

Construction Management Plan Pro-forma

PRO-FORMA

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

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: 17 Middlefield, London, NW8 6ND

Planning application reference: Not known

Type of CMP – Draft CMP to accompany planning application

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

Name: David Lewis

Address: Motion, 8 Duncannon Street, London, WC2N 4JF

Tel: 020 7031 8141

Email: dlewis@motion-uk.co.uk

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

Name: To be completed following the appointment of a contractor.

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: To be completed following the appointment of a contractor.

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: To be completed following the appointment of a contractor.

Address:

Tel:

Email:

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

Name: To be completed following the appointment of a contractor.

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: To be completed following the appointment of a contractor.

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 application site is located on Middlefield within the London Borough of Camden, approximately 400 metres south of Swiss Cottage underground station and 300 meters east of West Hampstead train station. The site is located at the northern end of Middlefield in a cul-de-sac adjacent to the A41 Finchley Road. Middlefield Road is a two-way private road which is accessed from two points of from Boundary Road to the south of the site. The surrounding area is predominantly residential.

A site location plan is attached at **Appendix A**.

No vehicular access to the property is provided. The proposals include the demolition and rebuild of the property to include the construction of a new single-storey basement.

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 construction works include the demolition and rebuild of the property to include the construction of a new single-storey basement.

In the vicinity of the site, Middlefield Road is a private two-way single lane carriageway with no road markings. The property is bound to the west by the A41 Finchley Road, to the east by Middlefield and to the north and south by residential properties. Parking along Middlefield Road is unrestricted and it has been observed that parking occurs on street although this tends to be on one side of the road only with vehicles utilising part of the footway to park, maintaining a vehicle through route. Middlefield Road is approximately 8 metres wide adjacent to the frontage of the property with a 1.8 metre wide footway. The remainder of Middlefield Road is approximately 5 metres wide throughout.

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 house is located within a terrace and as such the adjacent residential properties will be the nearest potential receptors likely to be affected by activities on 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.

Motion drawing 150609-01 attached at **Appendix B** shows the existing highway arrangement in the vicinity of 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).

As planning approval has yet to be granted, the programme below provides an indication of the duration of each major phase of the works. The programme will be updated with the dates envisaged for each phase of the works once planning permission has been granted and the date for works to start on site has been determined. At present it is envisaged that the total project duration will be approximately 62 weeks.

Phase	Weeks
Site Setup and demolition	6
Excavation	12
Structural Works	24
Non-Structural Works/ Internal Fit Out	18
Site Clear Up	2

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**

The provisional working hours for the site will be between 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 on Saturdays.

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.

There are not expected to be any changes to services as a result of the development proposals. This will be confirmed by a contractor once appointed.

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 the works commencing on site. The key findings of the survey will be reported to the Council when they become available.

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.**

There are no schools within the vicinity of the site which will be affected by the proposed access/egress routes and as such construction vehicle movements will be scheduled to occur between 09:30 and 16:30 on weekdays and between 08:00 and 13:00 on Saturdays.

Deliveries will be scheduled to distribute vehicle movements throughout the hours outlined above to avoid more than one vehicle delivering to the site at any one time. All servicing will occur on site and no vehicles will be allowed to obstruct, park or wait on the public highway. All deliveries are to be booked in the with Construction Project Manager at least 24 hours before and all drivers will be required to phone 20 minutes prior to arriving on site to confirm that the loading area is clear. If the loading area is not available, the vehicle shall not proceed to the site and will be given an alternative delivery time. Vehicles will not be permitted to wait or stack on the roads within the borough.

- 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.**

An indicative programme of works is provided in the table below, highlighting the maximum duration of key phases of the construction project. The dates of each phase of the works will be confirmed and revised if necessary by the building contractors' Construction Project Manager (CPM), once appointed.

Phase	Weeks
Site Setup and demolition	6
Excavation	12
Structural Works	24
Non-Structural Works/ Internal Fit Out	18
Site Clear Up	2

- **3 axle, 26 tonne G.V.W, Grab Lorry**
These vehicles are approximately 8 metres long and 2.5 metres wide. They will be used to remove spoil from the site during the demolition, excavation and structural works phases of the project. The maximum dwell time of the vehicle will be 30 minutes and a maximum of 2 vehicles per day could be expected to visit the site during the excavation phase of the works.
- **3 axle, 26 tonne G.V.W, Concrete lorry**
These vehicles are typically 8.4 metres long and 2.5 metres wide. Deliveries will take place during the structural phases of the programme and a maximum of 3 vehicles could be expected on the day of a concrete pour. There would typically be 3-4 days between pours. Concrete lorries would have a dwell time of approximately 30 minutes.
- **4 wheel, 18 tonne G.V.W, Flat-bed truck**
These vehicles are typically 8.0 metres long and 2.4 metres wide. Flat-bed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. Deliveries are likely to be expected on average once per day during the site set-up, structural works and fit out phases of the programme with an average dwell time of 30 minutes. When scaffolding is erected and dismantled, the vehicle would need to be on site for up to 5 hours.

- **Box van (luton)**

This will be a vehicle of up to 6 metres in length with a width of 2 metres. We anticipate a maximum of 2 deliveries per day throughout the setup and fit out phases of the works with a maximum dwell time of 30 minutes.

The maximum number of construction vehicle accessing the site per day is predicted to be 6 although it is expected that an average of 2-3 vehicle movements will be expected daily throughout the duration of the works.

We are aware of a consented development at number 23 Middlefield and the Construction Project Manager will liaise with the Project Managers of the consented development to ensure that deliveries are coordinated where possible. The contractor will continue to monitor the progress of planning applications in the area and will ensure that deliveries are coordinated with any consented schemes if appropriate.

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

No scaffolding or gantries are required that will overhang the public highway or Middlefield.

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

Secure and lockable hoarding will be provided around the frontage of property within the boundary of the site. The hoarding will display a 24/7 emergency contact number and a second back up number available for out of hours emergencies. Motion Drawing 150609-02 attached at **Appendix C** shows the proposed location of the hoarding during the development works.

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 will be necessary to enable construction to take place. All materials will be stored on site.

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.

It is considered inappropriate for construction activity to take place from the A41 due its designation as a TfL red route, its busy nature and the presence of an active bus lane along the eastern kerbside adjacent to the property. As such, all construction activity will occur from Middlefield. As Middlefield is a private road, no parking bay suspensions or temporary traffic management orders are required. The contractor, once appointed, will liaise with the Residents Association of Middlefield and the residents of neighbouring properties to manage construction activity and parking during delivery times. It is proposed that vehicles will utilise the kerbside adjacent to the front of the property to park and load. It has been noted that residents utilise the kerbside of Middlefield to park their vehicles and as such the Construction Project Manager will liaise with local residents, especially those of numbers 13, 15, 19, 21 to ensure that the kerbside is kept free of resident's vehicles during delivery times. Residential parking will be maintained during the overnight period.

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.

The potential risks to both cyclists and pedestrians have been considered and vehicles with appropriate safety equipment will be used. This will include safety bars, additional mirrors and advisory signage. In addition, all movements into and out of the site, and movements into and out of the site will be supervised by trained banksmen in order to manage the interaction between construction vehicles and other road users. A lockable and secure hoarding will be used within the site boundary and trained banksmen will be positioned on the footway during the transfer of materials across the footway to ensure that safe pedestrian passage is maintained.

- 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.

Vehicles will access the site from the A41 travelling southbound and will make a left turn onto Boundary Road and a further left turn into the western access of Middlefield. Vehicles will travel northbound along Middlefield to access the loading area adjacent to the frontage of the property. Vehicles will egress the cul-de-sac by reversing into the east/west bound carriageway of Middlefield and egressing in a forward gear along the western carriageway of Middlefield. Vehicles will make a left turn onto Boundary Road at the end of Middlefield and make a further left turn onto St John's Wood Park travelling northbound to re-join the A41. A vehicle routeing plan is attached at **Appendix D**.

We are aware of a consented development at number 23 Middlefield and the Construction Project Manager will liaise with the Project Managers of the consented development to ensure that deliveries are coordinated where possible. The contractor will continue to monitor the progress of planning applications in the area and will ensure that deliveries are coordinated with any consented schemes if appropriate.

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.

All contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all other measures detailed in this plan prior to journeys being undertaken. No contractors or visitors will be permitted to park on Middlefield and will be encouraged to travel to the site by public transport, by foot or cycle. The CPM will provide all site personnel with details of local public transport services and locations where parking can occur away from Middlefield.

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.

It is considered inappropriate for construction activity to take place from the A41 due its designation as a TfL red route, its busy nature and the presence of an active bus lane along the eastern kerbside of the A41 adjacent to the property. As such, all construction activity will occur from Middlefield. It is considered that there is insufficient space on site to accommodate construction vehicles and as such it will be necessary for vehicles to unload on street. This activity will take place from the western kerbside adjacent to the site frontage. It is envisaged that all deliveries and collections of materials will take place from this area. The property benefits from a front and rear garden which will be utilised for the storage of materials and plant. The proposed site set up is shown in Motion drawing 150609-02 attached at **Appendix D**.

It is estimated that approximately 2,000 cubic metres of material will be excavated to create the additional basement level to the property. This is considered a robust estimate and includes consideration of a bulking factor of 1.4 to account for the increase in volume when soil is disturbed. It is proposed that excavated spoil will be temporarily stored onsite and transferred to the front garden of the property when a vehicle is ready to collect the spoil. Grab lorries will pull up adjacent to the site frontage to collect the spoil from the hoarded front garden. A minimum of 2 trained banksmen will be present during deliveries to monitor the interaction between construction vehicles, pedestrians and other road users.

Motion Drawing 150609-TK01, attached at **Appendix E**, shows swept path analysis of a large concrete mixer, the largest expected to service the site, accessing and egressing the proposed loading area. As can be seen from the swept path, it will be necessary for the Construction Project Manager to liaise with local residents to ensure that the loading area and surrounding kerbside is free from vehicles when large vehicles such as concrete mixers and grab lorries are scheduled to visit the site. Motion Drawing 150609-TK02 shows a 3.5 tonne panel van accessing the site, which is expected during the final stages of the development works. All vehicle movements will be supervised by a minimum of two trained banksmen which will manage the interaction of construction vehicles with pedestrians and other road users.

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).

Drawings 150609-TK01 and 150609-TK02 attached at **Appendix E**, show swept path analysis of construction vehicles accessing and egressing the proposed loading area and their movement along Middlefield. All vehicle movements will be supervised by trained banksmen in order to manage the interaction of construction vehicles with pedestrians and other road users.

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.

The following measures will be implemented:

- Noisy work will be restricted to between 08:00 and 18:00 Monday to Friday and between 08:00 and 13:00 on Saturdays. No works will be carried out on Sundays and Bank Holidays.
- Where possible and practical, contractors will use well-maintained and silenced plant and equipment including compressors, generators and power tools.

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 will be carried out following the appointment of a contractor.

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

Details to be provided following the appointment of a contractor.

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.

Details to be provided following the appointment of a contractor and a copy provided to the Council.

Details to be provided following the appointment of a contractor.

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

Hoardings bordering the frontage of the property along Middlefield will help contain any dust. Where required, scaffolding and sheeting can be erected to further contain dust. Water dampening will also be used if considered necessary. More details will be provided by a contractor once appointed.

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.

No vehicles will access the site. Any material transferred from the site to Middlefield will be promptly removed.

Q34. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Details to be provided following the appointment of a contractor.

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.

Details to be provided following the appointment of a contractor.



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

All relevant mitigation measures will be delivered. Further detail will be provided following the appointment of a contractor.

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.

Confirmation will be made following the appointment of a contractor.

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).

Confirmation will be made following the appointment of a contractor.

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.

All traffic associated with the development will be managed by the Construction Project Manager. The following measures will be put in place:

- All deliveries shall be pre booked and allocated set arrival times;
- Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times;
- Suppliers shall call the Construction Project Manager a minimum of 20 minutes before their vehicle arrives at site to confirm that there is space to accommodate the vehicle on site;
- The loading/collection area within the site shall be clear of vehicles and material before the next vehicle arrives;
- Suitably qualified banksmen will be present on site at all times to manage the interaction between construction vehicles, other road users and pedestrians;
- If loading space is unavailable construction vehicles shall not proceed to the site and will be given an alternative delivery slot; and
- Vehicles shall not wait or stack on any road within the Borough.

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](#)).

The contractor will investigate the potential for using construction material consolidation centres and other measures such as electric vehicles to reduce the impact of traffic associated with the development works.

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 will be undertaken with the local residents association and residents of Middlefield, particularly residents of 13, 15, 19 and 21. This consultation will be ongoing throughout the planning and build process.

The principal contact for the local residents association is:

TBC

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.

Consultation and liaison with the local residents association and residents of numbers 13, 15, 19 and 21 Middlefield will continue throughout the planning process. Contact details of the person responsible will be delivered to the residents of Middlefield and meeting will take place as required.

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 main contractor will be registered with the Considerate Constructors Scheme and will follow Camden's Considerate Contractors Manual. Further details of schemes to be provided following the appointment of a contractor.

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.

Contractors and site personnel will be required to behave in a considered and respectful manner towards residents and members of the public at all times. Further details will be provided following the appointment of a contractor.

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 are aware of a consented development at number 23 Middlefield and the Construction Project Manager will liaise with the Project Managers of the consented development to ensure that deliveries are coordinated where possible. The contractor will continue to monitor the progress of planning applications in the area and will ensure that deliveries are coordinated with any consented schemes if appropriate.

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.

All contractors and sub-contractors operating large vehicles over 3.5 tonnes will be required to meet the conditions detailed above. Details will be provided following the appointment of a contractor.

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

Appendix A

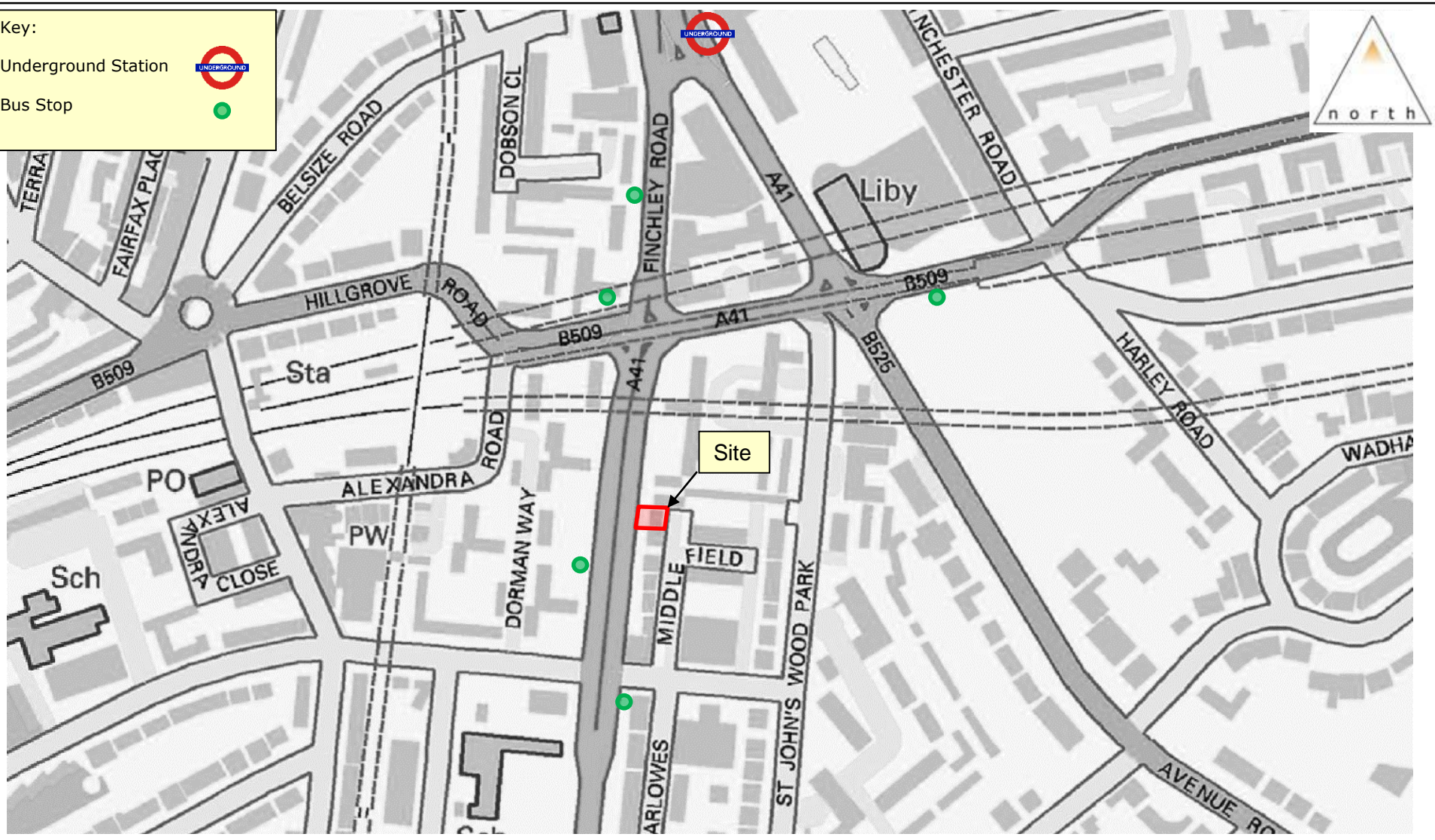
Site Location Plan

Key:

Underground Station



Bus Stop



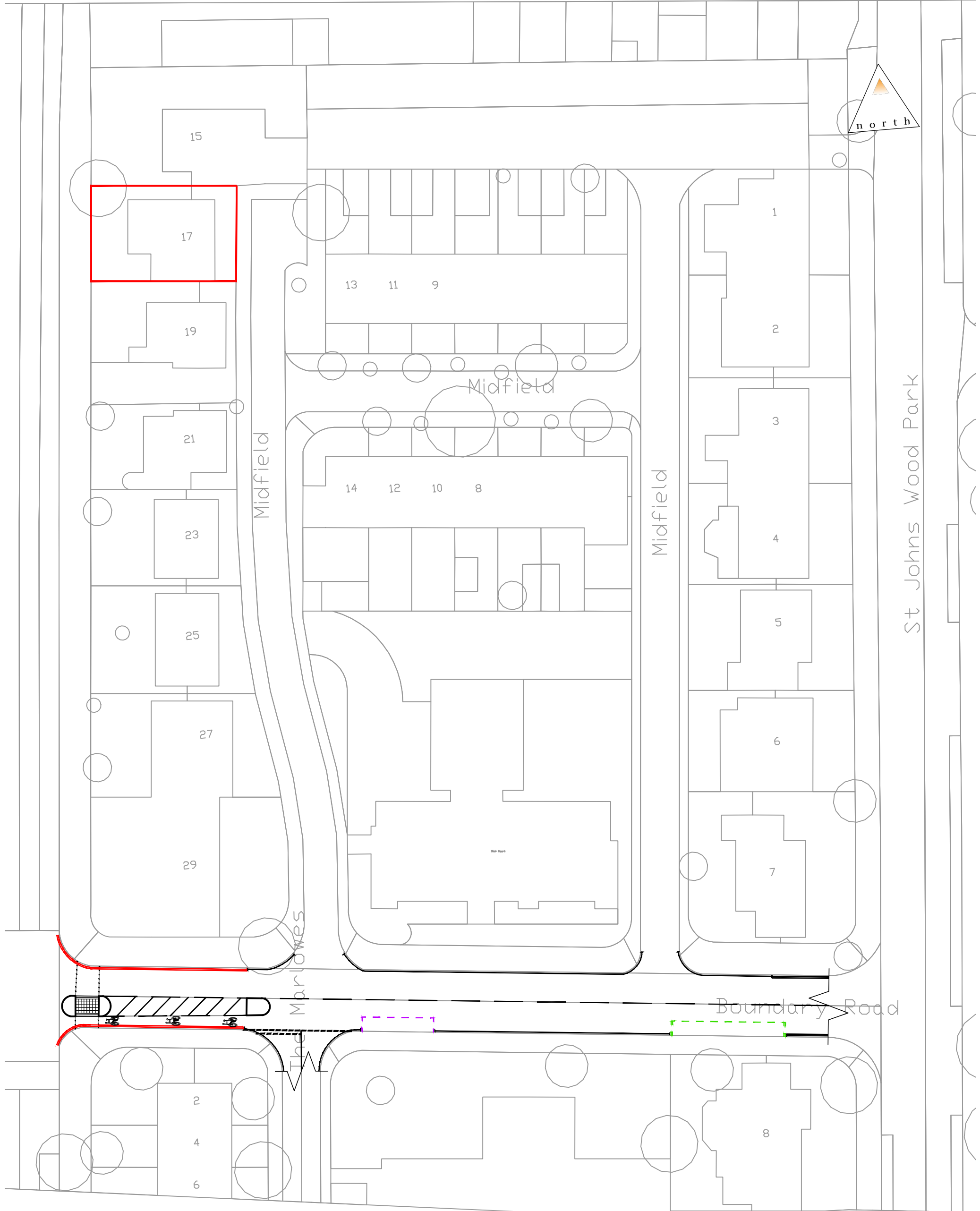
17 Middlefield, London

Site Location Plan

Not to Scale

Appendix B

Existing Highway Arrangement



LEGEND

- Pay by Phone Parking Bays - - - -
- Resident Parking Bays - - - -
- Site Boundary - - - -



232 High Street
 Guildford
 Surrey
 GU1 3JF
 T: 01483 531 300

Golden Cross House
 8 Duncannon Street
 London
 WC2N 4JF
 T: 020 7031 8141

www.motion-uk.co.uk

Project:
17 Middlefield

Title:
Existing Highway Arrangement

Scale: 1:500 (@ A3)

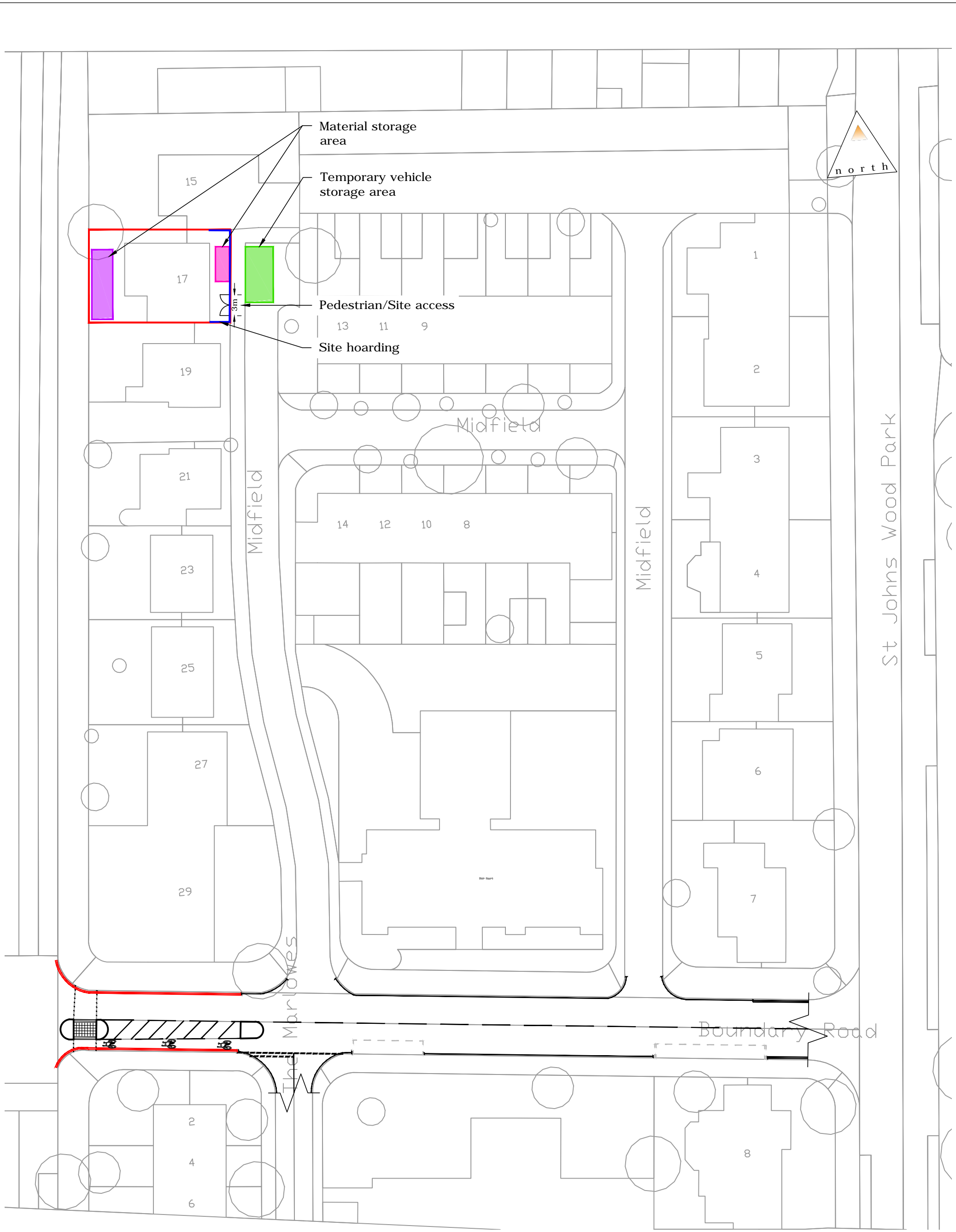
Notes:

Drawing:
150609-01

Revision:
 -

Appendix C

Proposed Site Set-up



232 High Street
 Guildford
 Surrey
 GU1 3JF
 T: 01483 531 300

Golden Cross House
 8 Duncannon Street
 London
 WC2N 4JF
 T: 020 7031 8141

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Project:
17 Middlefield

Title:
Proposed Highway Arrangement

Scale: 1:500 (@ A3)



Notes:

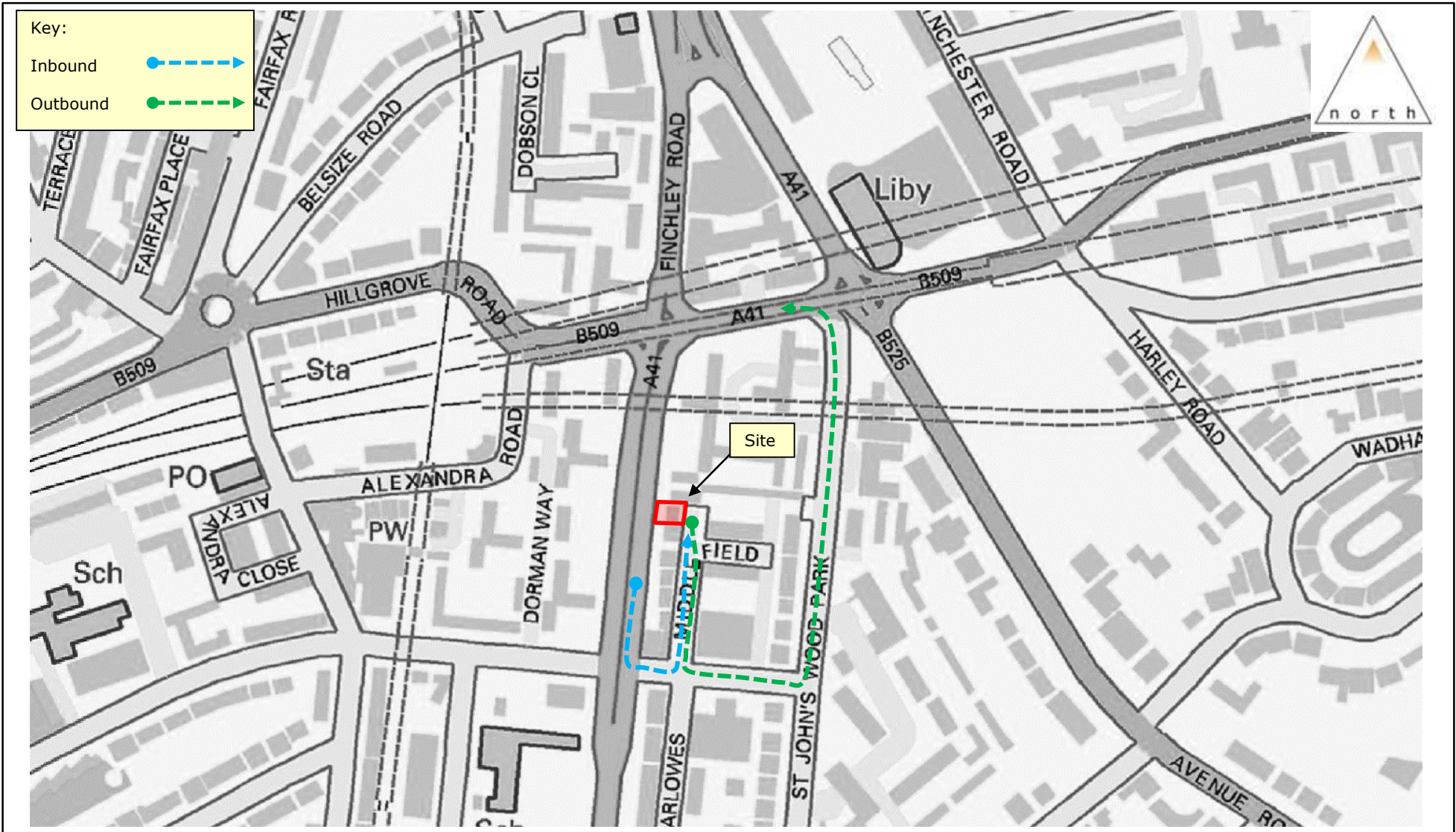
Drawing:
150609-02

Revision:
 -

Appendix D

Vehicle Routing Plan

Key:
Inbound 
Outbound 



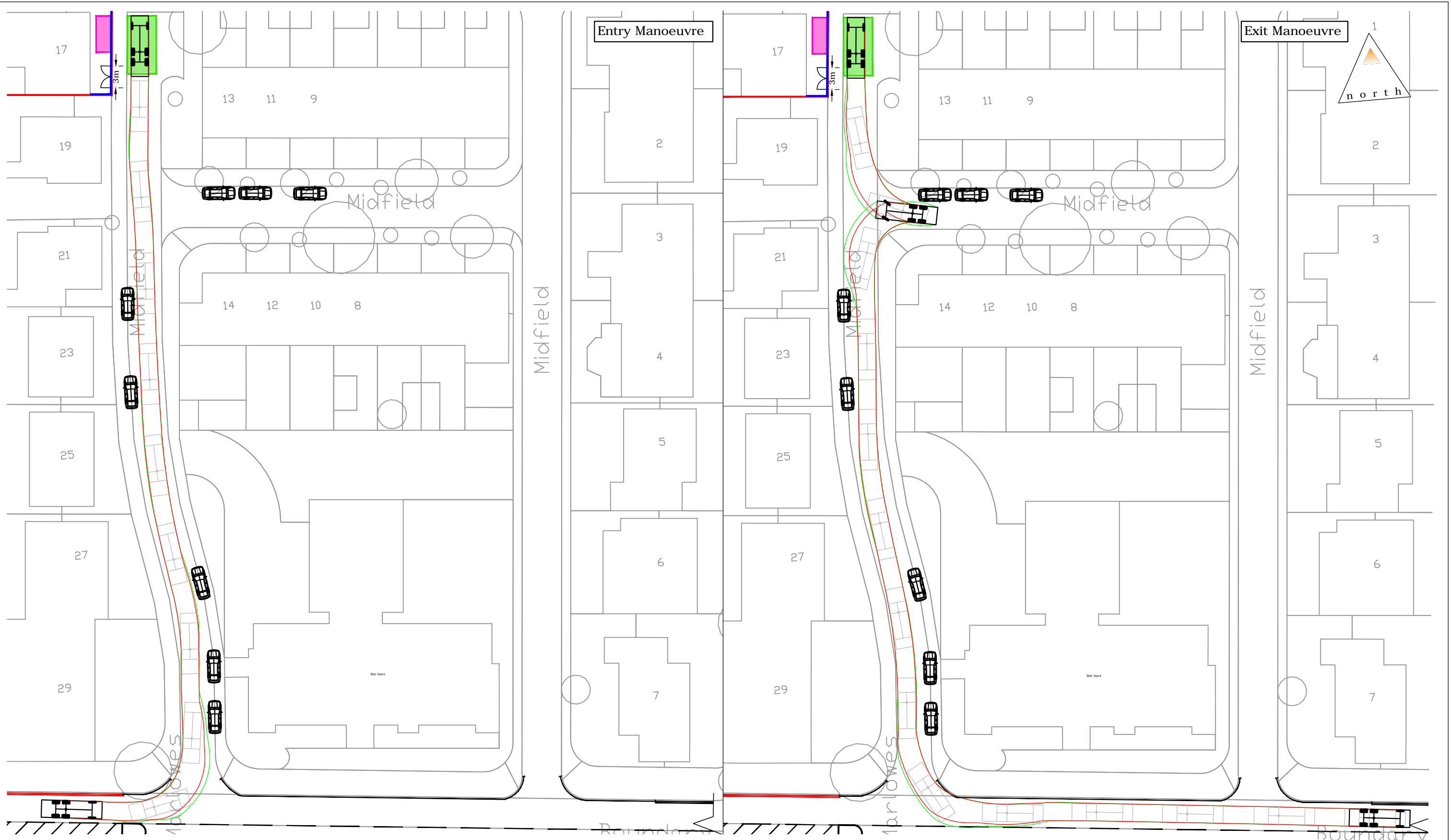
17 Middlefield, London

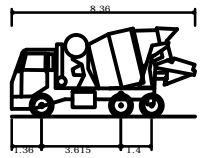
Vehicle Routing Plan

Not to Scale

Appendix E

Swept Path Analysis



	
Concrete Mixer	8.360m
Overall Length	2.390m
Overall Width	4.027m
Overall Body Height	0.358m
Min Body Ground Clearance	2.413m
Max Track Width	6.00s
Lock to Lock Time	8.210m
Kerb to Kerb Turning Radius	

motion

232 High Street
 Guildford
 Surrey
 GU1 3JF

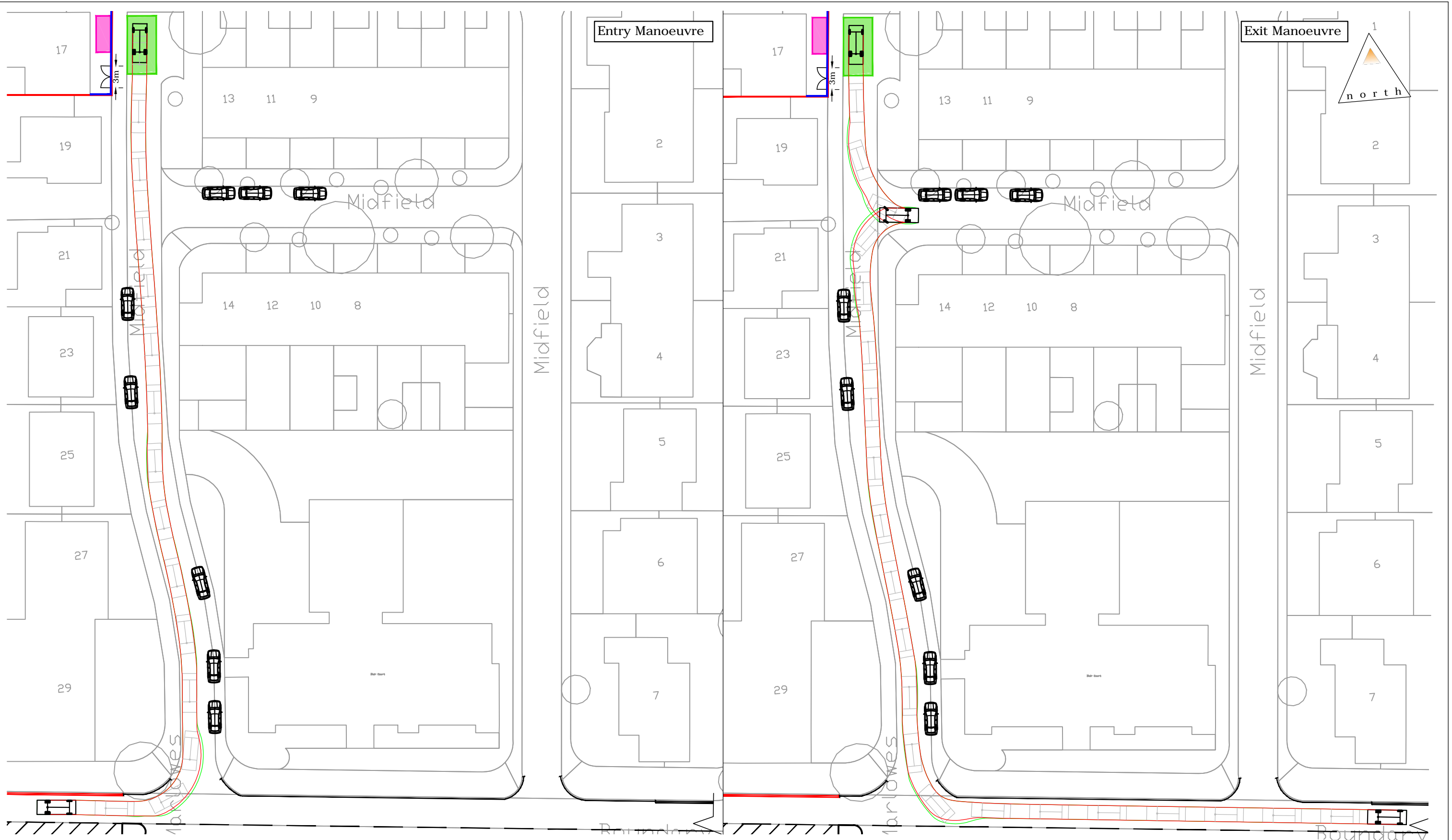
Golden Cross House
 8 Duncannon Street
 London
 WC2N 4JF

T: 01483 531 300 T: 020 7031 8141

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Project: 17 Middlefield	
Title: Swept Path Analysis	
Scale: 1:500 (@ A3)	
Notes:	Revision: -
Drawing: 150609-TK01	

L:\Projects\rhmid\150609\Drawings\150609-TK01_TK02.dwg



	<p>3.5t Panel Van Overall Length 5.350m Overall Width 1.970m Overall Body Height 2.562m Min Body Ground Clearance 0.335m Track Width 1.970m Lock to Lock Time 4.00s Kerb to Kerb Turning Radius 5.850m</p>
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232 High Street Guildford Surrey GU1 3JF
 T: 01483 531 300

Golden Cross House 8 Duncannon Street London WC2N 4JF
 T: 020 7031 8141

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<p>Project: 17 Middlefield</p> <p>Title: Swept Path Analysis</p> <p>Scale: 1:500 (@ A3)</p> <p>Notes:</p>	<p>Drawing: 150609-TK02</p>	<p>Revision: -</p>
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