**Construction Management**

**Plan**

pro forma

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **3rd January 2020** | **1** | **Anthony O’Connor** |
| **8th January 2020** | **2** | **Anthony O’Connor** |
| **4th February 2020** | **3** | **Anthony O’Connor** |

**Additional sheets**

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

|  |  |  |
| --- | --- | --- |
| **30th December 2019** | **Version 1** | **Produced by Anthony O’Connor** |
| **January 2020****31st December 2020****January 2020** | **Appendix 1****Appendix 2****Appendix 3** | **Site Map****Community Consultation letter****Emails sent to Councillors, Callaghan, Cotton and Lazzaro.****Site Map re: traffic flow** |
| **8th January 2020** | **Appendix 4** | **Site map – traffic flow App a, b and c** |
| **4th February 2020** | **Version 3** | **Further information re: Q. 21 and Q.23** |

# 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](https://www.clocs.org.uk/) (**CLOCS**) Standard and the [Guide for Contractors Working in Camden.](https://www.camden.gov.uk/documents/20142/1269042/Guide%2Bfor%2BContractors%2Bin%2BCamden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6)

Camden charges a [fee](https://www.camden.gov.uk/documents/20142/1269042/3.%2BConstruction%2Band%2BDemolition%2BManagement%2BPlans%2B-%2Bupdated%2BImplementation%2BSupport%2BContribution%2Blevels.pdf/6375c32e-9c58-91f0-219f-268269143a6c) 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 CMPdoes 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**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)**.**”

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

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Planning Permission granted**

**0ommunity liaison**

**Appoint principal contractor**

**Begin community liaison**

**Work can commence if CMP is approved**

**Council response to second draft**

**Submit draft CMP**

**Work can commence if draft CMP is approved**

**Resubmission of CMP if first draft required further development**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

# Contact

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

Address**: 56a King Henry’s Road, Primrose Hill, London NW3 3RP**

Planning reference number to which the CMP applies: **2018/5547/P**

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

Name: **Mr Anthony O’Connor**

Address: **56a King Henry’s Road, Primrose Hill, London, NW3 3RP**

Email**: Khrhouse9@gmail.com**

Phone**: 07725097527**

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: **As Above.**

Address:

Email:

Phone:

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: **As Above**

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: **To be advised**

Address:

Email:

Phone:

# 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 for the site location plan. Attachment No 1.**

Mid terraced town house with a front driveway approximately 10ft wide by 13ft, backing directly onto the railway – Please see above location plan. It is primarily a residential area consisting of 11 town houses, eight of whom have already completed similar developments under Permitted Development’, the last one completed in 2017 with the same Senior Planning Officer involved, namely Kristina Smith.

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 house is built on established concrete piles so there is no structural elements to the work. Clinker, a coal like substance has been used to infill the basement area. The removal of this material will be carried out by hand and an electric conveyor will fill a skip on our drive.

No vehicle can enter the site. We have already used skips to remove clinker from the rear of the property in preparation for a permitted development extension. We were visited by a Council enforcement officer, a Mr Gillespie during this works for an extension built under permitted development and he was very happy with what had been done so far.

1. Skips will be delivered and collected by PB Donoghue who are CLOCS and FORS GOLD compliant.

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

The works will start no earlier than February 2020. Completion of these works is likely to be by May 2020 subject to unanticipated findings.

However,

The initial stage of spoil removal should be less than one month. Feb – March 2020

Concrete slab – 2 weeks March 2020

Concrete removal for lightwell 3 x 5ft March / April

Concrete removal for stairwell 3 x 3ft March / April

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

As above and in accordance with Camden’s expected standard hours but in reality, they will probably be shorter as we are living onsite and want to minimise the impact on the local community. We will additionally endeavour to keep the nosiest part of the works confined to 09.30 and 3.30pm with advance 24-hour notice given to our immediate neighbours to the left and right of the property.

# 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.).

The nearest receptors likely to be affected by the activities on site are the adjoining neighbours, one of whom completed the same project in 2017/18. There is a school on Elsworthy Road but not on the route used by vehicles entering or leaving the site. The hoarding will minimise the noise, hand digging will minimise the impact of vibration from machinery. There will be no petrol driven machinery on site such as excavators or compressors. The clinker produces minimal dust and the lighting will be natural light and only efficient lighting used internally.

**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.

**COMMUNITY LIASION** – The community has been informed already by Planning and their standard notices and we understand that there were no initial objections in 2018/2019. However, we have further hand delivered letters on the 31st December 2019 and emailed the same to the three local councillors with comments to be returned by 15th January 2020, to all neighbours within 100 metres to the left and right of the property as advised by the Senior Planning Officer Kristina Smith and according to the **Community liaison guidance dated December 2017**. To clarify there are no properties to the back as the house backs onto the railway so no further consultation is required and therefore in the circumstances appropriate. LETTER ATTACHED APPENDIX 2

Re **Cumulative impact** i.e. There are no other developments known nearby.

**Sensitive/ effected receptors** – The only ones to be affected by this are the neighbours either side. The hoarding is being erected in the unlikely event there are noisy operations to help minimise and contain the noise. The noisy work will only be carried out between the hours of 09.30 and 3.30pm. From the experts reports in the BIA we are told that the noisy operation will be minimal as we are NOT removing the concrete floor on the ground floor level but just the spoil which is underneath the footprint of the house and the said floor. There is minimal dust with clinker. The only noise will come from the electric conveyor as we are hand digging.

**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 Very small domestic scheme in comparison and disproportionate and unreasonable to have a construction working group for a single development.

**13. Schemes**

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](https://www.ccscheme.org.uk/construction-logistics-and-cyclist-safety-clocs/) 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](https://www.camden.gov.uk/documents/20142/1269042/Guide%2Bfor%2BContractors%2Bin%2BCamden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6). Please confirm that you have read and understood this, and that you agree to abide by it.

Schemes – read and obliged by them – The two contractors involved are Trenchco and P.B Donoghue Skip Hire. CCS Numbers to follow.

**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.

None known

# 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:

Principal contractor is Trenchco

P.B. Donoghue skip hire.

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](https://www.camden.gov.uk/en/group/guest/~/control_panel/manage?p_p_id=com_liferay_document_library_web_portlet_DLAdminPortlet&p_p_lifecycle=0&p_p_state=maximized&p_p_mode=view&_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName=%2Fdocument_library%2Fview_file_entry&_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect=https%3A%2F%2Fwww.camden.gov.uk%3A443%2Fen%2Fgroup%2Fguest%2F%7E%2Fcontrol_panel%2Fmanage%3Fp_p_id%3Dcom_liferay_document_library_web_portlet_DLAdminPortlet%26p_p_lifecycle%3D0%26p_p_state%3Dmaximized%26p_p_mode%3Dview%26_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%3D%252Fdocument_library%252Fview_folder%26_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect%3Dhttps%253A%252F%252Fwww.camden.gov.uk%253A443%252Fen%252Fgroup%252Fguest%252F%257E%252Fcontrol_panel%252Fmanage%253Fp_p_id%253Dcom_liferay_document_library_web_portlet_DLAdminPortlet%2526p_p_lifecycle%253D0%2526p_p_state%253Dmaximized%2526p_p_mode%253Dview%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%253D%25252Fdocument_library%25252Fview_folder%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%253D1263170%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect%253Dhttps%25253A%25252F%25252Fwww.camden.gov.uk%25253A443%25252Fen%25252Fgroup%25252Fguest%25252F%25257E%25252Fcontrol_panel%25252Fmanage%25253Fp_p_id%25253Dcom_liferay_document_library_web_portlet_DLAdminPortlet%252526p_p_lifecycle%25253D0%252526p_p_state%25253Dmaximized%252526p_p_mode%25253Dview%252526_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%25253D%2525252Fdocument_library%2525252Fview_folder%252526_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%25253D1263165%26_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%3D1269042&_com_liferay_document_library_web_portlet_DLAdminPortlet_fileEntryId=54921155) and [Q18 example response](https://www.camden.gov.uk/en/group/guest/~/control_panel/manage?p_p_id=com_liferay_document_library_web_portlet_DLAdminPortlet&p_p_lifecycle=0&p_p_state=maximized&p_p_mode=view&_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName=%2Fdocument_library%2Fview_file_entry&_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect=https%3A%2F%2Fwww.camden.gov.uk%3A443%2Fen%2Fgroup%2Fguest%2F%7E%2Fcontrol_panel%2Fmanage%3Fp_p_id%3Dcom_liferay_document_library_web_portlet_DLAdminPortlet%26p_p_lifecycle%3D0%26p_p_state%3Dmaximized%26p_p_mode%3Dview%26_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%3D%252Fdocument_library%252Fview_folder%26_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect%3Dhttps%253A%252F%252Fwww.camden.gov.uk%253A443%252Fen%252Fgroup%252Fguest%252F%257E%252Fcontrol_panel%252Fmanage%253Fp_p_id%253Dcom_liferay_document_library_web_portlet_DLAdminPortlet%2526p_p_lifecycle%253D0%2526p_p_state%253Dmaximized%2526p_p_mode%253Dview%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%253D%25252Fdocument_library%25252Fview_folder%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%253D1263170%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect%253Dhttps%25253A%25252F%25252Fwww.camden.gov.uk%25253A443%25252Fen%25252Fgroup%25252Fguest%25252F%25257E%25252Fcontrol_panel%25252Fmanage%25253Fp_p_id%25253Dcom_liferay_document_library_web_portlet_DLAdminPortlet%252526p_p_lifecycle%25253D0%252526p_p_state%25253Dmaximized%252526p_p_mode%25253Dview%252526_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%25253D%2525252Fdocument_library%2525252Fview_folder%252526_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%25253D1263165%26_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%3D1269042&_com_liferay_document_library_web_portlet_DLAdminPortlet_fileEntryId=54921166)).

1. The two contractors involved in spoil removal by skip using 18 tonne vehicles with hand held loading controls and auto sheets and weigh loaders are both FORS and CLOCS compliant. We have chosen P.B. Donoghue as their waste transfer station at Claremont Road, NW2 is approximately 3 miles from our site, therefore lessening our carbon footprint. We envisage none of our material will go to landfill but will be recycled.
2. As there are only two contractors involved, we are assured that all driver compliance is carried out on a weekly basis by the contractors themselves. Sanctions for failure to comply are severe and both contractors have exemplary records with CLOCS and FORS, we therefore do not envisage any issues. As a domestic developer we cannot be privy to this information under GDPR guidance.

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:

Confirmed all read – Please note the owner / developer is a qualified transport manager, (CPC National Operations), and presently the holder of an operator’s licence for two HGV’s.

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

**Site Traffic**

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

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

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

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

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

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

1. Traffic routing – Donoghue's and Trenchco are well versed in working in this area and there is only one route into this area / street. The amount of site traffic i.e. skip changes per day is negligible and will have NO impact on our community. As well as the driver there will be a banks man / project manager wearing the requisite PPE, in place to assist. We have had a system in place for the previous skips that we have had delivered and collected without incident and we see no reason why this should not continue. No weight restrictions, or low bridges are within our immediate vicinity. Vehicles will not pass the school at Elsworthy Road. There are no other trip generators including offices, stations, public buildings, museums in the immediate vicinity. There is a short ten metre cycle route at the very top of the road where cycles can enter against the flow of traffic and there is no entry to all other road vehicles. Both contactors will be written to and advised to inform their drivers attending the site of this anomaly by way of a toolbox talk / written instruction. Furthermore, the project manager / banksman will bring this issue to the attention of the driver before he leaves the site as a reminder. King Henrys Road has a 20 mile per hour speed limit. Please refer to App 4 a, b and c.

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.

Please see above.

**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

Control of Traffic at Peak Hours

1. As previously stated with two vehicle movements a day it is easily accommodated to occur after 09.30am and before 3.00pm with no vehicle idling permitted. There is only one entrance. So, for the first four weeks skip loader 2-4 per day. One volumetric mixer 32 tonne and 1 concrete pump 7.5 tonne for 4 hours to lay the basement slab.

All other deliveries will be taking place on an 1800 weight transit type pick up.

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.

19b. There is no cumulative effect of traffic as there is no other sites in the local area known.

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

19c. A swept path analysis is not required because there are no constrained manoeuvres.

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.

19d. There is no holding or waiting areas. No parking bay suspensions will be required.

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.

Fully considered and not appropriate.

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).

19f. The site is clear only one skip to be removed at any one time. No vehicles will need to wait. The concrete mixer to be used will be a volumetric mixer which does not need to idle as a drum mixer has to.

**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.

NO VEHICLES WILL BE ENTERNG THE SITE THEREFORE 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.

Using the Concrete Truck is the only time during this construction when off site unloading and loading will take place.

We will position the concrete pump truck which weighs approximately 3.5 tonnes on our driveway within the site. A volumetric concrete mixer will then pull up directly outside our property, not in a parking bay and connect his hose to the pump. The concrete will then be poured. We have planned to do this on a Saturday morning for a number of reasons.

1. There are no parking restrictions in force at weekends.
2. Car Parking in King Henry’s Road is at a premium and it seems selfish to request a parking bay suspension when it is not required.
3. The volumetric mixer can park directly outside our property therefore not hindering any of our neighbours or other road users.
4. Being a weekend, the vehicular movements will have no impact on local schools or commuters, unlike the week day.
5. The pour will be done in one attempt
6. This operation will take less than 2.5 hours to complete.

The materials will be transferred between site and vehicles via hose and hose ramps will be used with requisite signage and a banksman in place.

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.

N/A

**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.

N/A

**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)](http://camden.gov.uk/ccm/content/transport-and-streets/traffic-management/temporary-road-restrictions/) 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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

1. Parking suspension - Not required, as the work will be carried out on a Saturday morning, i.e. the pour of the concrete as per Q 21, above.
2. There will be a hose on the floor approximately 8” in diameter and brightly covered hose ramps will cover this, clearly marked and for as short a period of time as practicable i.e. less than two hours. Any obstruction will be minimal, carefully monitored and the ramps will still enable access for pedestrians and other highway users i.e. pushchair users, elderly and disabled for a minimum time frame.

**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.

NOT REQUIRED

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 NO DIVERSIONS REQUIRED

**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.

NOTHING PROTRUDING ONTO THE HIGHWAY ALL HOARDING WILL BE WITHIN THE SITE BOUNDARY.

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.

N/A

# Environment

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318)**).**

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

 N/A we back onto a railway with constant noise and triple glazing has been had by all neighbours. We do not anticipate more than two days’ worth of noisy works in total. We will be using non - percussive techniques. We are endeavouring to instruct a specialised contractor for this work.

 Day one will cut the concrete for the lightwell by using a saw / cutting disc and not a far noisier Jack Hammer / Kango.

Day two to cut a 6ft square section for the stairwell at the end of the drive.

This will take place within the standard operating hours but cease before 3.00pm. Both adjoining neighbours will be given 24 hours’ notice of this. We hope to undertake this work during half term when most neighbours may be away.

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](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

Spoil removal is the noisiest part of our process which is being done by hand the nosiest part is the electric conveyor and the noise will be minimal as it will be inside under the footprint of the house so only approximately 6ft will be outside protruding as it fills the skip.

 A hoarding will be in place, in the unlikely event there are noisy operations our immediate neighbours will be given 24 hours’ notice. and this noisy work will only be carried out between the hours of 09.30 – 3.00pm. From our expert reports in the BIA we are told that the noisy operation will be minimal as we are NOT removing the concrete floor but just the spoil which is underneath the property. There is no structural element as in underpinning. The only exception to the noise is as per Q.29 above for two days.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

Adjoining neighbours will be given 24 hours’ notice of the noisiest work, which will be done under the foot print of the house and behind hoarding. To reiterate this is not the usual basement which has no structural element to it. Digging will be done by hand and the only noise will be from the electric conveyor which is almost silent in operation.

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

32. Staff training to be confirmed by Trenchco in due course.

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

33. Dust prevention and containment – clinker by its make-up is not dusty but if necessary, a hose can be aimed into the skip for dust suppression and containment.

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.

34. We have already removed skip loads for the extension in preparation without any of it going on the highway. Donoghue’s skips are all in good condition and do not leak and in the unlikely event the spoil will be immediately picked up and placed in the skip on-site.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels.

35. the property owner and project manager will be on-site at all times and if any of these levels are exceeded to such a degree as to cause a nuisance to a neighbour all noisy works will cease until the issue is resolved.

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)](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP), 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.

37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist.](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and)e

 N/A

37. Not required

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](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

N/A - Not a high-risk site

39. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), 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).

39. There is no evidence of rodents or rats – There is no demolition to take place.

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

 Not required – No asbestos on-site

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.

Trenchco are well known professional company and their staff conduct themselves in a professional manner at all times. 8.00-8.15am will be a toolbox talk reminding all on site of their responsibilities. P.B Donoghues will be advised of the same. The site will be hoarded. Contact with neighbours or other members of the public will be minimal.

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.

N/A

**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:

1. Construction time period (mm/yy - mm/yy):
2. Is the development within the CAZ? (Y/N):
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
4. 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:
5. 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:
6. Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

SYMBOL IS FOR INTERNAL USE

# Agreement

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

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

**Signed:** ………A V O’Connor…………………………………………………………

**Date:** …2nd January 2020…………………………………………..

**Print Name:** ………A O’Connor……………………………………………..….

**Position:** …Developer / Owner………………………………………

Please submit to: planningobligations@camden.gov.uk

End of form.