

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
12/05/2020	1	Genesis Architects Ltd

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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

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

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

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

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

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

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

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

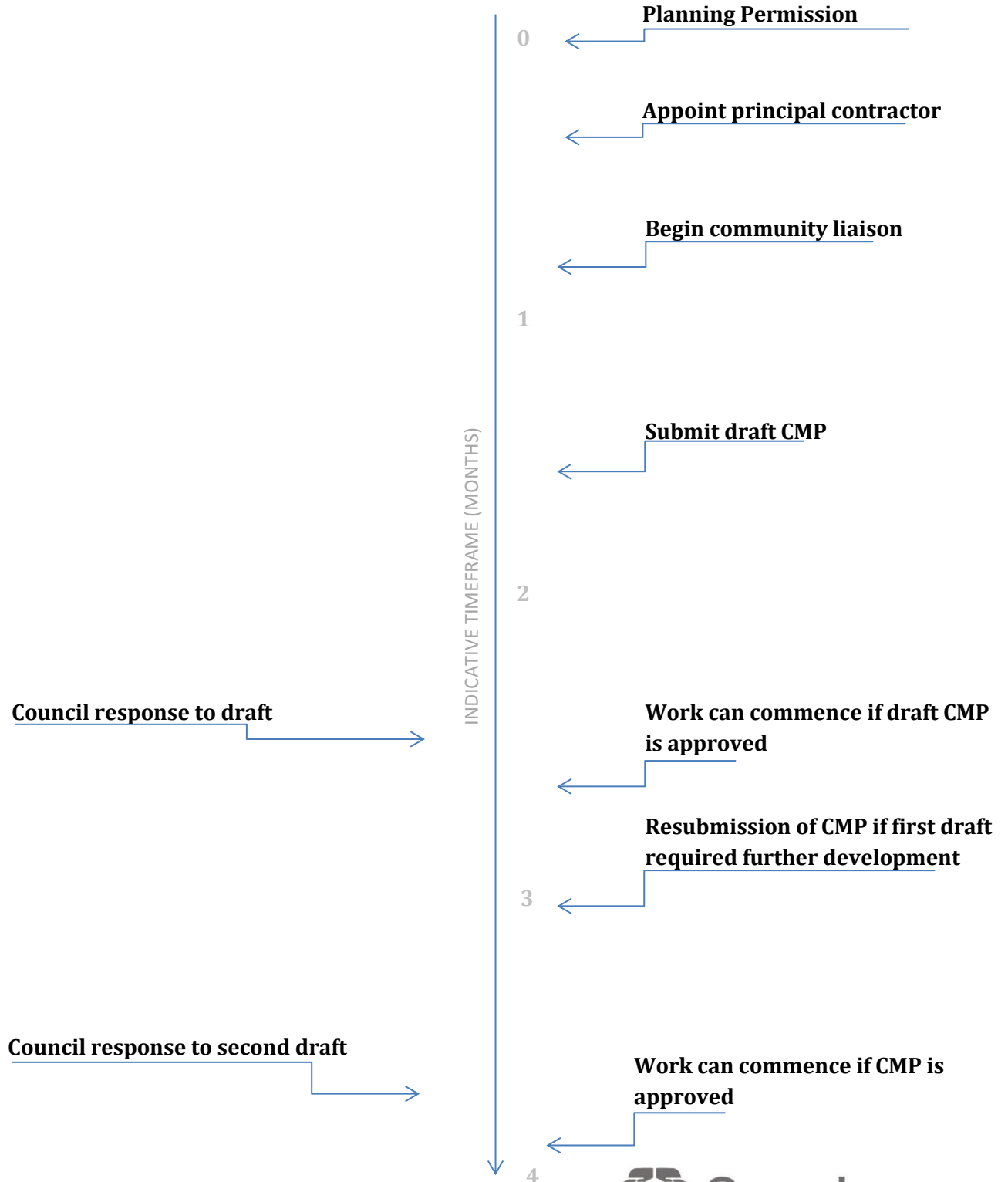
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 8 Agamemnon Road, London NW6 1DY

Planning reference number to which the CMP applies: 2018/5338/P

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

Name: Ian Barden - Genesis Architects Ltd

Address: 7 St Margarets Road, Stanstead Abbots, Ware, Herts SG12 8EP

Email: genesisarchitects@btconnect.com

Phone: 01920 877998

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: Mr Isidor Cata – A to Z Construction Solutions

Address: 99 Colchester Road, London, HA8 0QX

Email: atozconstructionsolutions@yahoo.co.uk

Phone: 07766572303

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: Mr Isidor Cata – A to Z Construction Solutions

Address: 99 Colchester Road, London, HA8 0QX

Email: atozconstructionsolutions@yahoo.co.uk

Phone: 07766572303

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: Mr Isidor Cata – A to Z Construction Solutions

Address: 99 Colchester Road, London, HA8 0QX

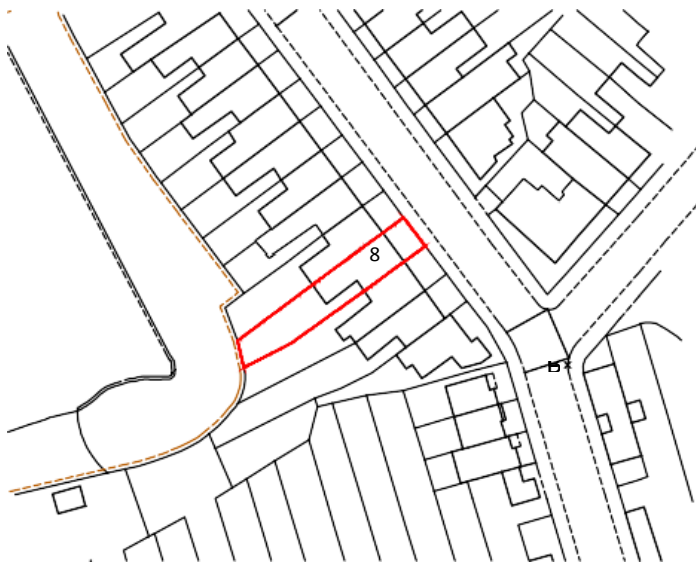
Email: atozconstructionsolutions@yahoo.co.uk

Phone: 07766572303

Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The site, 8, Agamemnon Road is situated in an residential area. It is one of the typical three storey Edwardian terraced houses with adjoining hallways and also has the benefit of small basements underneath the entrance hallways. The main entrance to the building is from the front where there is a small courtyard after the street pavement. The adjacent property on the left is currently vacant and the one on the right is converted into residential flats. The daylight and visual amenities of the property and the adjoining properties is not altered; The refuse/recycling collection for the proposed development would be from the front as previously used.



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 proposal for 8, Agamemnon is Change of use from 8 individual bedsits, to 4 x 2 bedroom flats, extension to existing basement, including new light wells to the front and rear. Extension of ground floor to the rear.

Garden Extension

- **Two-Storey Extension, accessed from the main building, built in the existing rear garden;**
- **Concrete and brick walls at sides with lightwells;**
- **Aluminium glazing to windows and sliding doors at ground floor level;**
- **New extension to provide bedroom and living room; and**
- **Open space on side to provide light well.**

Basement and Rooms Over

- **Enlarged reception at ground floor;**
- **New residential unit in the basement;**
- **New flats created from bedsits at upper floors;**
- **New finishes to walls and all timber work;**
- **Creation of lightwell to the front and rear;**
- **Allow space for the dustbin enclosures at the front;**
- **New rooms to be supported off new timber floor and ply decking; and**
- **New double glazed window to courtyard side, single glazed partition.**

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).

Start Date – 15.05.2020

Duration – 24 Weeks

Note: All elements of construction will be completed within a 24 week programme.

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

We confirm

- **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.).

The development is surrounded by residential properties. The outer front courtyard of the development provides access to the dwelling house.

The noise generated by the construction works has been considered and its impact on neighbouring properties will be mitigated with measures such as:

Noise/vibration reduction techniques have been given to operatives on a regular basis through training/tool boxes;

- **Smaller construction plant and equipment will be used to reduce noise and vibration levels;**
- **All construction plant and equipment will comply with EU noise/vibration emission limits;**
- **Plant will be serviced regularly to minimise adverse noise/vibration impacts;**
- **All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers and maintained in good efficient working order;**
- **Vibrating equipment, plant, will be located as far as practicable from sensitive receptors;**
- **When necessary and practicable the working hours for potential noisy/vibrating activities will be restricted from 9:00 to 12:00am and 14:00 to 17:00pm from Monday to Friday;**
- **Noisy and vibrating works will be avoided on Saturday Mornings when necessary and practicable;**
- **Selection of inherently quiet plant where appropriate;**
- **Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum;**
- **Materials will be handled with care and be placed, not dropped;**
- **Materials will be delivered during normal working hours;**
- **Plant reversing near dwellings having banksmen in place of 'beepers'.**
- **Selection of inherently quiet plant where appropriate;**
- **Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum;**
- **Materials will be handled with care and be placed, not dropped;**
- **Materials will be delivered during normal working hours;**
- **Plant reversing near dwellings having banksmen in place of 'beepers'.**

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.

As this is a small project only the adjoining properties are affected. No.10 is in the process of a construction project and party wall agreements have been obtained with the owners' of No 10 and No.6. Hence, they are specifically notified and aware of the proposed forthcoming works at 8. The works are contained and they will not affect the rest of the street and neighbours.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

The main contractor will show a tidy, professional and presentable image to staff, visitors and local residents and anyone passing by the site, if only a visitor to the area. Safety and cleanliness are at the top of the agenda and a good neighbour policy will extend to allow the local and adjoining neighbours to approach the site and resolve any questions that may arise due to the ongoing works.

The contact detail for the residents will be declared on a signpost at the front of the property for them to use should they wish to engage with us during the development programme. Any written correspondence will be processed within 5 working days.

13. Schemes

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

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

A-Z's CCS Company ID: C3011. As the Companies turnover is less than £3.5m there is no requirement to register the specific site. Their registration with CCS covers all their work.

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.

Council to advise.

We have undertaken a search of the planning portal and can find no evidence of any other planned developments at this time other than that under construction at No 10 Agamemnon Road. The main contractor will co-ordinate and communicate with the main contractor undertaking the construction project at No 10 to ensure the minimum impact on the neighbouring properties.

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:

Name: Mr Isidor Cata – A to Z Construction Solutions

Address: 99 Colchester Road, London, HA8 0QX

Email: atozconstructionsolutions@yahoo.co.uk

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

The Site Shall:

- 1. Have clearly marked access and egress points and, Lantra qualified traffic marshals to control vehicle movements / unloading operations;**
- 2. Allow for loading/unloading on site where possible;**
- 3. Be suitable for a vehicle fitted with underrun bars; and**
- 4. Comply with our CMP.**

Our Operators Shall:

- 1. Only use vehicle routes agreed with us and the London borough of Camden to service your site;**
- 2. As a minimum be accredited to Bronze Level Fleet Operator Recognition Scheme (FORS) or equivalent;**
- 3. Have additional safety equipment fitted to vehicles over 3.5ft;**
- 4. Only use drivers who have received additional training eg. Safe UJrban Driving, e-Learning, Van Smart, On Cycle Awareness, Vehicle Safety Equipment Training etc;**
- 5. Perform driver licence checks;**
- 6. Record, investigate and analyse collisions; and**

7. Ensure that they have written to their supply chain informing them of the need to comply with the above requirements.

Deliveries and traffic management will be managed by the on site management team who will operate a carefully coordinated delivery schedule. Our normal procedure is to agree a series of time slots using a booking in system providing 48 hours' notice. Deliveries will be carefully coordinated to avoid the busy times during the working day.

Due to the nature of the site and limited parking facilities available, contractors will be encouraged to use local transport to travel to and from the site.

All deliveries will be accompanied by a Lantra qualified banksman who will ensure any vehicle manoeuvres across the footpath are supervised at all times. Apart from a few exceptional items, all deliveries will occur between 09.30am and 15.30pm, in order to reduce the peak time traffic.

A Traffic Management Plan will specify the details of how deliveries will be safely undertaken and the supervision required to ensure safety to delivery drivers, site staff and members of the public.

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

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.

Our main routes to and from site will use LB Camden Strategic Road Network, and, Transport for London Road Network (TLRN) as follows:-

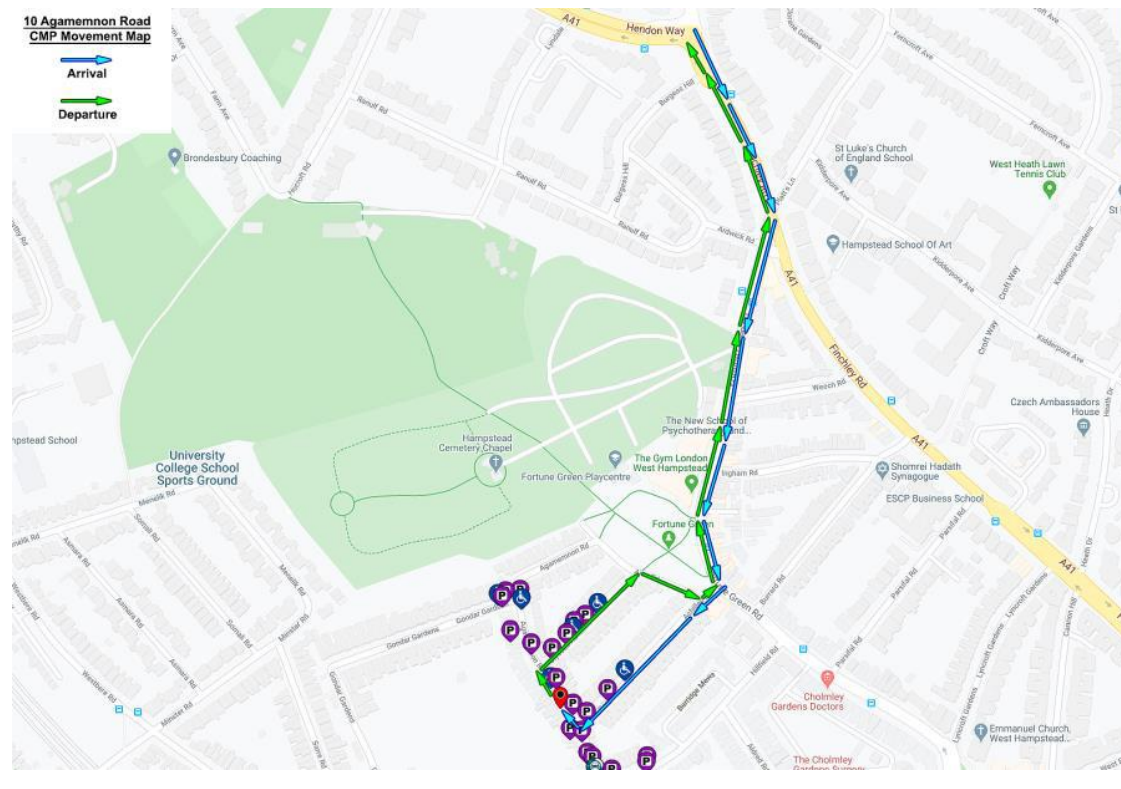
Arrival to Site:- A41, Finchley Road

Finchley Road - Fortune Green Road - Achilles Road - to Agamemnon Road

Departure from Site:-

Agamemnon Road – Ulysses Road – Ajax Road - Achilles Road to Fortune Green Road and onto A41 Finchley Road.

These two routes ensure that our construction vehicle use ‘A’ class roads only, and connects to the TLRN at the nearest points.



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.

The use of agreed routes will become contractual, where possible, with sub-contractors and individuals will be contacted to be made aware of the times of operation, delivery routes etc. This will be communicated via email and verbally.

Additionally, we will promote the use of public transport wherever possible to help ease congestion on the road network.

All vehicles must comply with the above routing plan – any who fail to do so will be banned from this site. Where necessary pedestrians and site vehicles will be segregated by sign posted designated routes.

Contact details of key site personnel will be posted at the entrance to the site which will be kept closed unless vehicles are entering or leaving site.

Delivery drivers will be required to phone the site manager at least 15 minutes before arrival so the site team can assist with loading/unloading.

We will ensure that all sub-contractors and suppliers that are part of our supply chain who have to make deliveries to site will be members of Transport for London's Fleet Operator Recognition Scheme (FORS) or similar at the Bronze level. We will use our contractor selection process and procurement process to only select contractors who are members of FORS (or similar), by doing this we will be using drivers who are aware of the demands of driving large vehicles in central London in particular the awareness of cyclists.

By using suppliers and subcontractors who are FORS (or similar) members then all delivery vehicles will have:

1. Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.

2. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.

3. Have a Class VI Mirror.

4. Place prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

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

Vehicle movements to and from the site will be restricted to the following hours during the working day:

- 9.30am to 3pm on Monday to Friday;
- No working on Saturday, Sundays or Public Holidays.

Vehicle Type	No. of Visits (Per Week)
Equipment Deliveries (Normal)	1
Equipment Deliveries (Large)	0
Waste Collection	2

We anticipate that the maximum number of vehicles coming to site on any day would be 1
The estimated dwell times would be:

- Concrete 30-45 minutes (pumped by trailer mounted pump);
- Materials 15-20 minutes; and
- Skip "Wait and Load" 60 minutes.

Control of Site Traffic, particularly at Peak Hours

All deliveries will be managed by an on/off system. Due to the sensitive nature of the site due to size and location, materials will be delivered in conjunction with the programme of works to ensure that site traffic remains at a minimum and there isn't a build-up of materials.

Typical Size of Vehicles	
Concrete Lorry 6m ³ – 7.8m (L) 2.5m (W) 3.75m (H);	Large Rigid Lorry (deliveries) 9.0m (L) 2.3m (W) 2.4m (H);
Skip Lorry 6.36m (L) 2.5m (W) 3.6m (H);	Transit Panel Van - 5.2m (L) 2.3m (W) 2.1m (H);
Trailer mounted concrete pump – 4.22m (L) 1.54m (W) 1.90m (H)	

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.

No 10 Agamemnon Road. We confirm we will use best endeavours to coordinate deliveries.

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

For this type of job, we do not foresee any large HGV vehicles. There are numerous basements/conversions happening on the road and we assume that the roads are more than adequate. Bay suspensions required for concrete pour and deliveries coordinated with 10 and kept under review and modified by Camden if required.

Our construction vehicles will not be entering or egressing the site. There are no turning movements required.

All vehicle movements will be along classified 'A' roads which have adequate road space, and existing HGV movements of other types.

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.

Delivery vehicles will be scheduled so that only one delivery will occur at any given time. To be unloaded vehicles will need to park kerbside in Agamemnon Road.

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.

Due to the nature of the works, and the small number of deliveries expected the need for any construction material consolidation centres is not anticipated. The main contractor will be working with their supply chains to ensure that materials are delivered as planned on site.

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).

Once the vehicles are at site for loading/unloading or delivering, they will switch off their engines until the operation is completed.

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.

Vehicles will not be entering the site. No details required.

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 not be entering the site. No details required.

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.

Vehicles will not be entering the site. No details required.

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.

Vehicles will not be entering the site. No details required.

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.

A full set of scaled A4 traffic management plans are supplied separately for clarity and detail. The above snapshot shows the basic site layout, location for deliveries and segregated pedestrian walkway. All operations will be supervised by Lantra qualified banksman to ensure safety of site staff and pedestrians. Chapter 8 cones and signs will be applied for safe working areas during loading operations, supplied as separate TM plans. The site entrance is from Agamemnon. The small delivery vehicles will shortly park in front of the site for unloading.

Details have been included within this document to help mitigate any possible disruptions to local receptors including road users, residents and businesses

See attachment referenced: 20200205-PL01

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 refer to Q20(b).

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.

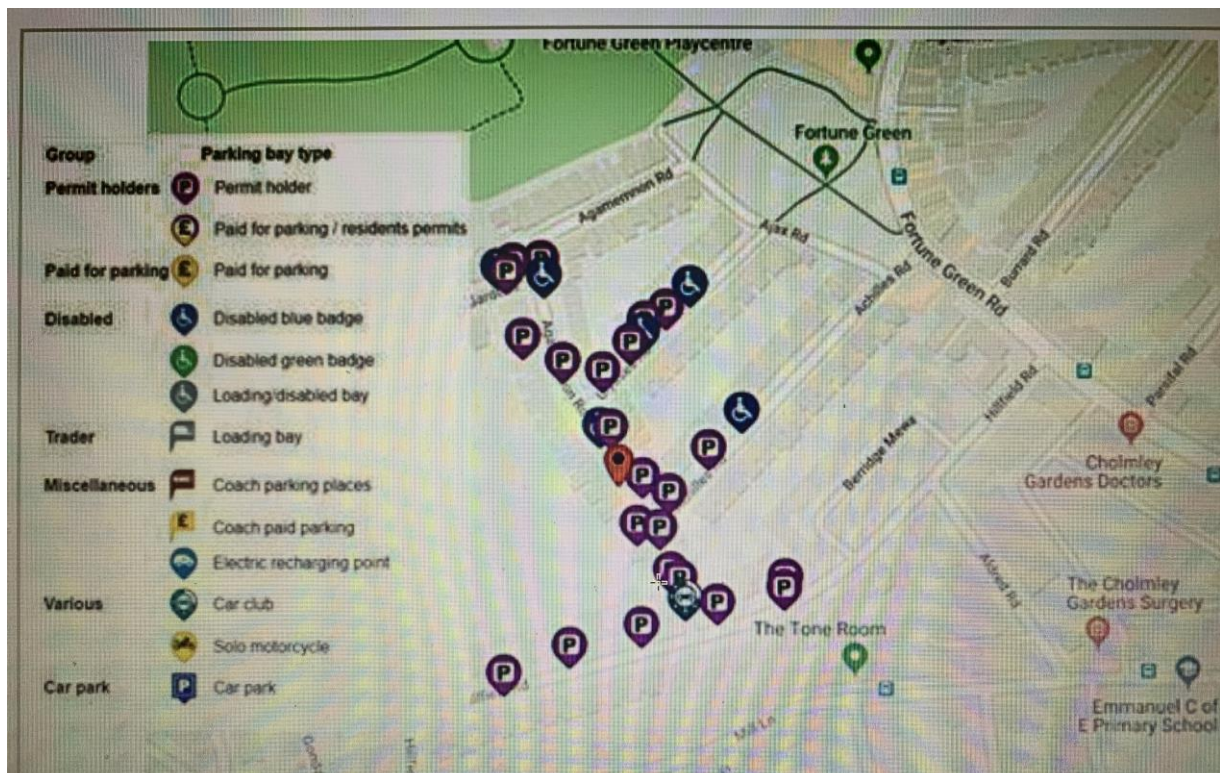
Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.



23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

The parking restriction hours on 10 Agamemnon Road are for permit holders only and applies from Monday to Friday starting from 10.00am till Noon. Bay suspensions required for concrete pour and deliveries coordinated with 10 and kept under review and modified by Camden if required.

Most deliveries, loading/unloading, will be on the spot and we do not foresee the vehicle to be stationary for long extended periods of time.

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.

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.

No traffic or pedestrian diversions are required.

Minor traffic management will be used to facilitate the delivery of materials and the loading of spoil. The traffic management will be cones and pedestrian barriers. Lantra qualified banksman will supervise all operations to ensure the safety of the site staff and pedestrians. All detailed traffic management plans are supplied separately in a scaled A4 PDF format.

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.

There are no diversions in place, and no highway structures required. Minor traffic management will be used to provide safe working areas for loading/unloading operations.

Ramps will be used to cover the concrete pipe when pumping into site.

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)**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

The following stages have been considered and the noise source are listed below along with time restrictions. Sources have not been listed by works stages, as there would be undue repetition.

- Demolition
- Ground Works
- Construction
- Fitting Out

Noise Source	Methods	Time
Plant & Machinery	<ul style="list-style-type: none"> • Cement Mixers • Generators • Stihl Saws • Nail Guns • Hammers • Power Tools • Concrete Pumps 	<p>Mondays to Fridays 08:00-18:00</p> <p>Saturdays 08:00-13:00</p>
Manual/Mechanical Handling of Materials and Equipment	<ul style="list-style-type: none"> • Use of Waste Chutes • Demolition Activities • Erection of Scaffolding • Loading of Skips • Unloading/Loading 	<p>Mondays to Fridays 08:00-18:00</p> <p>Saturdays 08:00-13:00</p>
Vehicles Moving On & Off Site	<ul style="list-style-type: none"> • Mini Diggers • Mini Diggers with Breakers • Powered Wheel Barrows • Dumper Trucks • Vibrating Plates • Rollers • Ram-Axe • Cranes 	<p>Mondays to Fridays 08:00-18:00</p> <p>Saturdays 08:00-13:00</p>
Radios	<ul style="list-style-type: none"> • Likely replaced with mobile phones for communication • Not allowed for use as entertainment 	<p>Mondays to Fridays 08:00-18:00</p> <p>Saturdays 08:00-13:00</p>
Pile Driving	<ul style="list-style-type: none"> • No Pile Driving • Board Piles Only 	<p>Mondays to Fridays 08:00-18:00</p> <p>Saturdays 08:00-13:00</p>

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.

No Noise Survey was carried out as the works are minor and within the dwelling house in the basement.

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

Noise levels should be minimal in terms of the required machinery used for this scale development.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

No Demolition.

El-Cem Ltd shall ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to effect the reduction of noise transmitted from site using best practicable means, this will include:

- Coordinated delivery times and efficient traffic management to prevent queuing traffic accessing the site;
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers);
- Utilising construction techniques that minimise the production of noise;
- Utilisation of baffle system during the demolition process;
- Strict adherence to the site working hours;
- Using acoustic hoarding where necessary;
- Carry out daily noise surveys at perimeter of site and record findings;
- Implement action plan where noise levels exceed acceptable levels;
- Positioning plant away from properties;
- Machines in use will be throttled down to a minimum;
- Cutting operations will be kept off site as much as possible by prefabrication;
- Localised shrouding of plant in accordance with BS5228;
- Choice of methodology/technique for operations (including site layout) will be considered in order to eliminate or reduce emissions at sensitive locations;
- Fixed items of construction plant will be electrically powered in preference to diesel or petrol driven;
- If any specialised fabrication is required, this will be undertaken off-site if possible noisy plants will be kept as far away as possible from sensitive areas;
- Each item of plant used will comply with the noise limits quoted in the relevant European Commission Directive 2000/14/EC/United Kingdom Statutory Instrument (SI) 2001/1701 [3] where reasonably available;
- ☐ Equipment will be well-maintained and will be used in the mode of operation that minimises noise and shut down when not in use;
- Vehicles shall not wait or queue on the public highway with engines running (unless the engine is required to power the operation of the vehicle e.g. concrete wagon);
- Where possible deliveries will be arranged on a just-in-time basis in order to prevent vehicles queuing outside the site; and
- All materials will be handled in a manner that minimises noise.

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

No trained staff

Size and scale of the project would require minimum use of machinery that is unorthodox for the scale of the development/ Any noise issues will be cascaded via toolbox talks.

The company site manager will have attended the site managers safety training scheme as run by the CITB. All sub-contractor supervisors will have attended the site supervisors safety training schemes as run by the CITB. Machinery used onsite will create minimum

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

A dust and smoke plant emissions control programme will be implemented to keep a safe working environment, improve air quality levels, minimise nuisance for surrounding residential areas/dwellings and protect damaged to existing flora.

The potential sources of dust emissions and smoke plant emissions are outlined below:

- **Site clearance;**
- **Wind blowing on the site during dry weather;**
- **Cutting and grinding;**
- **Stockpiling of waste materials;**
- **Filling waste contractors skips; and**
- **Accidental spillage and loss of load from vehicles carrying loose material.**

Construction Traffic

All construction traffic will follow specifically designated routes, those routes will be agreed with all suppliers/waste contractors before the start of works, speed limits will be put into place on site for all vehicular movements, all vehicles carrying loose material will be covered, wheel wash facility to be used for vehicles leaving site, all vehicles to be used on site to have low carbon dioxide emissions.

A dust and smoke plant emissions control programme will be implemented to keep a safe working environment, improve air quality levels, minimise nuisance for surrounding residential areas/dwellings and protect damaged to existing flora.

The potential sources of dust emissions and smoke plant emissions are outlined below:

- • Site clearance;
- • Wind blowing on the site during dry weather;
- • Cutting and grinding;
- • Stockpiling of waste materials;
- • Filling waste contractors skips; and
- • **Accidental spillage and loss of load from vehicles carrying loose material.**

We will implement the following measures to significantly reduce the potential for dust and smoke plant emissions generation:

Highways

Roads, pathways will be swept hand and washed down as necessary.

Dust and Smoke Plant Elimination

Hoarding will be used to ensure reduction in dust migration and smoke plant elimination, cutting and gridding operations to be performed in ways to reduce risk of dust migration, such as:

- • Use of stand-alone extractor units;
- • Use of collector bags attached to powered hand tools;
- • Doing wet cutting when solid materials as thermal blocks, bricks and ceramic tiles are needed to cut;
- • Trying to carrying out work activities in the open rather than in enclosed spaces;
- • Stopping work at regular intervals;
- • Using dust sheets to protect adjoining structures;
- • Avoiding work in high winds; and
- • **Avoiding the accumulation of general dust through control it by good housekeeping and simple measures, such as 'damping down'.**

Monitoring

On-going monitoring to be undertaken by site personnel on regular basis, both on and off site to ensure no migration of dust and smoke plant emissions.

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.

**Due to the nature and layout of the site it isn't envisaged that there is a potential for significant amounts of dust being generated from our activities. Unlike "normal sites" vehicles will not drive on and off the site, this will eliminate drag out of dust and debris of vehicle tires.
Any dust or dirt that is generated would be dealt with using the methods as set out in 33 above.**

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

**Camden Council/GLA SPG will be completed prior to start – Link to the Camden document: https://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3347562&
The above checklist has been completed and is included at the end of this CMP.
Vibrations will be monitored and kept to a minimum as described in 'Camden's Minimum Requirements for Building Construction' document which states The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.
Any vibratory tasks will take place during our normal working hours with correspondence and communication of these works being sent out/discussed with all that may be affected.
The site manager and supervisors will monitor all vibratory tasks to ensure that where possible they are performed as far from the building as possible and where not possible others are notified of the works.**

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

Please find below table prepared in line with The Control of Dust and Emissions During Demolition and Construction 2014 (SPG). Nox Data from LAQN Annual mean for site >32ug/m3.

	Demolition	Earthworks	Construction	Trackout
Magnitude As per table 4.1	Small	Small	Small	Small
Sensitivity As per table 4.2	High	High	High	High
Human Health Impact Sensitivity As per table 4.3	High	High	High	High
Ecological Sensitivity As per table 4.4	Low	Low	Low	Low
Magnitude of Risks As per table 4.6				
Dust Soiling	Medium	Low	Low	Low
Human Health	Medium	Low	Low	Low
Ecological	Negligable	Negligable	Negligable	Negligable

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

This has been completed and is attached titled Appendix to Question 10 – Dust mitigation measures.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site is a minimum risk site. No Demolition and any excavation would be watered down to avoid any dust spread

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

Where a pest control contractor is already in place and contracted by the client we will endeavour to work with this company for continuity and experience and prior knowledge of current site conditions.

The site manager will carry out daily inspections of the site to ensure that cleanliness in the toilet and welfare areas are kept at a high standard at all times. Site labourers will be employed to clean welfare and toilet areas daily to ensure there is no build up of food waste. All skips will be emptied on a regular basis, building waste and food waste will always be separated. Upon Contractual commencement a BPCA registered company will provide a surveyed report.

We will reasonably follow the Chartered Institute of Environmental Health – Pest minimization 'Best practice for construction industry' guidance.

http://www.urbanpestsbook.com/downloads/Best_practice_for_the_construction_industry.pdf

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

A Refurbishment and Demolition Survey that conforms with the Control of Asbestos Regulations 2012 will be conducted before works commence. The findings and actions from the survey will be forwarded to all relevant parties.

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.

We do not tolerate any bad language or unnecessary shouting on our sites. We operate a “red card” system whereby any operative found to be acting in an anti social way or smoking outside of designated smoking area will be given a “red card” and asked to leave the site immediately. Smoking will be offsite.

Site staff will be given a site induction which will include a code of conduct for behaviour.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

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

● SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.