

A Vehicle Swept Path Analysis will be submitted by the appointed Contractor in due course.

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.

Hard standing areas will be built in order to prevent vehicles from trapping muck on their wheels when on site, hard stading area will be kept clean, site personeel will insure that the public footpath adjacent hightway at all times, a perimeter channel will be installed to prevent water run-offs from site into public areas.

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

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