Construction Management Plan Pro-forma

PRO-FORMA

CONTENTS	PAGE NO.

Queries: planningobligations@camden.gov.uk

CONSTRUCTION MANAGEMENT PLAN

INTRODUCTION

A Construction Management Plan (CMP) should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed CMP should address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations

This CMP follows the best practice guidelines in Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

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

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

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

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary.

(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.)

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address: 1-8 College Yard, Kentish Town, London, NW5 1NX

Planning application reference: 2015/5054/P

Type of CMP – Submitted as part of a planning application

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Luke Raistrick (MRPP)

Address: 21 Buckingham Street, London, WC2N 6EF

Tel: 02079300007

Email: lukeraistrick@mrpp.co.uk

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name: TBC

Address: TBC

Tel: TBC

Email: TBC

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: TBC

Address: TBC

Tel: TBC

Email: TBC

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Investment Programme (CIP), please provide contact details of the responsible Camden officer.

Name: TBC

Address: TBC

Tel: TBC

Email: TBC

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name: TBC

Address: TBC

Tel: TBC

Email: TBC

Q7. 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: TBC

Address: TBC

Tel: TBC

Email: TBC

Section 2 – About the Site

Q8. 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 comprises the former storage building and adjacent yard. It is bounded to the south west by College Lane and the Highgate Road properties beyond, to the north west by the gardens of the properties on Lady Somerset Road, to the north east by the gardens of the properties on Evangelist Road, and to the south east by a small car repair garage and the Irish Centre Housing premises – see site location plan. The proposal is to demolish the existing building, and erect six residential units – see proposed plans.

Q9. 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).

The development proposal is for the demolition of the existing storage warehouse on the site and the erection of 6 residential units comprising 4 townhouses and 2 apartments. The site is bounded by residential properties and there is a pedestrian walkway, College Lane which runs along the site's south western flank. The footprint of the existing building, which is to be demolished, covers most of the site. There is a small clear yard to the south east of the building for parking and vehicle turning and access is gained across this yard for a small car repair business. Access to the site will be through College Yard to Highgate Road.

The main issues and challenges are the existing building footprint taking up nearly all the site, the large proportion of site taken up by proposed building, narrow access into the site and close proximity of neighbouring properties on all sides. High levels of prefabrication and just in time delivery will ensure these issues can be dealt with effectively.

Q10. 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.).

41-57 (odd) Lady Somerset Road
1-17 (odd) Evangelist Road
Motohen Garage, College Yard
44-72 (even) Highgate Road
1-7a (odd) Burghley Road

Q11. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

The attached drawing no 21191/100 shows the existing site access and details of the local highway network outside the site.

Q12. 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 useful).

- Enabling works prior to demolition - circa 2 weeks
- Demolition/dismantling – circa 4-6 weeks
- Foundation works – circa 14-16 weeks
- Erection of pre-fabricated superstructure – circa 3-4 weeks.
- Internal works and finishing to the facades and external works – circa 20-22 weeks
- TOTAL – 48-50 weeks

Q13. Please confirm the standard working hours for this 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 5.30pm – Monday to Friday
No working on Saturday or Sunday

Q14. 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.

A detailed M&E strategy will be developed once the project is beyond planning stage. It is anticipated that existing foul and surface drainage connections will be used, along with incoming water and gas. It is anticipated that temporary electrics will utilise existing incoming connections. This may require upgrading for the development, which will be detailed in due course and so a suitable strategy and programme for coordinating services will be developed.

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

Still to be carried out in advance of works commencing on site.

Section 3 – Transportation Issues Associated with the Site

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the *Guide for Contractors Working in Camden*). Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.

9.30am to 3.00pm – Monday to Friday
No works during weekends

Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

A contractor has yet to be appointed who will prepare a construction programme and appoint specialist sub-contractors with their vehicles however the following information is an overview of the likely construction traffic;

Demolition and dismantling of existing building, 4-6 weeks.

- Haulage HGVs 8-9 metre long rigid vehicle, 10 number over the period
- Skip lorries, 10 number over the period

Foundation Works, 14-16 weeks

- Haulage HGVs 8-9 metre long rigid vehicle to remove spoil, 60 over a 10 weeks period
- Concrete HGV 6.7 metre long rigid vehicle, 30 over a 3 week period
- Flat bed lorry 6-7 metre long to deliver steel, 5 over a 3 week period

Erection of pre-fabricated Super structure, 3-4 weeks

- Deliveries, panel vans and HGV 6-8 metre long rigid vehicles, 30 over 4 weeks period

Internal works, fit out works, 20-22 weeks

- Deliveries and trade panel vans, 2-3 per day.

The majority of these vehicles will be reversed into the site from Highgate Road with experienced banksmen on hand to help the vehicle in and out of the site and on and off the public highway. Delivery times will be agreed in advance to avoid waiting vehicles.

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

The construction of the building and demolition of the existing building will necessitate the erection of hoarding and scaffolding on part of the College Lane footpath adjacent to the site. A temporary closure of this existing footpath (Drawing no 21191/101) will therefore be required during working hours for the initial demolition and lower ground floor construction period. The lower ground floor construction will be carried out in phased lengths moving along the Lane as work progresses. Once this has been completed, scaffolding for later stages of building construction will sit entirely within the site boundary. Site operatives will be on hand to arrange access to the only house which has rear access onto College Lane (no.64 Highgate Road), should it be required during working hours – this house is opposite the north-western most corner of the site, so its access should only be affected during the beginning of the lower ground floor construction phase. A temporary traffic management order would be required.

A small self-erecting crane located within the demise of the site will be used for construction of the superstructure and therefore it is anticipated that other than hoarding and scaffolding, no other temporary structures will overhang the public highway.

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

The construction of the building and demolition of the existing building will necessitate the erection of hoarding and scaffolding on a footpath, College Lane. The relevant licences will be obtained from LB Camden (engineering Services) by the appointed Contractor.

A full Heras temporary fence with a lockable access would be erected along the boundary between the site and College Lane.

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). Use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

No highway works would be required to enable construction. The public highway would not be required for storage, site accommodation or welfare facilities. See drawing 21191 – 102B & 103B and attached photograph.

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

During the internal fit out phase, deliveries will be unloaded on Highgate Road (the 12m space between College Yard and the bus stop). Drawing no 21191/101 shows a possible length of road where a temporary consent to unload on the highway may be required.

Section 4 - Traffic Management for the Site

Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

It is envisaged that a temporary closure of College Lane would be applied for through Camden council for the period of the project as the close nature of the works could impact on the safety of pedestrians and cyclists. Subsequent to the groundworks, a full Heras temporary fence with a lockable access would be erected along the boundary between the site and College Lane. Construction site signage shall be displayed prominently on the hoarding and at the access to College Yard. Two experienced banksmen would be employed to ensure the safety of pedestrians when visiting the car repair garage.

It is not anticipated that cables, hoses etc will run across the footway but some larger deliveries will have to be accepted on Highgate Road due to the narrow entrance to College Yard. (Refer to Q21) In this instance the banksmen will ensure that delivery vehicles are parked safely on the public highway and not causing disruption to flowing traffic, the bus stops located on each side of the road or the commercial business situated at no.60 Highgate Road. Highgate Road is a single yellow line. The banksmen will then ensure the necessary personnel are available to safeguard the general public whilst deliveries are offloaded and transferred to the site via College Yard, using mechanical means whenever possible. Barriers, cones and tape will be used as required with the necessary warning / safety signage displayed at all times

The site is located well away from the public highway, however there will be a need for deliveries and the loading of spoil onto HGVs and skip lorries which are reversed up College Yard. These vehicles will be supervised by experienced banksmen who will be aware of vulnerable road users and pedestrians in the course of their duties. Delivery times will be agreed in advance to avoid waiting vehicles.

The two banksmen will ensure that pedestrians can visit College Yard without risk of collision from vehicles, and the attached swept path drawings show that the movements would not impinge upon the pedestrian route (behind the low brick wall) along the side of No.9 College Yard.

All works will need to adhere to TfL's CLOCS standard.

Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

The routes to the site will be via the A400 Town Road and the B 518 Highgate Road, both of which are bus routes and are therefore able to accommodate the type of construction vehicles described above. A street map is attached showing the site location and surrounding highway network.

Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Deliveries and the removal of spoil will be by prior arrangement, and management of subcontractors will be through procurement procedures and an agreed commitment to the Code of Construction Practice.

Access and egress to and from the site for contractor's personnel and delivery/waste removal vehicles will be from College Yard via Highgate Road. There will be a qualified banksmen to control all vehicle movements into and out of the site, across College Yard and onto Highgate Road.

The Construction Management Plan, Site Plan and a copy of drawing 21191/100 will be provided to contractors and suppliers upon placing orders. This will include width restrictions on College Yard and on site restrictions. Signage will be displayed prominently on the entrance to College Yard.

Q25. 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.

There will be no provision for contractor or visitor parking on site due to the limited space that will be available on site. The existing building has a footprint which covers most of the site, leaving a small clear area to the South East of the site, which will be utilised as a site compound with material storage, a waste/recycling area, plant parking and a demarcated vehicle loading/offloading area. There will be a lockable, gated entrance to the site compound, requiring delivery and waste removal vehicles to reverse up College Yard from Highgate Road.

Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

The reversing of construction vehicles into the site has been examined and auto track plots of skip lorries and a small articulated vehicle have been prepared as drawing nos. 21191/102B and 103B. These drawings show that the vehicle manoeuvres can be achieved with the use of banksmen

A banksmen will assist all vehicles with leaving site in forward gear and accessing Highgate Road safely. A guarded pedestrian footpath will be provided on site to segregate site personnel from loading/offloading activities taking place in the site compound.

Section 5 – Environmental Issues

To answer these sections please refer to the relevant sections of **Camden's Minimum Standards for Building Construction** (CMRBC).

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

Noisy operations will be carried out only between 08:00 until 17:30 Monday to Friday and 08:00 until 13:00 on Saturdays. No noisy works should be carried out on Sundays and Bank Holidays.

In some circumstances it may however be necessary for noisy construction works to be carried out outside these hours; such works may arise from emergency circumstances or the delivery of large plant and equipment where congestion and risks to safety prevent roads being used during working hours. This will be confirmed in advance with the Local Authority.

Noise from works within these hours will be kept to a minimum by using well-maintained and silenced plant and equipment including compressors, generators and power tools when possible.

In order to minimise noise during any particularly heavy breaking out phases, ie concrete ground slab, it would be proposed that a 2 hour on/ 2 hour off work sequence is employed for these limited periods. This will ensure that noise disruption is controlled and giving quiet periods during the day to adjoining properties, this being a common process for working within London.

Q28. 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 pre-construction work baseline noise survey will be carried in advance of works commencing on site. Noise monitoring location(s) will be identified and agreed with the local planning authority, subject to any access permission.
A copy of the pre-construction baseline noise survey will be provided to the local planning authority upon completion.

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

Once the construction method statement is determined the contractor will provide plant equipment list, detailing each piece of major plant equipment to be used, the number of each item of equipment and a daily percentage on time for each item of equipment to a suitably qualified acoustic consultant to carry out construction noise predictions in accordance with BS 5228:2014.

Q30. 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.

Specific construction noise mitigation measures will be identified once the MS is prepared

Best Practicable Means (as defined in s72 of the Control of Pollution Act 1974) will be used to reduce noise levels at all locations at all times. Generic noise and vibration measures to be used will include: -

- Construction equipment will be carefully selected so as to comply with noise limits contained in relevant EC Directives;
- Equipment will be well maintained and will be used in the mode of operation that minimises noise & vibration;
- The site will be hoarded to provide acoustic screening as early as is reasonably practicable during the construction works;
- Equipment will be shut down when not in use;
- Equipment fitted with enclosures shall be operated with such enclosures in place at all times;
- Vehicles shall not wait or queue on the public highway with engines running;

- All materials will be handled in a manner that minimises noise; and
- Where practicable plant will be left in position at the end of the day
- The use of reversing alarms will be kept to a practicable minimum;

Noise Management on Site

Operatives will be made aware (through 'toolbox talks') that noise should be minimised and Best Practicable Means (BPM) be implemented at all times. Works will be checked regularly by site managers to ensure that BPM is being undertaken and where necessary corrective actions implemented.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

Appropriate evidence of training in the use of BS 5228 will be provided once a Contractor is appointed.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Our hierarchy to control dust throughout the project will be Prevention > Suppression > Containment.

It is anticipated that the Demolition works will require higher levels of dust control than the following phases of work. Demolition techniques to prevent dust will be specified to the appointed contractor and the building will be dismantled (as opposed to demolished) in piecemeal fashion as far as is reasonably practicable. Mechanical tools used will be fitted with dust suppression and any debris will be dampened down. Where dust suppression cannot be used at the point of works (such as when using heavy plant) dust and surfaces will be continually dampened down. If the level of dust cannot suitably be controlled at the point of works then portable extraction units will be positioned around site.

During construction, task specific dust suppression and extraction measures shall be adopted to limit airborne dust. Once the building is erected and watertight the control of dust can easily be maintained.

Areas where works likely to generate dust are taking place will be suitably and sufficiently enclosed using temporary screens to prevent transition of dust to other areas within the building. Entrance and exit points will not open directly onto the area of works where dust is created by on-going works. Operatives will clean down prior to exiting area of works to prevent dust being transferred across to other areas. Regular housekeeping will be undertaken to control transferred dust from site of works. Sweeping of materials on site will be prohibited with hoovers the preferred option.

Housekeeping will include access points and material transport routes into and out of the site. Surfaces will be prepared to prevent large of amounts of dust being generated by drilling or cutting processes. Local Exhaust Ventilation measures will be adopted where necessary and all tools are fitted with dust collection appliances. Shadowing of persons with a type H Vacuum will be undertaken where required to keep dust level below WEL Limits. Dust created will be suitably and sufficiently contained, collected and disposed of as construction waste.

All contractors will be advised on the dust requirements during the contractor assessment process. HSE Guidance on Dust will be provided (HSE Guidance: Construction Dust & HSE Guidance: Dust Suppression for Cut-Off Saws)
Waste skips will be securely covered and drop heights minimised.

Q33. 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.

When required, to prevent the depositing of mud and waste on the public highway, cleaning of wheels and bodies of vehicles will be carried out at the site gate with a jet wash. All drains in the area will be covered with a filtering membrane to prevent any ingress from waste cleared.

All vehicles removing dust generating materials or construction waste are to be completely sheeted with tarpaulin or sheeting/netting. Any vehicles removing loose rubbish or debris from the site must also have the load fully sheeted.

All oils, COSHH and hazardous chemicals will be storied in appropriate containers within bunds, in a secure location away to prevent any spillages. All liquids will be located away from vegetation, drains and traffic routes. Empty containers will be stored separately until disposed of following COSHH guidelines. A Drip tray will be used at all times when refuelling with

spill kits available. There will be a designated person to deal with any spillages.

Wet cleaning methods or mechanical road sweepers will be used on all roads, road edges and pavements during periods of dry weather.

Q34. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Although the formation of dust and emissions from this construction site will be minimised as much as possible by the introduction of control measures identified in the SPG Risk Assessment, continued monitoring of dust, noise, vibration and emissions will take place to ensure they are kept below the desired levels.

Where there is visual evidence of airborne dust from the activities on the site, the contractor will carry out an assessment and where necessary undertake ambient monitoring to identify those activities creating dust above acceptable levels. Once the activity/ process are identified, additional control measures will be introduced as required.

Noise attenuation screening to be used if deemed appropriate during the demolition and ground works. Noise monitoring will be carried out at the start and at regular intervals during each task period.

An accurate log of complaints from the public will be maintained. Should noise/vibration/dust complaints arise from the demolition/building works, they will be logged in a complaints register and made available to the Local Authority if requested. Details should include, day, time, details of the complaint, details of monitoring carried out and any additional mitigation works. A contact address, name and number (including out of hours) shall be displayed prominently on the site boundary.

In the event a complaint is made regarding noise, an investigation shall be carried out to ascertain the cause of the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in this document. Noise levels shall be reduced further if it is reasonably practicable to do so

Q35. Please confirm that a Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.

A Risk Assessment in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG) has been carried out and together with the Site Evaluation Guidelines in the Best Practice Guidance – The Control of Dust and Emissions from construction and demolition it has been determined that the project is **Low Risk**.

The development site is bounded by residential properties on Evangelist Road, Lady Somerset Road and Highgate Road. The potential of air pollution or dust having an effect on properties further afield is extremely low considering the control measures that will be introduced. It is therefore felt that potential for emissions and dust to have an impact on sensitive receptors (Hospitals, schools, daycare facilities, elderly housing etc) is infrequent.

The development is for 6nr residential units comprising 4nr townhouses and 2nr apartments and the area to be taken up by the developments is 287sqm.

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

Good levels of coordination between the Clients Project Management Team and the appointed Principal Contractors Project Management Team will be maintained through the works to ensure that all relevant mitigation measures from the SPG Risk Assessment will be delivered on site.

All contractors will provide full details of how they intend to control risks identified, allowing the project management team time to assess and review to ensure compliance.

The SPG Risk Assessment will be distributed to all contractors prior to the commencement of their works. A further copy will be made available in the site office. The concept and information within the SPG Risk Assessment will be discussed during pre-start meetings and site inductions.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

N/A

Q38. 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 copies of receipts (if work undertaken).

A visual inspection shall be undertaken to identify any indications of rodent (including rat) infestations within the existing building and on all ground within the site boundary. If there are any indications of infestations, a consultant shall be appointed.

28 Days prior to any building works commencing, the appointed contractor shall submit a method statement on how the destruction / dispersion of rodents will be controlled during the demolition works. The method statement shall demonstrate if / how the presence of rodents has been ascertained, monitored and the controls required to eradicate if required.

At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. The appointed contractor shall produce a method statement detailing how existing and new drainage will be sealed during the construction process.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to Tfl best practice guidance and (CMRBC) sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

The contractor will ensure all necessary personnel required are available to maintain the safe control of traffic and deliveries onto and from site. The level of staff required will be determined for each delivery/waste removal; i.e – traffic marshal, banksmen.

The contractor will notify all suppliers/vehicles that no waiting or queuing is permitted in and around the site roads. Deliveries will be organised by the project management team on a 'Just in Time' basis (Phone calls from drivers to site team can be made 10-30 minutes in advance to ensure access routes are clear and the team are in a position to accept and organise the delivery). Discretions of the above will be dealt with by the project management team. Due to limited space available around the site it is imperative that the just in time process is rigorously enforced.

No vehicles will be left unattended. No stacking of vehicles or parking within parking bays is permitted. Vehicles will have a predetermined delivery time and if outside of these times or not previously arranged then they will be turned away if their presence affects the contractor's ability to safeguard the amenity of the area.

All materials will be transferred from the delivery vehicles straight into the designated storage areas. Sufficient lifting / moving aids will be made available to assist in unloading materials promptly and efficiently. All materials will be organised to suit manual / mechanical handling techniques to be used.

All deliveries of abnormal/exceptional loads will be highlighted and booked in sufficient time to allow the project management team to check that the access and offloading routes and processes are sufficient for the delivery or if not, that alternatives can be arranged.

The contractor will notify all Trade Contractors and Suppliers of all Traffic Management arrangements and ensure that vehicles and materials cause no obstruction which may inconvenience or endanger the safety of operatives, neighbouring properties or the public.

Access for emergency vehicles will be maintained at all times & all site emergency routes will be maintained and not affected or compromised by deliveries. All public footpaths will remain open –banksmen are to assist with safe passage of pedestrians, cyclists and motor vehicles in the traffic in the street when vehicles are being loaded / unloaded; There may be limited occasions when vehicles need to be unloaded within Highgate Road due to vehicular access restrictions. (Refer to Q21.)

Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

N/A

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be 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 it out.

Consultation undertaken by LB Camden (21 day statutory period) in relation to the planning application. A further consultation will be undertaken by the Contractor (in conjunction with LB Camden) once the Building Contracor has been appointed.

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison will be advertised to the local community and how the community will be updated on the upcoming works i.e. in the form of a newsletter/ letter drop, or weekly drop in sessions for residents.

TBC once Contractor appointed

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – CLOCS scheme' that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

The project will need to be registered with the Considerate Constructors Scheme. All suppliers using vehicles over 3.5 tonnes will need to be registered with the Freight Operators Recognition Scheme. All works will need to be undertaken in accordance with the document titled 'Guide for Contractors Working in Camden'. All works will need to adhere to TfL's CLOCS standard. Potential contractors and sub-contractors should be made aware of these requirements at tender stage.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

TBC once Contractor appointed

Q45. 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.

TBC once a commencement date has been established.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard

OPERATIONS:

- **Quality operation**: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the CLOCS Manager collision reporting tool.
- **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

i. **VEHICLES:**

- **Warning signage**: warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection**: fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation**: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings**: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. **DRIVERS:**

- **Training and development**: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing**: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan**: is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment**: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress**: should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading**: vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing**: should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours**: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance**: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

TBC once Contractor appointed.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

N/A

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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:** ……

Submit: planningobligations@camden.gov.uk

End of form

0 5 10 15 25 N

1-8 COLLEGE YARD, NW5 1NX, LONDON

Site Location Plan

PLANNING APPLICATION JULY 2014

G M L A r c h i t e c t s
UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

SCALE: 1:1250@A3
ISSUED FOR: PLANNING
FIRST ISSUED: 11/07/2014

4129/P/001

REVISION:

A	28.08.2014	Tree added in yard to provide screening. Rooflight opening amended.
B	29.08.2014	Tree description added.
C	06.11.2014	Bin and bike stores amended

0 2.5 5 7.5 12.5 N

1-8 COLLEGE YARD, NW5 1NX, LONDON

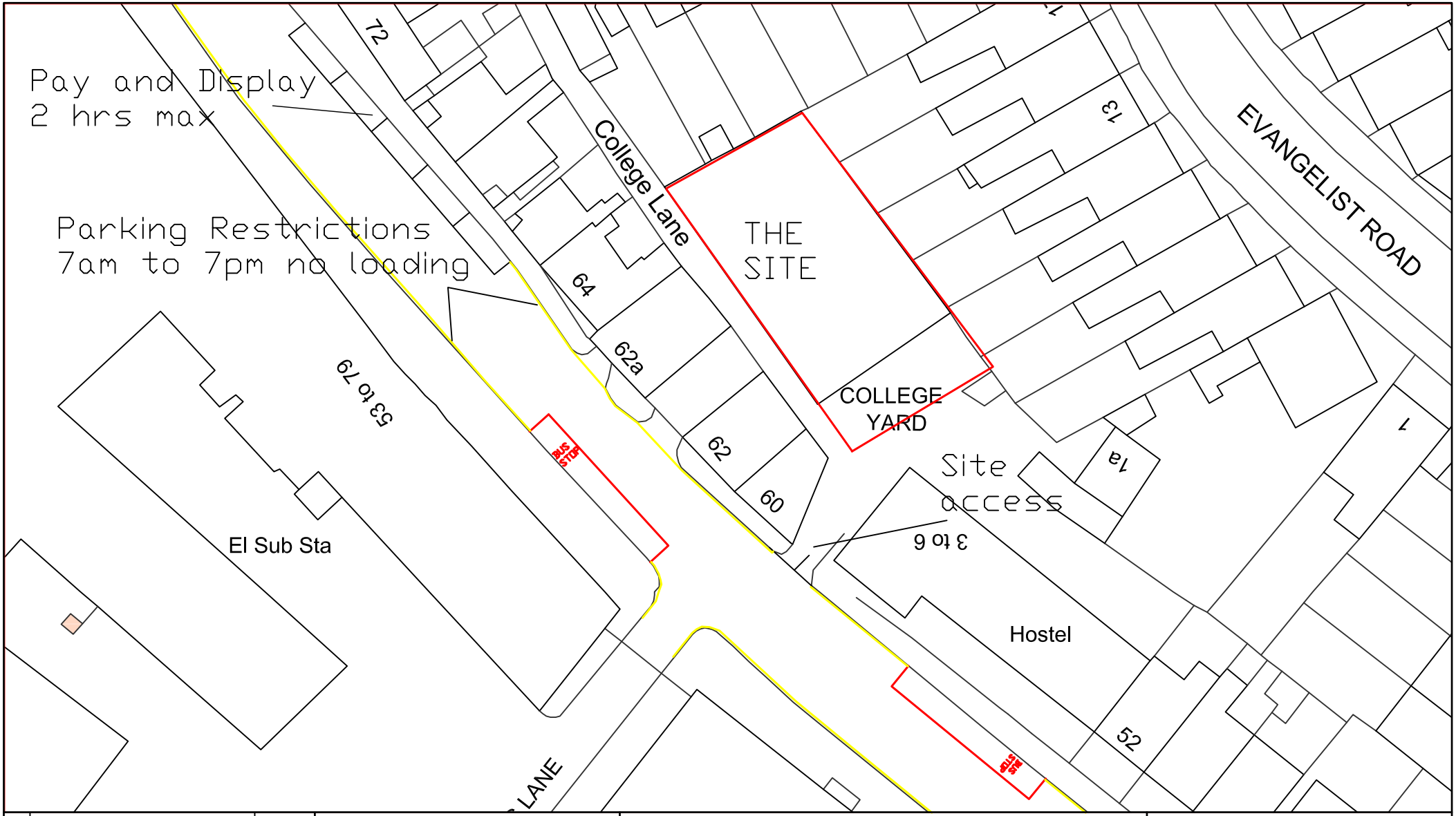
Proposed Site Layout - Upper Ground Floor

PLANNING APPLICATION JULY 2014

G M L A r c h i t e c t s
UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

SCALE: 1:250@A3
ISSUED FOR: PLANNING
FIRST ISSUED: 11/07/2014

4129/P/011 C



Issue	Description	Date

Status: PLANNING

Scales: 1:500 | Original Size: A4

Height Datum: DATUM | Grid: GRID

Project: RESIDENTIAL.DEVELOPMENT
1-8.COLLEGE.YARD
LONDON.NW5.1NX

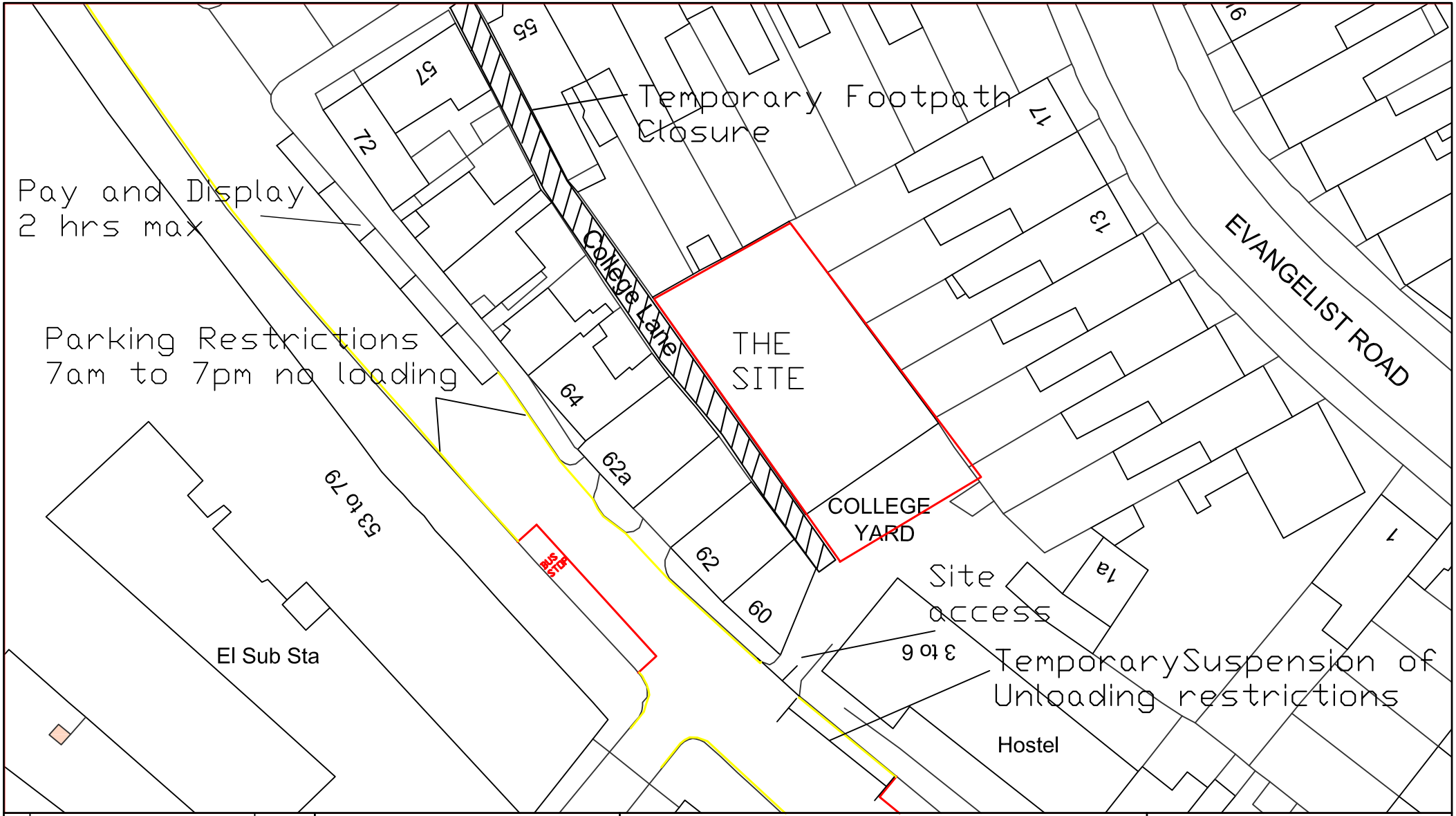
Title: CONSTRUCTION.MANAGEMENT.PLAN
LOCAL.HIGHWAY.LAYOUT

PTP
Consulting Civil Engineers & Transportation Planners
7The Old Stables7
Ridgewood
Two Gates Lane
Bellingdon
Bucks.
HP5 2XS
www.ptplanners.com
Tel: +44(0)1494 757244

Drawing No.	Project No.	Rev
100 —	21191 —	.

50mm on Original

Plot Date: ---- File Location: C:\DATA\SAFESYNC\PTP PROJECTS\21191 COLLEGE ROAD\CAD\XREF\PROJNO-PTP-DRG_A4H.DWG VER



Issue	Description	Date

Status: PLANNING

Scales: 1:500 | Original Size: A4

Height Datum: DATUM | Grid: GRID

Project: RESIDENTIAL.DEVELOPMENT
1-8.COLLEGE.YARD
LONDON.NW5.1NX

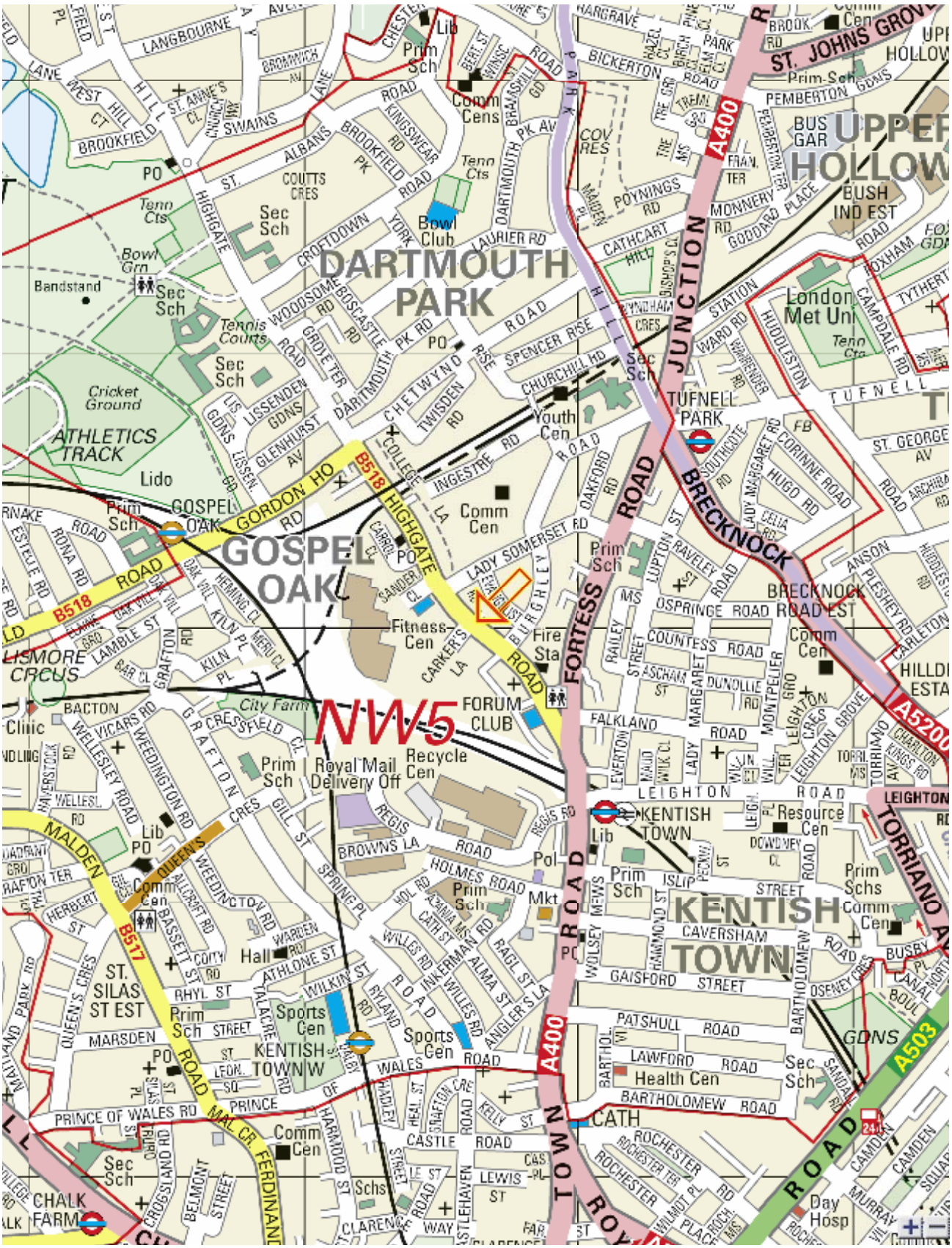
Title: CONSTRUCTION.MANAGEMENT.PLAN
TEMPORARY.T.R.O.S

PTP
Consulting Civil Engineers & Transportation Planners
7The Old Stables7
Ridgewood
Two Gates Lane
Bellingdon
Bucks.
HP5 2XS
www.ptplanners.com
Tel: +44(0)1494 757244

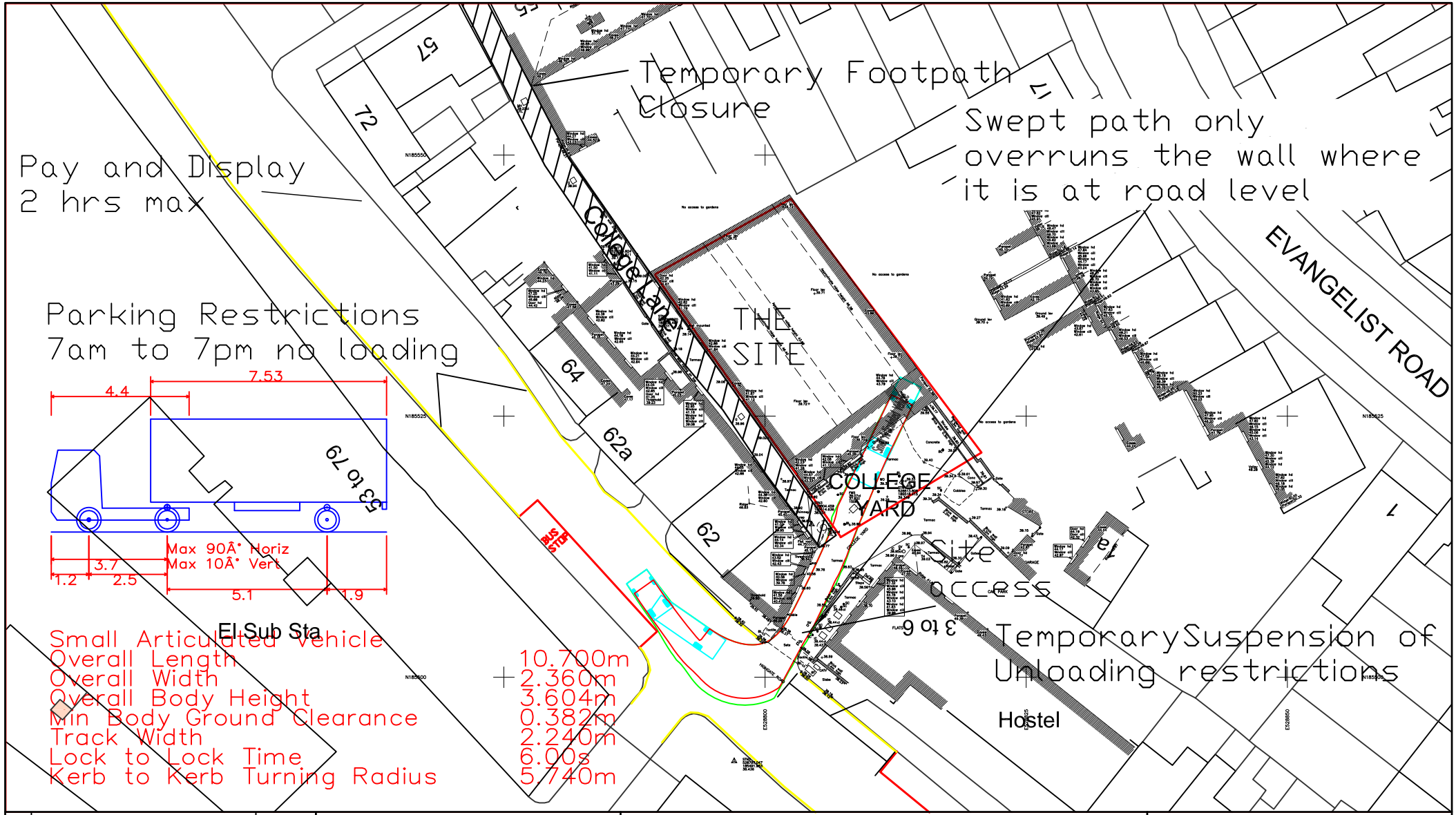
Drawing No.	Project No.	Rev
101	21191	.

50mm on Original

Plot Date: ---- File Location: C:\DATA\SAFESYNC\PTP PROJECTS\21191 COLLEGE ROAD\CAD\XREF\PROJNO-PTP-DRG_A4H.DWG VER



Print



Issue	Description	Date

Status: PLANNING

Project: RESIDENTIAL.DEVELOPMENT
1-8.COLLEGE.YARD
LONDON.NW5.1NX

Scales	1:500	Original Size	A4
Height Datum	DATUM	Grid	GRID

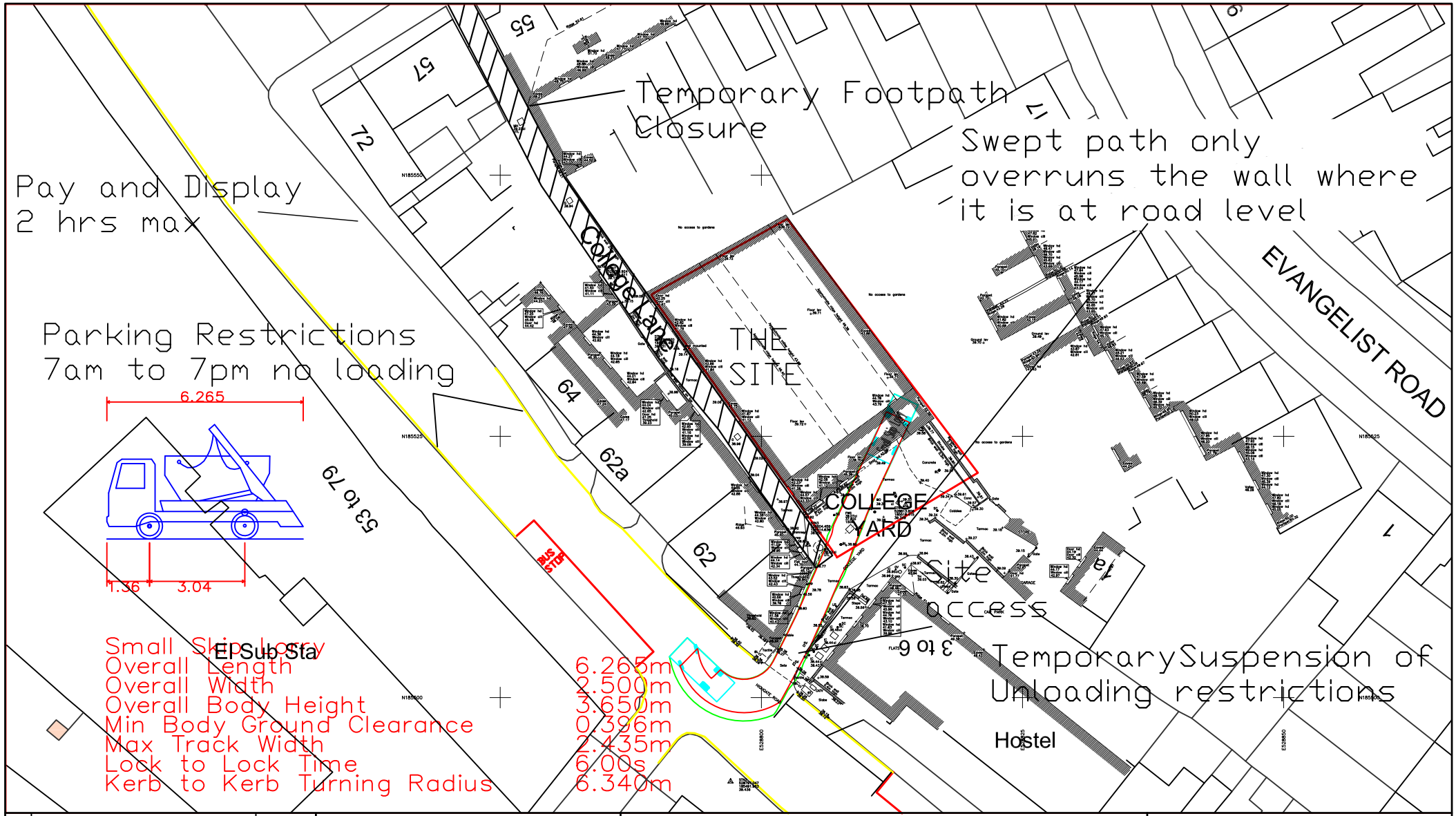
Title: CONSTRUCTION.MANAGEMENT.PLAN
SMALL.ARTIC.TRACK.PLOT

PTP
Consulting Civil Engineers & Transportation Planners
7The Old Stables7
Ridgewood
Two Gates Lane
Bellingdon
Bucks.
HP5 2XS
www.ptplanners.com
Tel: +44(0)1494 757244

Drawing No.	Project No.	Rev
102	21191	B

50mm on Original

Plot Date: ---- File Location: C:\DATA\SAFESYNC\PTP PROJECTS\21191 COLLEGE ROAD\CAD\XREF\PROJNO-PTP-DRG_A4H.DWG VER



Issue	Description	Date

Status: PLANNING

Project: RESIDENTIAL.DEVELOPMENT
1-8.COLLEGE.YARD
LONDON.NW5.1NX

Scales	1:500	Original Size	A4
Height Datum	DATUM	Grid	GRID

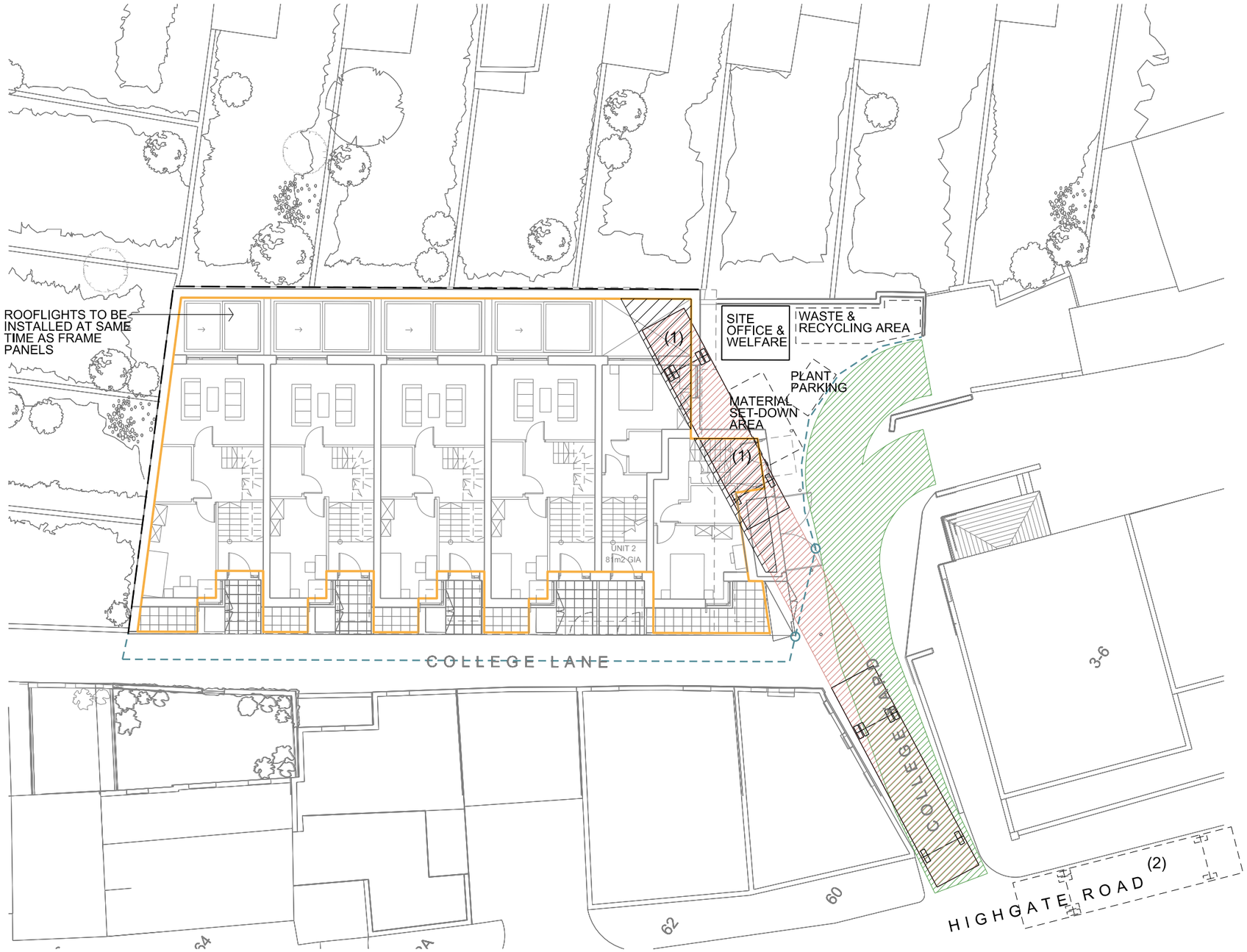
Title: CONSTRUCTION.MANAGEMENT.PLAN
SKIP.LORRY.TRACK.PLOT

PTP
Consulting Civil Engineers & Transportation Planners
7The Old Stables7
Ridgewood
Two Gates Lane
Bellingdon
Bucks.
HP5 2XS
www.ptplanners.com
Tel: +44(0)1494 757244

Drawing No.	Project No.	Rev
103 —	21191 —	B

50mm on Original

Plot Date: ---- File Location: C:\DATA\SAFESYNC\PTP PROJECTS\21191 COLLEGE ROAD\CAD\XREF\PROJNO-PTP-DRG_A4H.DWG VER



OUTLINE CONSTRUCTION SEQUENCE AND ACCESS:

- DEMOLITION, EXCAVATIONS AND GROUNDWORKS

- TEMPORARY DELIVERY AREA BUILT UP TO SUPPORT OFFLOADING OF FRAME PANELS (1)

- FRAME PANELS ERECTED IN SEQUENCE WORKING BACK FROM WEST END OF COLLEGE LANE. PANELS TO INCLUDE FACTORY-FITTED GLAZING AND FINISHES TO MINIMISE TIME AND DELIVERIES ON SITE.

- AFTER ALL FRAMES ERECTED, DELIVERIES PARKED ON HIGHGATE ROAD WITH OFFLOADING BY SMALL FORK LIFT OR PALLET TRUCK CAREFULLY CONTROLLED BY BANKSMEN (2).

KEY:

- RIGHT OF ACCESS TO BE MAINTAINED DURING CONSTRUCTION
- ACCESS ROUTE FOR DELIVERY VEHICLES UNTIL FRAME FINISHED
- SITE HOARDING
- GATE IN HOARDING
- AREA TO BE EXCAVATED
- TEMPORARY SUPPORT EG. METAL DECKING OR SPOIL BUILT UP BEHIND PILES FOR OFFLOADING FRAME PANELS (1)
- TEMPORARY PROPPING REQUIRED FOR WALL TO BE RETAINED

REV D	26.11.2014	Further details added.
REV C	14.11.2014	Amended to latest layout
REV B	06.10.2014	Notes added to construction manager's further comments
REV A	29.09.2014	Notes added to construction manager's comments

0 2 4 6 10

1-8 COLLEGE YARD, NW5 1NX, LONDON

Proposed Site Access Plan

PLANNING APPLICATION JULY 2014

G M L A r c h i t e c t s
UNIT 3,1-4 Christina Street, London, EC2A 4PA
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

SCALE: 1:200@A3
ISSUED FOR: PLANNING
FIRST ISSUED: 23/09/2014

4129/P/047 D


LINTON HOUSE