**Construction Management**

**Plan**

**33 BELSIZE AVENUE LONDON NW3 4BL**

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **24/01/20** | **Rev A** | **Martyn Benson** |
| **19/02/20** | **Rev B** | **Martyn Benson** |
| **02/03/20** | **Rev C** | **Martyn Benson** |
| **10/03/20** | **Rev D** | **Martyn Benson** |

Martyn Benson

07817 006436  
Contracts Manager   
Grangewood Builders Limited

**Additional sheets**

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

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| **Date** | **Version** | **Produced by** |
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# Introduction

The Construction Management during the construction works will be delivered through the development of a Construction Phase Plan (CPP). The CPP will detail how construction works will be undertaken and managed in accordance with, contractual and legislative requirements and construction industry best practice

The CPP will be reviewed at least every six months during the construction process or as a result of any significant change in the works and will include information on the review procedures.

# Scope of Works

The works comprise of the Underpinning to reduce levels to the rear Basement of the Property to form a Lower Ground Extension utilising the existing piled structure. Associated demolition works and New Lightwell with staircase to access the rear Garden.

Additional cosmetic upgrades to the Lower Ground and Ground Floors including new Kitchen and Joinery together with External upgrades to finishes.

**Timeframe**

**COUNCIL ACTIONS**

**DEVELOPER ACTIONS**

**Planning Permission granted**



**0ommunity liaison**

**Appoint principal contractor**

**Begin community liaison**

INDICATIVE TIMEFRAME (MONTHS)

**1ommunity liaison**

**2ommunity liaison**

**3ommunity liaison**

**Council response to draft**

**Submit draft CMP**

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

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

**4ommunity liaison**

**Council response to second draft**

**Work can commence if CMP is approved**

# Contact

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

Address:

33 Belsize Avenue London NW3 4BL

Planning reference number to which the CMP applies: 2018/1045/P

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

Name: Martyn Benson

Address: 134 Buckingham Palace Road. London SW1W 9SA

Email: Martynbenson@grangewood.co.uk

Phone: 07871 006436

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: TBC

Address: TBC

Email: TBC

Phone: TBC

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: Martyn Benson

Address: 134 Buckingham Palace Road. London SW1W 9SA

Email: Martynbenson@grangewood.co.uk

Phone: 07871 006436

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: Martyn Benson

Address: 134 Buckingham Palace Road. London SW1W 9SA

Email: Martynbenson@grangewood.co.uk

Phone: 07871 006436

# 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.

See Appendix 2.

The Site is Located in Belsize Avenue, approximately 600m from the Junction of A502 Haverstock Hill. Belsize Park Tube Station is located a further 300m along Haverstock Hill and will be the main transport route for operatives. Belsize Avenue is a two way street of mainly residential properties.

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 comprise of the Underpinning to reduce levels to the rear Basement of the Property to form a Lower Ground Extension utilising the existing piled structure. Associated demolition works and New Lightwell with staircase to access the rear Garden.

The Main issues associated with this project will be working in close proximity of existing residential dwellings, noise and dust and traffic management. These issues will be closely managed with the implementation and adherence to Safe Systems of Work.

The site is located within an area characterised by residential dwellings. Belsize Avenue itself is a wide road that is a short distance from the busy A502 Haverstock Hill.

The Site is in close proximity to a number of local schools and traffic management and deliveries will be coordinated to avoid school drop of and pick up times.

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).

Programme duration will be 40 weeks, which will be 2 weeks site set up, 4 weeks Demolition, 10 weeks Structural and 20 Weeks fit out. Final 2 weeks will be decant from site.

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

8.00am to 6pm on Monday to Friday

8.00am to 1.00pm on Saturdays

No working on Sundays or Public Holidays

# Community Liaison

**A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.**

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

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

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

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



**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.).

There is a community Arts Centre at the junction of Belsize Avenue and Haverstock Hill which caters for ALL ages from 3 years and up. Opening times are 09:00am to 21:00pm and deliveries should be managed to avoid congestion at this junction. There is a busy Petrol Station on the opposite junction and similarly deliveries should be made aware potential congestion. Belsize Avenue is also a bus route for Number 268 and priority should be given a The Site is in close proximity to a number of local schools and traffic management and deliveries will be coordinated to avoid school drop of and pick up times.

**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.

A consultation exercise was carried out. Letters and a draft CMP were sent to a number of neighbouring properties that would be affected by constructions works along Belsize Avenue. No comments or objections to the CMP were raised and as such no amendments were required to the draft.

**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.

Martyn Benson will be the Point of Contact for the community liaison. Contact will be via letter drop and notice board on site Hoarding.

Continuous liaison will be maintained with the local community prior to works commencing, during the works, and in particular to any change that might affect the methodology of works.

Communication will be via initial letter drop which will introduce the site team management and liaison contacts. Head Office details will be provided together with a dedicated website address to inform the local residents of progress and any important issues relating to the works. A monthly newsletter will be published and displayed on the notice board on the site hoarding. The Newsletter will give progress updates and advise on the upcoming works.

Any notifications will be given at least 1 weeks’ notice and where possible two weeks’ notice.

**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+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6). Please confirm that you have read and understood this, and that you agree to abide by it.

CCS Registration Number: 120674

Site will conform to the Considerate Constructors best practise and will be expected to achieve the minimum score of very good in each CCS criteria.

**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.

There are no known construction sites currently existing within the site local area. If any sites do develop within the programmed period, there will be regular contact between site managers regarding site deliveries and any heavy plant movements to agree routes and times to minimise impact to local residents.

# 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](mailto: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 confirmed following competitive tender.

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)).

Random checking of vehicle deliveries drivers’ licenses. Every supplier/supply chain member will have to be a member of FORS with Silver Level. Compliance with Site CMP. Any Vehicle over 3.5t will have undertaken the SUD (Safe Urban Driver) 1 day course. Certificates are to be held in the site office for compliance and checking as required. All vehicles over 3.5t will be fitted with Blindspot minimisation equipment (Fresnel Lens CCTV) and audible left turn alerts.

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.

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

**Site Traffic**

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

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

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

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

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

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

Please see attached Traffic Management Plan. This Plan has identified the current ideal route to manage traffic/deliveries to and from site. Vehicles will enter Belsize Avenue from Haverstock Hill and be turned around in Glenilla Road to avoid congestion before entering site on the same side of the carriageway.

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.

A copy of the Traffic Management Plan will be issued the Main Contractor and their Sub Contractors and to ALL their Supply Chain Members.

**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 Off Peak 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 will not be permitted to arrive at site before these times.

All vehicles must wait during deliveries 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

|  |  |  |
| --- | --- | --- |
| **Construction Phase** | **Duration (approx.**  **weeks)** | **Vehicle Movements/Day**  **per day (approx.)** |
| Site Set Up | 2 weeks | 2 - 4 |
| Demolition Works | 4 weeks | 6 - 8 |
|  |  |  |
| Underpinning works | 10 weeks | 6 - 8 |
| Internal Works | 20 weeks | 2 - 4 |
| Clear Site | 2 weeks | 1 - 2 |

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.

There are no known construction sites currently existing within the site local area. If any sites do develop within the programmed period, there will be regular contact between site managers regarding site deliveries and any heavy plant movements to agree routes and times to minimise impact to local residents.

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

Please see Traffic Management Plan showing vehicle movement to and from site.

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.

Deliveries will call ahead 30 minutes before arrival, and arrive on a “just in time” basis. Any Vehicles not complying with this will be sent away. There will be no “holding or waiting” of vehicles.

There are No Bay suspensions required on this Project.

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.

There are no waterways nearby for deliveries by water or Rail.

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).

Delivery Vehicles will cut engines when stationary of if held in Traffic.

**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.

Please see Appendix B: Note that Vehicles will not enter site as indicated on the SPA.

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 will arrive from A502 Haverstock Hill and indicated on the Traffic Management Plan as noted in Appendix B. A Traffic Marshall will be present during each delivery.

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.

Please see Traffic Management Plan showing vehicle movement to and from site.

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.

There is no requirement for Wheel Washing.

**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.

There are No Bay suspensions required on this Project.

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.

Please see Q20b

**Street Works**

**Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.**

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

**Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.**

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

**If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.**

**22. Site set-up**

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Please see Site Set up Plan Appendix 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/)

There are No Parking Suspensions envisaged on this Project.

**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.

Welfare Facilities will be located within the Site Boundary. No Materials are to be stored outside of the site boundary.

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.

None Required.

**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.

None 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.

Please see Site Set Up Plan Appendix A.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

None Required.

**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.

All Existing Services.

# 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.

Noisy works will be carried out between the hours of 09:00 and 16:00 and will be limited to Small Breakers and Hand Tools. No large mechanical plant will be used at any time

However, these times will be reviewed specific to the works being carried out and following consultation with Camden and Local residents of Belsize Avenue to amend such times full agreement will be obtained.

Modern tools and equipment will be used to minimise noise and vibration, with adherence to HSE guidelines.

Works considered to be noisy are;

Demolition: This will involve the reduction of the existing external patio area within the piled foundation to form the new internal area. This will be achieved using small breaking equipment and bagged up for disposal into skips and removed from site.

Internal Works: Dust boxes will be utilised to virtually eliminate dust within the working area.

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

A Noise Survey will be carried out before the commencement of Works and a copy of this will be provided on request.

Noise monitoring will take place at regular times and recorded on site. During any specific noisy activity, monitoring will take place at the start of each shift and throughout the shift at intervals of every hour and recorded on site.

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.

Noisy works will be contained between the hours of 09:00am and 16:00pm and will not exceed the permitted exposure levels. Noise Monitoring will be carried and recorded.

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.

by-activity basis. The adoption of Best Practicable Means, as defined in the Control of Pollution Act 1974 is usually the most effective means of controlling noise from construction sites. In addition, the following measures should be considered, where appropriate

On site noise levels would be monitored regularly as part of the Health, Safety and environmental audit, noise measurement will be recorded of site specific tasks if applicable e.g. noise levels during demolition, or when changes in process are required or in response to complaints.

Breakers will be monitored for noise and would be silenced or sound reduced models fitted with acoustic enclosures.

Any compressors brought onsite would be silenced or sound reduced models fitted with acoustic enclosures.

Tools would be fitted with silencers or mufflers.

Deliveries would be programmed to arrive during daytime hours only (8:30am- 3pm). Care would be taken when unloading vehicles to minimise noise to local residents. Delivery vehicles would be routed in accordance with the Traffic Management Plan so as to minimise disturbance to residents. Delivery vehicles would be prohibited from waiting within the site with their engines running.

Delivery vehicles would be required to give 30 minutes and 5 minutes notice of arrival to eliminate congestion.

All plant items would be properly maintained and operated according to PUWER and LOLER Regulations and to manufacturer’s recommendations in such a manner as to avoid causing excessive noise. All plant would be sited so that the noise impact at nearby noise sensitive properties is minimised.

Local hoarding, screens or barriers would be erected as necessary to shield particularly noisy activities

Working hours would be restricted to 0800 – 1800 Monday to Friday. No Weekend working is envisaged at this time. Weekend or Public Holidays and variations from the above would only occur with the prior written consent of the Contract Administrator.

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

In House Briefing by Health & Safety Management with regular site visits and Audits.

All Site Managers will have SMSTS training.

Regular Tool Box Talks will be given on site during specific activities involving noise and dust

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

Limiting the speed of site vehicles to 5mph;

Placing plant as far as possible from sensitive and occupied areas and switching engines off when not in use;

Dampening down or spraying areas to prevent dust clouds

Using mechanical means to remove dusts rather than sweeping

Burning of waste is strictly forbidden

Regular waste disposal into designated skips or wait and load skips

Bagging up part used bags of materials

Use of appropriate PPE all onsite works, including (where necessary) overalls, dust masks as a minimum FFP3 which have been individually face fit tested to operatives, gloves and protective eyewear.

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.

Spill kits and bunds will be provided in areas where a possibility of unplanned event could occur causing an environmental incident. The use of diesel, petrol’s and other hazardous materials is minimal however in the event of an incident the SHEQ manager will attend site to conduct an incident report. Copies of the incident report will be forwarded to the project team and uploaded

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.

Noise and Vibration Management Predicted noise levels, based on the requirements of BS5228, have been calculated for construction activities associated with the works. The duration of the works close to the site boundary is likely to be short in comparison with the total duration of the construction programme; hence the worst-case noise levels are likely to be less frequent than the average noise levels.

To reduce the potential of nuisance being caused by construction activities, Grangewood would introduce control measures and methods of work. Strict controls on the sequencing of works and providing noise protection would be developed on an activity-by-activity basis. The adoption of Best Practicable Means, as defined in the Control of Pollution Act 1974 is usually the most effective means of controlling noise from construction sites. In addition, the following measures should be considered, where appropriate

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.

Not carried out.

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)

We confirm the GLA Highly recommended measure from the SPG document are addressed in the attached checklist.

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.

Not required

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).

Eating of Food will be restricted to Site Welfare only to prevent the spreading of rodents. All Food Waste will be bagged and removed from site daily. Regular inspections will be part of the Site Managers Daily and Weekly inspection regime. If necessary, a professional Humane Rat Trap Company will be employed to manage any infestation and or removal from Site.

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

TBC

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.

A Designated Smoking Area will be provided away from site entrance. Any foul and abusive language or horseplay will be dealt with by way of Tool Box Talks, Red and Yellow cards with Operatives removed from site. No music will be allowed on site at any time.

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:

Construction time period (40 Weeks)

Is the development within the CAZ? (N):

Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (N):

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: Not Required on this project.

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: The Site is in close proximity to a number of local schools and traffic management and deliveries will be coordinated to avoid school drop of and pick up times.

Not required on this project.

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:** Martyn Benson

**Date:** 19th February 2020

**Print Name:** Martyn Benson

**Position:** Contracts Manager

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

End of form.