

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: 6 Camden Mews, to the rear of the garden of 3 Camden Square, London, NW1 9UY

Planning application reference: 2015/4405/

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

Requested during pre-application process due to the nature of the site and context.

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

Name: Alex Whitcroft, bere:architects

Address: bere:architects, 73 Poets Road, London N5 2SH

Tel: 020 7241 1064

Email: alex.whitcroft@bere.co.uk

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

Name: Not yet appointed.

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: Not yet appointed. However, the Construction Contract will most likely be administered by bere:architects.

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: Zenab Haji-Ismail

Address:

London Borough of Camden
2nd Floor, 5 Pancras Square c/o Town Hall,
Judd Street London WC1H 9JE

Tel: 020 7974 3270

Email: zenab.haji-ismail@camden.gov.uk

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

Name: na.

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: na. All documents should, at this time, be sent to bere:architects at the abovementioned address.

Address:

Tel:

Email:

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

A site location plan is provided in the drawings submitted as part of the planning application. See drawing '442.B5.G10.P00 revC Location plan'.

The site is located towards the south end of Camden Mews, at the rears of 3 Camden Square. The site currently consists of a portion of the garden of 3 Camden Square and a garage. There is also an existing large apple tree and a ~4m tall brick wall, to the street (both of which will be retained). The site is within the Camden Square Conservation Area.

The proposed scheme is for a highly sustainable (Passive House), new-build, 3-bed house accessed off of the mews. The new house will consist of a ground and first floor, with a partial second storey. The building does **not** include a 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 site is between existing residential buildings with party wall conditions. The main access, for construction purposes, is from Camden Mews, which is a relatively narrow street. However, the site is located close to a larger street crossing the mews. The site is principally flat. However, the retention of the wall and apple tree will restrict construction site access and logistics.

Outline description of the works:

Site Setup

- Establish site security including fencing, hoarding, signage, and waste collection.
- The Contractor's offices, welfare facilities, PPE equipment station, and material storage areas will be set up within the site area.
- Waste collection (a skip) will be established on the public highway.
- Isolate and disconnect incoming services.

Site clearance & Demolition

- Any asbestos material in the building, identified by survey before commencement, will be removed by a specialist sub-contractor before the building is demolished.
- Provide temporary services as required.
- General site clearance and demolition of existing garage will be carried out by hand. Operatives will be provided with appropriate personal protective equipment to prevent injury from dust and abrasion. Noise and dust generated by the demolition works should be minimal as the structures/materials being removed are primarily vegetation, and a timber garage structure.

Excavation

- The scheme does **not** contain a basement.
- To level the currently sloping site, some soil will need to be excavated. If possible, clean, fertile topsoil will be reused on the site. Excavated subsoil will need to be removed from the site.
- Excavations will be done by hand. Operatives will be provided with appropriate personal protective equipment to prevent injury from dust and abrasion.

Erection of New Dwelling

- The building frame and envelope will be erected. This will involve the presence of a mobile crane or other equipment. All measures will be taken to reduce the need for road closures associated with erection of the structure.
- Internal scaffold will be constructed to enable safe working height for the erection of the timber framing. A temporary scaffold roof will be erected to provide weatherproof site.
- External independent scaffolding will be erected where required to provide safe access for the cladding works. Much of this may be carried out via mobile elevated work platforms.
- The roof covering installation will commence once the roof structure has been completed. The roof solar equipment will be placed in the roof after plinths, flashings, and green roof buildups have been completed.
- Roof lights and portions of glazing will require crange for positioning on site, care will be taken to coordinate installation and deliveries to minimise this requirement.

Internal Work

- Internal carcass and first fixing by the finishing trades will commence once a weathertight environment has been achieved within the new building.
- Where necessary, temporary weathering will be provided to window openings to prevent the ingress of wind and rain into the working area.
- The wall and ceiling finishes will be completed ready for final fixtures and fittings before the floor finishes are laid.

Mechanical / Electrical Services

- A detailed fabrication, delivery and installation schedule will be prepared by the Mechanical and Electrical contractor, upon instructions to proceed, to ensure compliance with the overall contract programme.
- The high level conduits and pipework above ceiling level will be installed using safe access equipment.
- Installation of light fittings, smoke detectors and fire alarm systems will be co-ordinated with ceiling works. Where necessary sections of ceiling will be omitted at this stage to permit access for testing and commissioning purposes. Key dates for power and water supplies to be available within the building will be identified on the programme.
- The design and installation of new tie-ins to utilities will be co-ordinated with the appropriate utility companies and planned out within the construction programme.
- Testing and commissioning of specialist systems will be carried out by the specialist system supplier/installer and all test certificates will be issued.
- On completion of the commissioning activities the complete system will be offered for demonstration and witness testing to the client.

External Works

- The external soft and hard surfacing will be put in place once the building envelopes have been completed and all access scaffolding has been removed. External paving will be made good.

Fitting-Out and Handover

- Temporary protection to floor and wall finishes will be removed once the installation of all fixtures and fittings has been completed.
- The building will be handed over to the Client during the last few weeks of the construction period. Snagging, cleaning and inspection will be undertaken room by room in advance of the final handover.
- The site offices and compound will be also removed during the last few weeks of the project.
- Temporary site services will be isolated, equipment cleared, offices and plant removed prior to handover.
-

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 receptors of the effects of construction are the immediate neighbouring houses. There are also houses on the other side of the mews. The main houses on Camden Square are the next nearest, although the gardens are reasonably large and vegetated, affording them some attenuation. Every measure will be taken to minimise construction related disruption to the surrounding properties.

One particular measure is the use of partial prefabrication and timber construction to reduce the duration of and disruption caused by on-site construction.

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.

A plan of the local area and its highway network is provided within the drawings accompanying the planning application.

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).

Due to the early stage of the project, a firm construction programme has not been established. Given the proposed use of partial prefabrication and timber frame, the on-site construction phase should be relatively quick.

The construction is likely to be made up of the following phases:

1. Site preparation and ground work.
2. Installation of partially prefabricated building envelope.
3. Installation of building systems and finishes.

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

It is most likely that the standard working hours for the construction site will fall within the above-listed 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.

The site currently has not utility connections. The new house will need to have a new utility supplies (electricity, water, sewer, phone, internet).

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

An asbestos survey has not been carried out yet. Any asbestos identified to be present will be removed, handled, and disposed of appropriately.



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.

It is likely that the typical vehicle access hours for the construction site will fall within the above-listed hours. There may be the occasional instance of vehicle access outside of those hours to reduce the improve the programme / construction sequencing, in order to reduce the overall disruption of the on-site construction. The contractor will be responsible for ensuring vehicle movements are appropriately managed to as to prevent undue obstructions to highways.

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.

Due to the early stage of the project, the exact size and frequency of vehicles needing to access the site is not confirmed at this stage.

Where appropriate smaller vehicles will be requested for site deliveries. Efforts will be made to consolidate deliveries of multiple goods. All vehicles used will be at the discretion of suppliers who will have been for warned of the location and will have been asked to show sensitivity to the area and the public.

Vehicle access will depend on the construction phase:

1. Site preparation and ground work – skip present for site clearance waste and intermittent vehicle access for skip removal and foundation material delivery.
2. Installation of partially prefabricated building envelope – regular deliveries of building elements / materials over a relatively short period. Vehicle sizes and number of deliveries will aim to be kept to a minimum.
3. Installation of building systems and finishes –

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

It is likely that a truck-mounted crane will be employed during certain deliveries to offload and/or lift into place large/heavy building elements such as prefabricated wall panels and large triple glazed windows. These deliveries will be limited in number and duration.

A hoist to lift materials on to site will be used within the hoarding area into the site. Scaffolding will towards the latter work section be erected within the permitted hoarding zone to enable construction of the front façade. It is not proposed to erect scaffolding or gantries overhanging the public highway outside of the hoarded area.

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

A skip will be needed to collect site waste. This will be present through a considerable portion of the works. The existing wall will provide a site perimeter barrier onto the street. Hoardings and site gates will be required to secure the site entrance onto Camden Mews, display site signage, and potentially to enclose the skip.

The narrow and cobbled nature of Camden Mews means that although there are raised pavements along both sides, pedestrian and vehicular traffic share the same road way/surface. As such, hoardings and skip should be able to be placed quite close to the site boundary/wall and not block the pedestrian footpath.

Further hoardings will be required, within the garden of 3 Camden Square (ie: not on the public highway) to secure and make safe the site from that side.

- 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 enabling highway works are currently proposed or expected. A limited area of Camden Mews will need to be contained within hoardings for secure skip location and site entrance.

See drawing '442.B5.G20.P10 rev A Temporary works'.

- 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.**

No parking bay suspensions beyond areas within agreed hoarding licence are currently expected or proposed. There are no marked parking bays on Camden Mews. People currently park opposite the site. These locations for parking will need to remain unoccupied for the duration of the works in order to allow vehicles and pedestrians to pass the site.

Temporary traffic management may be required during delivery/erection of the frame/envelope. Installation of roof lights and portions of glazing may require craneage from street for positioning on site, care will be taken to coordinate installation and deliveries to minimise this requirement.

Deliveries of materials, plant and equipment will be strictly controlled and co-ordinated to prevent congestion and disruption to traffic. Site deliveries will be by pre-arrangement with site manager. Delivery constraints will be identified to all suppliers and trade contractors.

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.

Entry to the site will be via secured hoarding. Adequate signage will be installed such that vehicle deliveries and access to the site are clearly defined.

A main construction signboard will be positioned in agreement with the Client. Site signage will be provided within the curtilage of the site as necessary to advise operatives/visitors and delivery staff of safety requirements within the confines of the site and where to report on arrival. Such signage will include:

- Accommodation / Access requirements
- Speed Limits
- Overhead / Underground Services
- Safety Helmet and Footwear Requirement
- Noise
- Danger Construction Site, etc.

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.

Camden Road and Agar Grove are the two closest more major roads. Both are busy roads and so the impact of construction traffic serving this small site will be minimal. Construction traffic will only use Murray Street, which connects Camden Road and Agar Grove.

See drawing '442.B5.G10.P00 rev A Location plan'.

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.

Site deliveries will be by pre arrangement with site manager. Delivery constraints will be identified to all suppliers and trade contractors. Bulk/large materials will be delivered to site, on an as required basis, (due to the limited available space), off loaded and protected directly adjacent to the intended work place where possible.

To minimise disruption, deliveries may be unloaded to the hoarding area before being transferred on to main site after, for secure storage. At no time shall materials be stored outside the site / hoarded area.

Deliveries of materials, plant, and equipment will be strictly controlled and co-ordinated to prevent congestion and disruption to traffic.

- 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.**

See drawing '442.B5.G20.P10 rev A Temporary works'.
See drawing '442.B5.G10.P00 rev A Location plan'.

- 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).**

See drawing '442.B5.G10.P00 rev A Location plan' for the turning radii of the maximum size vehicles estimated to be able to reach the site. Note, the vehicle sizes shown do not necessarily represent the size of vehicles which will visit the site. Vehicle sizes will be minimised wherever possible.

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

During the construction works, there will be various demolition, alteration and construction activities undertaken, all of which have the potential to generate noise and/or dust.

Efforts will be made to keep vibration generating and noisy work to a minimum.

Vibration generating and noisy work will be carried out within the hours of 08:00 until 18:00 Monday to Friday and 08:00 until 13:00 on Saturdays, as per Camden Councils Noise from Construction sites guidance. No noisy works should be carried out on Sundays and Bank Holidays.

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.

Publicly available DEFRA information indicate noise levels up to 70-74.9dB on all the public highways in the vicinity of the site, including Camden Mews itself. Source: <http://services.defra.gov.uk/wps/portal/noise>

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

Any noise and vibration created will only be during normal working hours.

The most noise and vibration is likely to occur during the assembly of the building frame/envelope. The use of partial prefabrication in the delivery of the frame/envelope will significantly reduce on-site noise and vibration levels.

Given the limited amount of existing structures on the site (vegetation and timber garage) There will be some noise and vibration associated with site clearance, but this work is very limited in scope so should be duration.

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.

With regard to construction activities, reference will be made to construction regulations for guidance on the control of noise & vibration from demolition and construction activities. In particular, it is proposed that various practices be adopted during construction, including:

- Site clearance, demolition, and excavation done by hand.
- Limiting the hours during which site activities likely to create high levels of noise or vibration are permitted.
- Establishing channels of communication between the contractor/developer, Local Authority and neighbours.
- Only plant that conforms to the relevant noise emission standards will be used during the construction of the proposed development.
- All plant items brought to site will be properly maintained, provided with effective silencers and operated in a manner as to avoid causing any excessive noise, vibration or exhaust emission.
- All items of plant operating on the site in intermittent use will be shut down in the intervening periods between use.
- All stationary plant will be located as far as reasonably possible from occupied dwellings.
- All stationary trucks shall turn off their engines when possible.
- Selection of plant with low inherent potential for generation of noise.
- Erection of barriers as necessary around items such as generators or high duty compressors.

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

Specific staff are not known prior to the work starting.

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

Sub-contractors will be instructed to clean their work area on a daily basis to the skips supplied. Additionally, a site wide general clean will be undertaken each week or as deemed necessary. This will involve each sub-contractor supplying operatives to work under the instruction of the Site Manager to clean up the site and maintain it in good condition.

All earth will be removed from site in covered trucks and will be covered as it comes out of the property into the site compound or truck.

All circular saws and any other cutting devices used on stone or concrete to be used are fitted with and will be used with water pumps, washing down any dust created.

Tools used to cut sheet materials will have vacuums fitted.

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.

The timber hoarding will enclose the site and netted scaffold (as and when required) which will act as a barrier to prevent dust spreading outside the site. Water suppression devices will be used on dust producing equipment such as concrete saws.

No vehicles will access site directly so spread of debris will be minimised. Where debris is spread to adjacent highway it will be cleaned promptly by hose or sweeping as required.

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

Carry out regular hand held dust, noise and vibration monitoring to confirm compliance with local authority tolerances and act as support in the event of a complaint.

Party walls and surrounding facades are to be monitored for any movement.

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.

The proposed demolition and development are for a building below 20,000m³. This places the works in the negligible to lowest class risk level in all but the smallest particulate categories.

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

Relevant mitigation measures from the SPG will be delivered onsite.

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.

Na.

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).

During site previous site visits, no obvious signs of infestation have been apparent.

The existing site wall is and neighbouring building walls are of brick construction. The new building will have a concrete ground floor slab. Holes and gaps into the site (eg: around services) will be sealed as early as possible.

An appropriate pest control service will be appointed to place traps and contain any problems arising. The site manager will monitor any rodents spotted and will call in Camden pest control if required as the building work progresses. This site will be kept free from food, and demolished material will be removed from site quickly, to avoid creating an attractive home for pests.

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 vehicles arriving at the site will be instructed to give prior notice to the site of their estimated time of arrival, member of the site management team will meet the vehicles and show them the exact location to load/offload in the quickest and most efficient way showing regard to other road users, cyclists and pedestrians. Suppliers will be provided with a detailed plan of the roads surrounding the site and the access routes to be adhered to.

- 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](#)).

Wherever possible, deliveries will be consolidated to reduce the number of deliveries. Wherever possible, materials will be procured from multi-material stockists, who will be instructed to deliver mixed items at times outside rush hour and with sensible logistics applied to avoid excessive vehicle deliveries.

- 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.

Neighbours have been consulted as part during the pre-application planning process. The Construction Management Plan has not been circulated.

- 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.

Contact details of the contractor and architect will be put on site signage, visible to the public.

- 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](#)".

Due to the early stage of the project, the contractor has not been appointed yet. However, care will be taken to appoint a considerate and responsible contractor who is experienced with and will follow the appropriate consideration and safety standards.

- 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.

Smoking area and cigarette but collection will be provided within site welfare area.

The appointed contract will be made aware that they are responsible for ensuring all team members are respectful of their surroundings and must be mindful of any requests/complaints/concerns from neighbours, should they arise over the course of the works.

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.

This is a small site (approximately 150sqm) and all works are to be carried out within the confines of existing site boundaries.

Should other sites start work in the vicinity, the contractor will be in contact with their site managers and, if/when appropriate, coordinate around the most disruptive works to ensure that these do not coincide.

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.

Once appointed, the contractor will confirm compliance as required.

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

The contractor, will inform, advise, and implement safe traffic management, putting the public first in all cases.

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: Alex Whitcroft

Date: 02 December 2015

Print Name: Alex Whitcroft

Position: Associate Director at Bere Architects (agent of the site owner)

Submit: planningobligations@camden.gov.uk

End of form



