

Construction Management Plan

**29 Prince of
Wales Rd**

CONTENTS	PAGE NO.
Introduction	Page 1
Section 1 – Site Contacts	Page 2
Section 2 – About the Site	Page 4
Section 3 – Transportation Issues Associated with the Site	Page 7
Section 4 – Traffic Management for the Site	Page 9
Section 5 – Environmental Issues	Page 11

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

Page 14

Queries: planningobligations@camden.gov.uk



CONSTRUCTION MANAGEMENT PLAN

Section 1 –Site Contacts

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

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.)

Site Address: 29 Prince of Wales Road, London NW53LH

Planning application reference: 2014/1977/P

Type of CMP – Condition discharge

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

Name: John Sinclair Anderson

Address: 2 Providence Yard, Ezra Street, London E2 7RJ

Tel: 020 7033 7855

Email: john@clivesallarchitecture.co.uk

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

Name: BUILT LTD

Address: 2 Providence Yard, Ezra Street, London E2 7RJ

Tel: 020 7033 7855

Email: toni@builtlondon.co.uk

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

Name: Jacob Guzenda

Address: 2 Providence Yard, Ezra Street, London E2 7RJ

Tel: 07539 154 545

Email: jacob@builtlondon.co.uk

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: **Jacob Guzenda**
Address: 2 Providence Yard, Ezra Street, London E2 7RJ
Tel: 07539 154 545
Email: jacob@builtlondon.co.uk

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

Name: **Jacob Guzenda**
Address: 2 Providence Yard, Ezra Street, London E2 7RJ
Tel: 07539 154 545
Email: jacob@builtlondon.co.uk

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: Toni Lee-Finch
Address: 2 Providence Yard, Ezra Street, London E2 7RJ
Tel: 020 7033 7855
Email: toni@clivesallarchitecture.co.uk

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 application site comprises a four storey semi-detached dwelling situated on the south side of Prince of Wales Road in the London Borough of Camden.

The application property is situated between Healey Street and Castlehaven Road, and is the sole vacant property in this stretch of Victorian semi-detached villas. The frontages of the street within this stretch have largely retained their original proportions, materials and detailing. They have brick frontages and openings with simple render detailing.

The frontage of No.29 has been poorly maintained and although some of its sash windows have been replaced, they are non-functional as a result of not being installed correctly.

(Location Plan see Fig 1)

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 proposal comprises the construction of a new single storey basement, partially underlying the existing property, and extending into the rear garden by approx. 8m.

Removal of the existing rear wall at ground floor level on gridline E.

Removal of the existing internal wall to the house adjoining the entrance way, along gridline 7.

The basement will be retained via reinforced concrete retaining walls cast on the face of mass concrete underpins or in front of trench sheeting.

The excavation of both underpinning and construction of the new retaining wall will be carried out in a hit and miss numbered sequence in order to minimise disturbance to the surrounding ground and avoid compromising the stability of the surrounding buildings.

It is likely that piles will be employed to act as foundations to the basement and also to work as tension piles to counteract the uplift caused by the potential heave that may arise due to the unloading of the soil.

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 nearest potential receptors likely to be affected by the activities on site will be numbers 27 and 31 of Prince of Wales Road. The main activities on site will produce: noise, vibration, dust, fumes, lighting and in general all side effects of a normal medium size construction site.

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.

See scaled plan attached Append 1 and street view below, in which you can see there are not cycle lanes. There are parking bays as shown on the photos (images 1, 2 and 3).



Image 1 – PARKING AREA



Image 2 – NO CYCLE OR ANY OTHER SPECIAL LANES



Image 3 – KEEP CLEAR AREA

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).

Temporary Works and Steel package stage.

Start date: 17th of February 2015
Completion date: 15th July 2015

Built Ltd Construction Phase

Start date: 15th July 2015
Target Completion date: 01st February 2015

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

We confirm the above hours will be the site working hours.

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.

We are currently investigating/ applying to Thames Water, Virgin, Openreach, UK Power Networks and National Grid for additional water, gas, telecoms and electricity connections.

The timescales and extent of increased services have yet to be established by the respective service providers.

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

To date no asbestos survey has been carried out at this address. The building has been stripped back to its brick facade with only timber joists and facade retained. Internal partitions and large structural elements such as

ceilings and some supporting walls have been removed. As a result of the extent of this work it would appear to be very unlikely there are any potential asbestos hazards remaining 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.

The proposed working hours are 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. Construction vehicle movements will be between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. During school term time, they will be between 9.30am and 3.00pm on Monday to Friday and between 8.00am and 1.00pm on Saturdays.

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.

Wherever possible vehicle movements to be scheduled to avoid morning and afternoon/evening peak periods. We will aim to keep construction vehicle movements between 0930 and 1500 hours on Monday to Friday and between 0800 and 1300 hours on Saturday.

Various types of delivery vehicles will be used to bring materials to and from the site. These include:

Skip lorries- These will include roll on/roll off skips for major demolition works (approx. size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approx. size 7m long and 2.4m wide). **Ready mix concrete lorries-** (approx. size 8.25m long and 2.45m wide). **Flatbed Delivery Vehicles-** for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).

The projected vehicle movements will be approximately 1-2 Visits per day averaged over the main contract works period. This includes all phases. **Strip out-** 2 x 5Min Visits per week for skip collection **Excavation/Retaining Wall Construction-** Material Delivery inc. Sheetpile, rebar, Ply etc. 2 x 5Min -Per week **Basement-** Concrete Pouring 2-4 x 30Min Visits per Day. **Steel Frame-** Materials Delivery 0-2 x 5Min Visits per Day. **Enclosing Structure-** Materials Delivery 0-2 x 5Min Visits per Day. **Fit Out-** Materials Delivery 0-2 x 5Min Visits per Day.

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

No temporary structures overhanging the public highway will be required.

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

There are hoardings, scaffold and skips in use throughout the building process. However, none of these occupy the public highway and will not require licensing.

To facilitate large deliveries / skip collection, we periodically suspend 1-4 bays outside 29 Prince of Wales.

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.

N/A

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.

There have been intermittent suspensions of up to 4 parking spaces adjacent to this address for delivery of concrete and other materials. These will continue to be arranged to correspond with the work schedule requirements.

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.

Access to site will be from the main road. During steel work delivery times, 2 banksman will be assigned to stop/divert pedestrian traffic. The required steel work will be delivered in about 1 to 3 stages due to load factors. Temporary lorry Parking adjacent to 29 Prince of Wales Road will be needed for unloading steelwork. There will be not any traffic diversions/disruptions. There are no cycle paths adjacent to the construction site.

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.

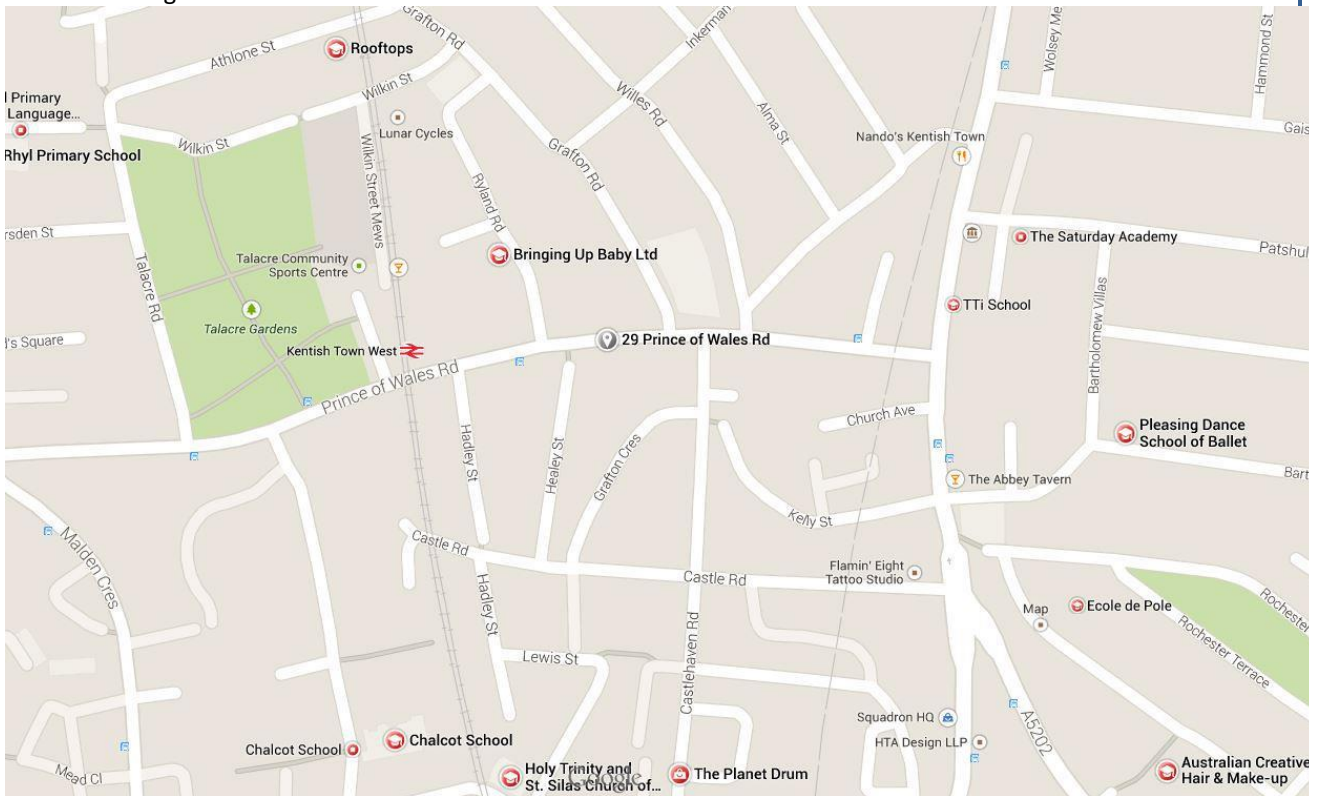
Traffic will be coming either from Chalk Farm Road or A400.
Find below bus stops in Prince of Wales Road.



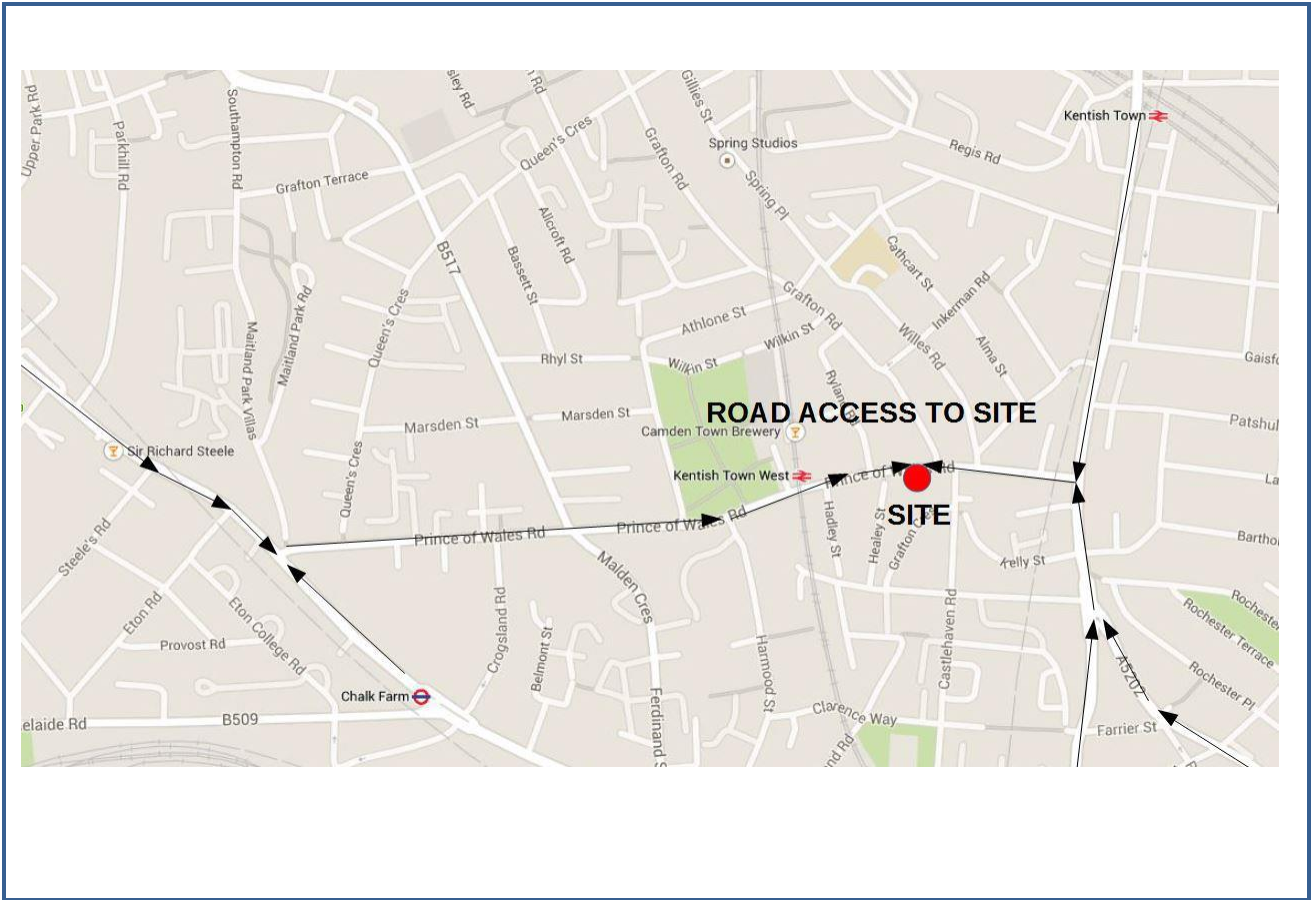
The closest is Kentish Town West Stop KN Buses 46 Paddington and 393 Primrose Hill, and is far enough for not being affected at all.



We do not identify any major trip generators either highways or pathways. See location and schools in the surrounding 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.



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.

Loading and parking will be just at occasional days. And it will take no more than 30min.



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).

Prince of Wales Road, at this level is wide enough to not create an issue regarding lorry manoeuvres.

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.

Built Limited are working voluntary Section 60. the team has been issued with the 'Guide for Contractors Working in Camden' and will be following its guidance.

We will try to ensure that noisy building work is only carried out between the following hours:

Monday to Friday: 8am - 6pm, Saturday: 8am - 1pm, At no time on a Sunday or Bank Holiday. We also undertake a regular letter drop to adjacent properties letting them know about progress and upcoming activity. We also use this to provide contact details for ourselves so that if there are any specific concerns or if we need to accommodate any requests for quiet we can be contacted - this information is also displayed on our sites perimeter hoarding.

Construction vehicle movements will be between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. Although a construction site, there will not be many noisy activities from this point in the construction process. Noise levels will be comparable to a common domestic site. Many of the noisier processes have already taken place.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

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'.

We have registered the site with the Considerate Constructors Scheme and its management is subject to their moderation.

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.

There has not been a noise survey.

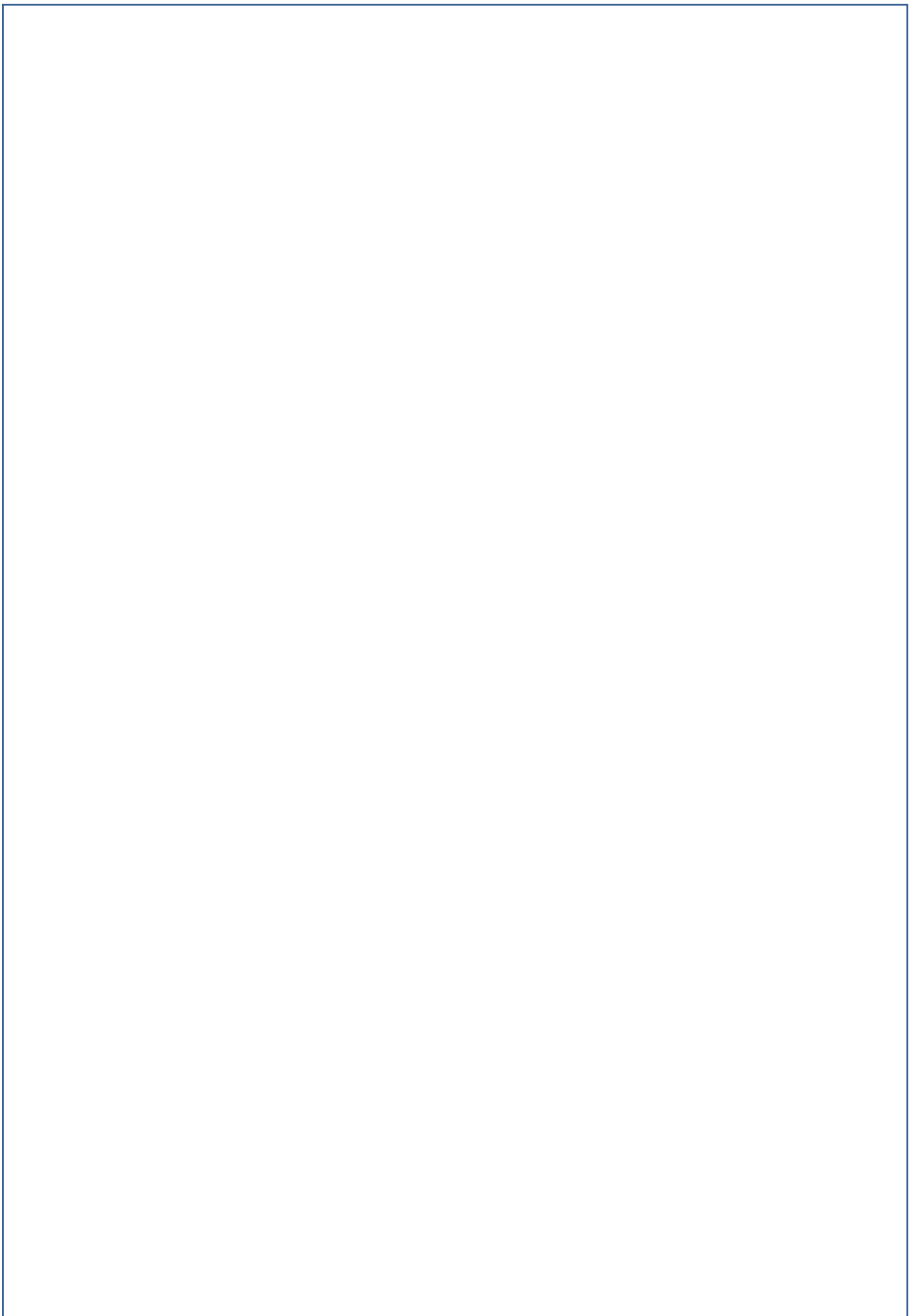
BUILT LTD agrees to provide a copy as soon as the survey has had taken place.

Q29. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

Predicted noise levels on site are not anticipated to be intrusive. It is probable that at most times the highway noise levels will exceed those produced on site. There will be occasional skip removals (approximately 1 per week) that will cause above average noise for approximately 10 minutes. Equally periodic concrete deliveries for construction of retaining walls and piles will be done by lorry. Pile boring equipment is a single mini-rig and piles are screw/ auger piles so do not create excessive noise. Much of this work is now complete. However, noise levels are subject to scrutiny and in the advent of any complaints or levels exceeding 75DB mitigation measures will be reconsidered.

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.

This is a small site and the nature of retained facade construction means that the buildings front and rear walls act as acoustic screens to some extent. However, we have consulted with Environmental Health Officer, Monica Mulwoza at Camden Council to establish what noise monitoring measures are appropriate in these circumstances. We will employ measures in line with Camden's minimum requirements. In the case of any complaints or noise levels exceeding 75DB we will conduct a risk assessment and we will refer to the Camden Contractors Working Guide when modifying our strategy.



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

See append 2. CITB- Site Management Safety Training Scheme. This is held by both the site manager Jakub Guzenda and the Built Ltd foreman Andrzej Szumny who will be responsible for moderation of site. CITB have confirmed that their training incorporates an element on BS 5228:2009.

Jakub's certificate is attached. (Andzej's cert. is still unissued by CITB , the training having been only recently completed)

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

Production of dust will be minimal and there will be no impact on the neighbourhood.

- Works will have a physical distance and/or barrier between dust/emission generating activities and receptors, enough for not causing nuisance.
- If needed we will install solid screens or barriers around dust generating activities and will cover or seed stockpiles to prevent wind whipping
- Loose materials will be removed as soon as possible.
- Hoardings, fencing, barriers and scaffolding will be regularly cleaned using wet methods, where possible to prevent re-suspension of particulate matter.
- We shall reduce vehicle idling. If a vehicle is going to be stationary for more than a minute, we shall ask the driver to turn off the engine in order to reduce emissions and fuel costs.
- Skips, chutes and conveyors will be completely covered and, if necessary, completely enclosed to ensure that dust does not escape. Similarly, drop heights will be minimised to control the fall of materials.
- No burning of any material will be permitted on-site; and any excess material will be reused or recycled on or off-site in accordance with appropriate legislation.
- Water suppression should be used to damp down dust and other debris that could generate dust, and, where practical, manual or mechanical demolition techniques will be used. Blasting will be avoided in order to control dust.
- We shall ensure that cement, sand, fine aggregates and other fine powders are sealed after use and if necessary stored in enclosed or banded containers.

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.

After lorries will be dispatch the Site Manager will be supervising tidying up tasks to leave the pathways and road clean and tidy.

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

The site manager will monitor noise, vibration and dust levels. In the event of any noise complaints being recorded we will take measures with a view to mitigation and limitation including referring to recommendations contained within BS5228/2009.

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 has been undertaken in line with the GLA's Control of Dust and Emissions SPG, and the risk level that has been identified.

Q36. Please confirm that all relevant mitigation measures from the [SPG](#) will be delivered onsite.

All relevant mitigation measures from the SPG will be delivered onsite.

- As this site is a small one it will be visually monitored.
- As a low risk site we shall take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment.
- It will be kept an accurate log of complaints from the public, and the measures taken to address any complaints.

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).

The site has been under construction for about a year. We have discovered no evidence that this type of investigation is required. The building has already been stripped back internally to bare brick and excavated 3 meters into virgin clay. This process has eliminated the potential for infestation to a large extent.



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. Banksman 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.

We shall provide two banksman every time a lorry comes to ensure there is no traffic congestion and ensure safe passage of pedestrians. The Site manager will be on site supervising the tasks We do not expect a large number of delivery vehicles.

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](#)).

Due to the size of the site, we do not consider further measures to be necessary.

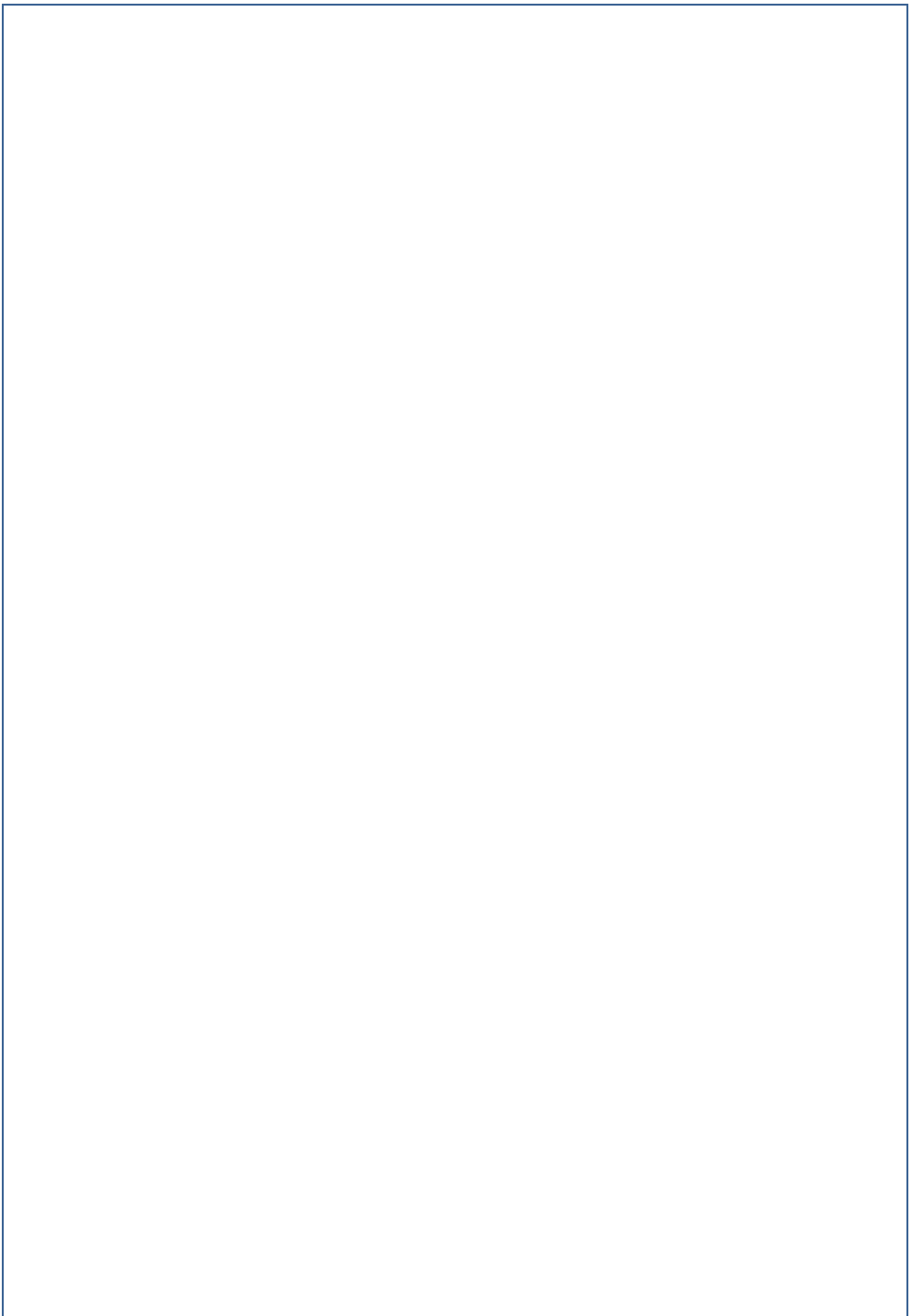
Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response 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.

We have emailed the three local Councillors for Kentish Town the Draft of the CMP inviting them to feed back on its contents if they wish to.

We have contacted the 'Inkerman Tenants and Residents Association' and invited them to engage in community consultation although their area boundary is on the other side of Prince of Wales Rd. This offer has been declined and the Ewan Moar, Tenants and Residents Coordinator at Camden Council, has indicated that there are no other residents groups within range of the site.

We have issued a mail drop newsletter relating to the site, to all properties in a 100m radius of the site. It provides information, invites feedback and makes a copy of the CMP available on request.

We have lettered our immediate neighbours directly, issued them with a copy of the CMP and requested feedback, engagement and an acknowledgement of receipt of the letter.



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.

Letter drops will be arranged. We are in ongoing contact with neighbours directly and via party wall representatives. We that good communication and early intervention will help to avoid future issues.

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](#)".

We shall drop an information sheet to local residents keeping them up to date when required.

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.

It is the responsibility of the designated site manager and contract managers to ensure that standards of behaviour are maintained on site. We are in regular contact with them with regard to this, and behaviour will of course comply with the Guide for Contractors Working in Camden and other standards of good practice.

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.

N/A

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.

At the current stage of construction many providers have not been identified. This process of identification will be dependent on our subcontractors. Built Ltd will liaise with these subcontractors to provide information in the case they use vehicles over 3.5 tonnes.

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

Not applicable.

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.

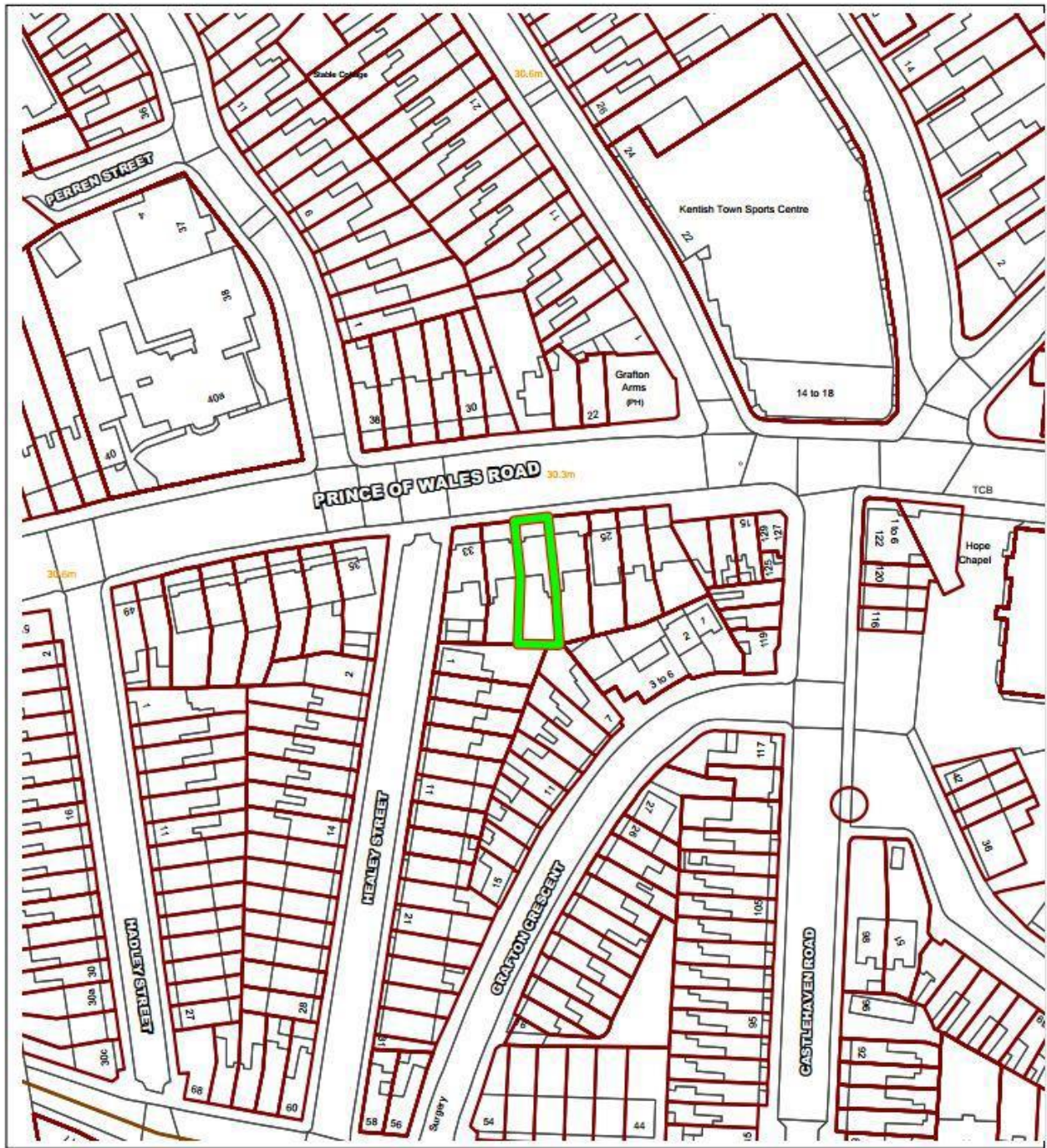
Signed:  Date: 14/09/15

Print Name: John Anderson Position: Part 2 Architect CSA / Built Ltd

Submit: planningobligations@camden.gov.uk

End of form

29 Prince of Wales Road 2014/1977/P



(Location Plan see Fig 1)