


Construction Management Plan Pro-forma



PRO-FORMA

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Queries: planningobligations@camden.gov.uk	
 Camden	

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: 44-44A Gloucester Avenue, London, NW1 8JD

Planning application reference: TBC when application is submitted and validated by LB Camden.

Type of CMP – Condition discharge / Section 106 planning obligation / Major sites framework

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

Name: Robert Brennan

Address: BTP Group, 48 Welbeck Street, London W1G 9XL

Tel: 020 7725 1700

Email: robertbrennan@btpgroup.com

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

Name: The contact details in the first instance until which point as a Main Contractor is appointed will be BTP (see address above). Once the appointment is made the council and local residents will be informed of contact details of who the community liaison person will be.

Address:

Tel:

Email:

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

Name: The contact details in the first instance until which point as a Main Contractor is appointed will be BTP (see address above). Once the appointment is made the council and local residents will be informed of contact details of who the community liaison person will be.

Address:

Tel:

Email:

- 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:

Address:

The contact details in the first instance until which point as a Main Contractor is appointed will be BTP (see address above). Once the appointment is made the council and local residents will be informed of contact details of who the community liaison person will be.

Tel:

Email:

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

Name: The contact details in the first instance until which point as a Main Contractor is appointed will be BTP (see address above). Once the appointment is made the council and local residents will be informed of contact details of who the community liaison person will be.

Address:

Tel:

Email:

- 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: The contact details in the first instance until which point as a Main Contractor is appointed will be BTP (see address above). Once the appointment is made the council and local residents will be informed of contact details of who the community liaison person will be.

Address:

Tel:

Email:

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 is bounded to the North by National rail line into Euston to the West by existing buildings, to the South by Gloucester Avenue and to the East by a new development on Gloucester Avenue.

There does not appear to be any competing developments in the immediate surrounding area, with the surrounding area is predominantly residential along with small businesses and a public house opposite the site and a café next door.

The contact details in the first instance until which point as a Main Contractor is appointed will be BTP. Once the appointment is made the council and local residents will be informed of contact details of who the community liaison person will be.

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 entails the adaptation of existing buildings into commercial and residential space. The existing buildings are also due to be adapted to create new floors and extensions tied into the existing structure and will accommodate residential space. Two current buildings are to be demolished with new buildings being developed in their place. The extent of the construction works will be as per the plans submitted under the planning application.

The main challenges faced will be carrying out works in close proximity to existing buildings and with using the existing courtyard for site accommodation, delivers and space to carry out the works. The close proximity to the railway line may also prove to be challenge.

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.).

The site is bounded to the North by National rail line into Euston to the West by existing buildings, to the South by Gloucester Avenue and to the East by a new development on Gloucester Avenue.

There does not appear to be any competing developments in the immediate surrounding area.

The potential receptors would be local residential dwellings, business on the opposite side of the street and adjacent to the development and Network Rail.

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.

Attached with CMP. SLR drawing: Local Highway Plan 001 dated February 2015

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).

Construction to be carried out on an 18 Month Programme. Start and completion date subject to appointment of main contractor and in accordance with planning permission.

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.

It is intended that once the design is developed further all statutory authorities will be contacted as to the situation with current services. Once the current situation is establish any required upgrades or new connection to serve the development will be applied for. We will present the traffic management and construction management plans to the respective local authorities to request that they work to them.

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

Confirmed that these working hours will be stuck to.

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

An Asbestos survey will be carried out prior to commencement of works 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.

- As far as is practicable, the number of heavy vehicles attending site will be limited to 3-4 per day, and limited to between the hours of 9:30am and 2:30pm to avoid rush periods. However an increase in this number may be required during the busier elements of the works. All vehicles attending site will be subject to a strict speed limit, whilst on the site.
- There will be no on-site parking available; however, the site is very well served from overland train stations at Camden Town, Camden Road and Chalk Farm which are within easy walking distance for operatives coming to site, as well as local bus routes.
- The site will be accessed off Gloucester Avenue with personal and deliveries both accessing the site via the same entrance. The Contractor is to engage dedicated banksmen and safety operatives for any reversing activities so as to ensure there are no safety issues during the delivery processes.
- As noted above, all vehicular movement both to and from site, will be controlled by a full time security guard or traffic marshal. The traffic marshal will ensure all deliveries are removed from the public highway, in a safe and efficient manner. This will minimise the construction impact on the neighbouring environment. This unloading area will, where practicable, be within the confines of the site, adjacent to the storage area, during the construction works.
- Turn round space will not be possible on the site so all vehicles will be required to reverse onto the site in order to minimise dangerous turning manoeuvres. A wheel wash facility will be provided by the Contractor, ensuring all vehicles leave site in a clean and safe condition.

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.

As far as is practicable, the number of heavy vehicles attending site will be limited to 3-4 per day, and limited to between the hours of 9:30am and 2:30pm to avoid rush periods. However an increase in this number may be required during the busier elements of the works. All vehicles attending site will be subject to a strict speed limit, whilst on the site. Sizes of vehicles will be in line with requirements set out by Camden.

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

It is envisaged that the front elevation of the existing property on Gloucester Avenue will be scaffolded but as yet no scaffold design or layout is available. It is envisaged that a crane will be required on site but it is unlikely that it will overhang the public highway and will be installed in the central courtyard.

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

The hoarding line will be shown on the site layout plan. The contractor is to take full recognition of the proximity of the railway line. Blue coloured netting to be used along boundary bordering railway line as per Network Rail requirement.

All boundaries of the project will be closed off using herras type fencing or timber hoarding. All hoarding will be maintained and kept in good repair at all times and painted in appropriate/required company colours or may be subject to project branding. Internal access routes and storage compounds will be segregated utilising 'herras' type fencing panels.

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.

None envisaged

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.

None envisaged at this time.

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.

All footpaths and walkways surrounding the perimeter of the site boundary will remain unimpeded from construction activities at all times, except for deliveries and any such emergency requiring the full evacuation from site and further such planned works for connections to utilities and forming new or closing off existing crossovers.

In these instances we will provide alternative pedestrian access in accordance with the Street Works Act.

Signage will be provided at the vehicular access point to the site, to give visual warning to pedestrians. Warning signage will be provided within the site to warn outgoing drivers of the need to be aware of pedestrians. At the main construction vehicle point the traffic manager will also assist large/long vehicles when entering or exiting the site.

Lights to the hoarding will also be provided.

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 Detailed traffic management plan will consider any existing or anticipated construction sites or planned events in the local area and advise how it will manage the cumulative impact. We will ensure that our plan compliments those for developments in the local area to minimise and cumulative impact on the area.

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.

- Strict material delivery scheduling and booking systems will be imposed on the project to ensure that congestion is avoided. It is envisaged that all deliveries to site, again where possible, occur between the hours of 9:30am and 2:30pm to avoid the morning and afternoon rush periods. Each delivery will be allocated a delivery time period and an allotted area from which to load or unload. This will be suitable for the material being delivered, and will adhere to site working hours.
- Clear instructions will be issued to all direct suppliers and subcontractors detailing access routes and stating that delivery vehicles should use the agreed route as an access route to the site. All vehicle deliveries should enter the site from Gloucester Avenue, subject to final agreement.

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.

All deliveries in and out of the site are to be through the entrance on Gloucester Avenue with all materials to be stored within the confines of the existing courtyard

The attached marked up SLR drawing indicates the areas within the site that will be assigned for storage of materials, welfare and receipt of deliveries. Skips will also be contained in this area. This plan shows the location in the initial stage of the project with this area to move around the central courtyard to enable the development to be completed.

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).

All Vehicles to reverse into the site as per the attached swept path analysis by SLR.

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 works to be kept to a minimum where possible and subject to the below mitigating measures:

- Coordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers) where the transfer of noise to adjoining properties is likely to cause an unacceptable nuisance
- Utilising construction techniques that minimise the production of noise
- Utilisation, where possible of pre-fabricated components
- Utilisation of baffle system during the demolition process.

- Strict adherence to the site working hours as set out by Camden
- Carry out daily noise surveys at perimeter of site and record findings.
- Implement an action plan where noise levels exceed acceptable levels
- All noisy works to be carried out within the hours agreed with Camden's Environmental health department.

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 noise survey has been carried out as part of the planning application and will be included within the planning application documents.

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

We propose to keep noise and vibration levels to within the limits imposed by Camden and in line with those reasonably expected by the proposed nature of the works.

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.

- Coordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers) where the transfer of noise to adjoining properties is likely to cause an unacceptable nuisance
- Utilising construction techniques that minimise the production of noise
- Utilisation, where possible of pre-fabricated components
- Utilisation of baffle system during the demolition process.
- Strict adherence to the site working hours.
- Carry out daily noise surveys at perimeter of site and record findings.
- Implement an action plan where noise levels exceed acceptable levels

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

All staff and site operatives will be trained on BS 5228:2009 with evidence to be provided once training has been completed at Camden's request,

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

- We will establish air quality procedures to minimise dust generation and control plant and vehicle exhaust emissions.
- We will undertake regular air quality sampling to ensure that we are not impacting on the existing air quality levels.
- Ensure that all materials transported to and from site are in enclosed containers or fully sheeted.
- Ensuring stock piles of topsoil etc. are kept below hoarding heights and kept damp in dry windy conditions. Once weeds and grass have grown again on the piles this will reduce the risk
- During dry periods the works will be dampened down to control the generation of dust.
- Ensuring materials have a minimum of packaging
- Ensuring all polystyrene and similar lightweight materials are weighted down
- Making sure all dust generating materials are adequately packaged
- Ensuring all vehicles leaving the site have been through the wheel wash and that loads are covered where spoil or demolition material is being removed.
- Provide regular road cleaning using road sweepers or brushes to control dust and mud.
- Keeping the loading drop heights of spoil into Lorries as low as possible.
- Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.]
- Ensuring all contaminants kept on site are safely stored with the necessary procedures put in place for leaks and spillages etc. (compliance with ISO 1400 will be required)
- A waste management system will be implemented on site.

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.

Wheel washing will take place for all vehicles leaving the site to ensure that dust and dirt on the public highway will be minimised. Measures will also be put in place to regularly clean the pavement and highways at regular intervals throughout the working day.

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

Monitoring of noise, vibration and dust to be carried out daily to ensure that impact on the local area is kept to a minimum.

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 will be carried out prior to commencement of any works on site.

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

All mitigation measures from the SPG will be delivered on site.

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).

Mitigating measures will be put in place to prevent rats spreading out from the site and a final proposal to be firmed up with the chosen contractor. Measures will include use of traps set out in various locations to prevent rodents spreading from the site. A specialist will be employed to ensure method of trapping and any other measures implemented are effective.

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 site will be accessed off Gloucester Avenue with personal and deliveries both accessing the site via the same entrance. The Contractor is to engage dedicated banksmen and safety operatives for any reversing activities so as to ensure there are no safety issues during the delivery processes.
- As noted above, all vehicular movement both to and from site, will be controlled by a full time security guard or traffic marshal. The traffic marshal will ensure all deliveries are removed from the public highway, in a safe and efficient manner. This will minimise the construction impact on the neighbouring environment. This unloading area will, where practicable, be within the confines of the site, adjacent to the storage area, during the construction works.
- Turn round space will not be possible on the site so all vehicles will be required to reverse onto the site in order to minimise dangerous turning manoeuvres. A wheel wash facility will be provided by the Contractor, ensuring all vehicles leave site in a clean and safe condition.
- As far as is practicable, the number of heavy vehicles attending site will be limited to 3-4 per day, and limited to between the hours of 9:30am and 2:30pm to avoid rush periods. However an increase in this number may be required during the busier elements of the works. All vehicles attending site will be subject to a strict speed limit, whilst on the site.
- There will be no on-site parking available; however, the site is very well served from overland train stations at Camden Town, Camden Road and Chalk Farm which are within easy walking distance for operatives coming to site, as well as local bus routes.

- The site accommodation will be located within the site boundary, in the courtyard area.
- All pedestrian access to the site will be off Gloucester Avenue.
- All operatives will sign in prior to commencing work on site.
- Strict material delivery scheduling and booking systems will be imposed on the project to ensure that congestion is avoided. It is envisaged that all deliveries to site, again where possible, occur between the hours of 9:30am and 2:30pm to avoid the morning and afternoon rush periods. Each delivery will be allocated a delivery time period and an allotted area from which to load or unload. This will be suitable for the material being delivered, and will adhere to site working hours.
- Clear instructions will be issued to all direct suppliers and subcontractors detailing access routes and stating that delivery vehicles should use the agreed route as an access route to the site. All vehicle deliveries should enter the site from Gloucester Avenue, subject to final agreement.

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).

No further measures proposed at this time.

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.

Full consultation with local stake holders to be carried out prior to finalisation of the CMP.

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.

We shall ensure good rapport with all neighbouring parties thus developing an effective system to manage our activities in a proactive and consultative manner to avoid conflicts for the benefit of everyone involved.

Within our site management team, a single point of contact will be made at a suitable level of seniority to liaise with the local neighbours.

A Contractor's Senior Project Manager will be the liaison contact point throughout the contract and will have the ultimate responsibility on site and the necessary authority to direct operations. Prior to commencement the senior project manager will notify the local residents association and arrange a pre-construction meeting. Information will be distributed to the Neighbours on a regular basis to advise them of our planned operations and any impact they may have upon them.

An updated newsletter will be produced and distributed accordingly, keeping the local community informed of the progress and any changes to the project.

We will establish regular meetings for the community, if deemed required, to discuss to ensure their opinions and requirements are aired and accounted for.

Members of the public will be able to communicate with us via a dedicated "24/7 hot line". The number will be posted on our hoarding and distributed to the neighbours in all of our regular news letters.

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".

Membership of Considerate contractor's scheme will be required of the chosen contractor to a basic compliance level.

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.

Induction talks for operatives new to the site will include site rules which will cover among other things:

- Behaviour toward others on site and nearby residents
- Drugs and alcohol
- Smoking areas
- PPE and safety issues
- Welfare facilities
- Security issues
- Emergency procedures

- Good and bad practice
- Training to ensure compliance with BS 5228:2009

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.

We will ensure that other anticipated or current developments are considered during the carrying out of the construction works. Our CMP once finalised with an appointed contractor will highlight this consideration and actions undertaken to minimise the cumulative effect on the area surrounding the site.

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.

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

No further information to be provided at this stage.

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: J Brennan

Date: 4/3/2015

Print Name: J.G. BRENNAN FRICS

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