

# Construction Management Plan

pro forma v2.0

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# Review

## For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

### Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	<i>(attach appendix if necessary)</i>
Sign off	

### Draft

Community liaison	
CLOCS	
Transport	
Highways	
<b>Parking</b>	
Environmental health	
<b>Sustainability</b>	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required 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 as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. 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.

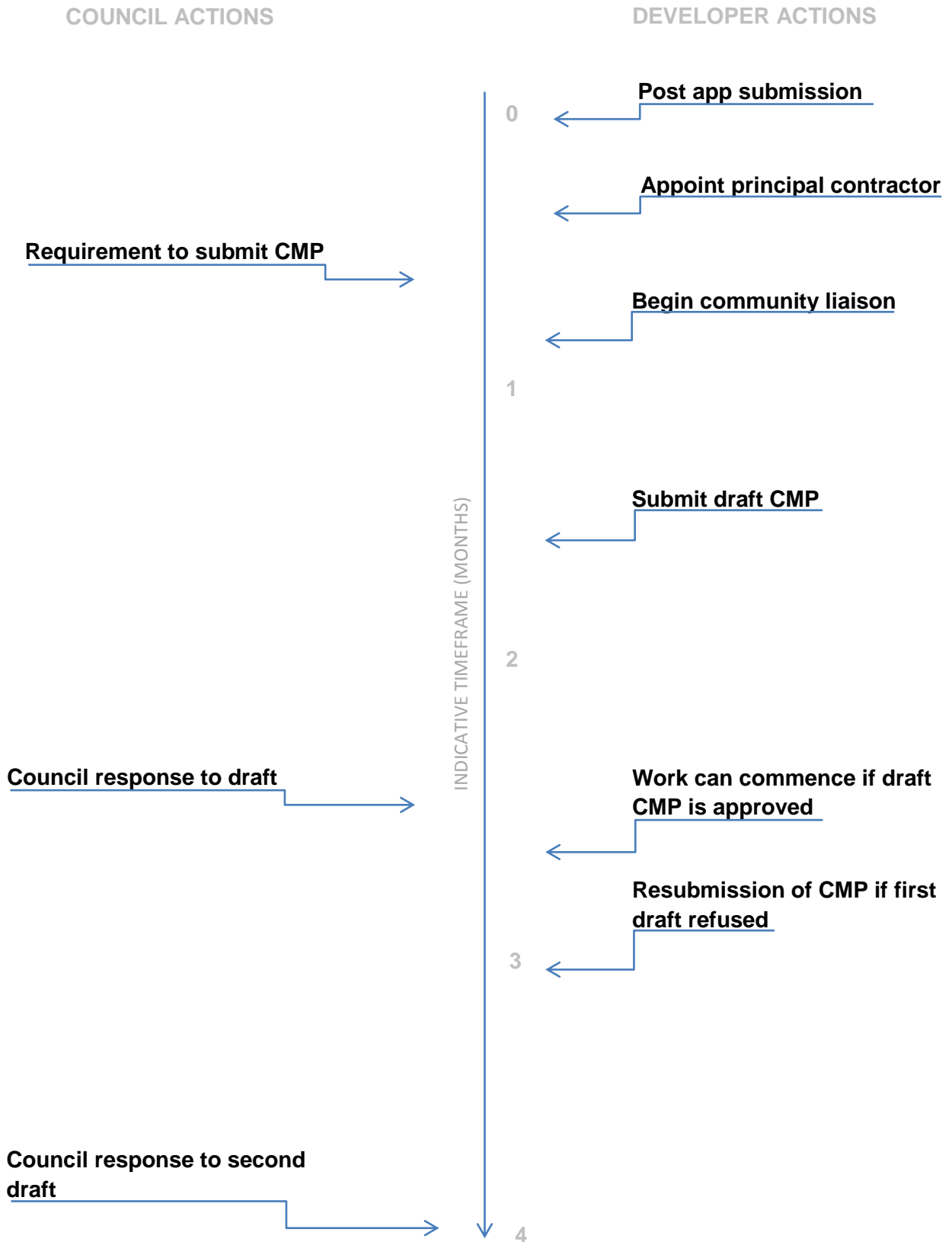
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

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. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

(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.)

Revisions to this document may take place periodically.

# Timeframe



# Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: 4 Tavistock Place, London, WC1H 9RA

Planning ref: N/A

Type of CMP – Draft CMP to accompany planning application

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

Name: Peter Sturgeon

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

Email: psturgeon@motion-uk.co.uk

Phone: 020 7031 8141

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: To be completed following the appointment of a contractor

Address:

Email:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3.

Name: To be completed following the appointment of a contractor

Address:

Email:

Phone:

5. Please provide full contact details of the person responsible for community liaison/dealing with any complaints from local residents and businesses if different from question 3. 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:

Email:

Phone:

6. 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:

Email:

Phone:

# Site

1. 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 Tavistock Place within the London Borough of Camden, approximately 45 metres east of the signalised junction between Tavistock Square, Woburn Place and Tavistock Place. The surrounding area comprises a mixture of residential, commercial and education uses with the site being located approximately 200 metres east of University College London. No vehicular access to the site is provided. The location of the site can be seen in **Figure 1**.

2. 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 proposals comprise the internal demolition of the existing building and the extension of the third and fourth floors of the existing property and the extension of the existing basement level.

The property is fronted to the north by Tavistock Place which is currently being trialled (for 12 months) as a one-way eastbound road, subject to a 30mph speed restriction. The trial proposes cycle lanes along both sides of the road with the northern cycle lane operating eastbound only and the southern cycle lane operating westbound only. The northern cycle lane is separated from traffic by a kerbed island whilst the southern cycle lane will be separated from traffic by temporary 'armadillo' barriers. The 'trial' highway arrangement is shown in Drawing 151009-03, attached.

After the trial, there is a possibility that Tavistock Place will return to two-way operation with a single segregated cycle way running along its northern side. The layout of the highway during two-way operation is shown in drawing 151009-01, attached. The strategy proposed within this pro-forma will be amended accordingly by the contractor if the trial layout is not adopted at the end of the trial period.

A vehicular access to government offices is provided from Tavistock Place to the north of the site. No vehicular access to the development site is available.

3. 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 a terraced property and as such the adjoining residents will be the nearest possible receptors likely to be affected by the activities on site. Further details of mitigation measures will be added by the contractor once appointed.



4. 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 151008-03 shows the existing 'temporary' highway arrangement in the vicinity of the site whilst Motion drawing 151008-01 shows the layout of the highway prior to the trial.

5. 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 ideal).

As planning approval has yet to be granted for the site, the programme below provides an indication of the duration of each 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 duration will be approximately 52 weeks.

Phase	Weeks
Site setup	2
Internal strip out and demolition	5
Structural Works	10
Excavation	15
Non-structural works/ internal fit out/ site clear up	20

6. 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 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays. No work will be permitted on Sundays, bank holidays and public holidays.

Basement excavation and noisy demolition works will only be permitted between 0900 and 1800 Monday to Friday (see Community Liaison Q1). Basement excavation and noisy demolition works will not be permitted at the weekend or on bank holidays or public holidays.

During heavy demolition works, it is proposed that the site operates with reduced noisy working hours such as a 2 hour on, 2 hour off working strategy so as to minimise noise disruption to adjoining residences (see Community Liaison Q1). Further details and confirmation of the proposed working strategy will be provided by the contractor once appointed.

7. 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.

# Community Liaison

Significant time savings can be made by running an effective neighbourhood consultation process. This should be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. Ideally this consultation and discussion process should have already started with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the build, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

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## **Cumulative impact**

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

**The Council can advise on this if necessary.**

## 1. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents prior to submission of the first draft CMP.

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 them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Consultation with neighbouring residents was undertaken with regard to a CMP which prepared for the property in relation to a previous planning application for the site (2015/0837/P). The comments received related the potential noise and disturbance caused by construction works. As such, it is considered that noisy works could be restricted as follows:

- No noisy works would be permitted before 0900 on weekdays;
- During heavy demolition, the hours of noisy works would be reduced or could be limited to a 2 hour on, 2 hour off working methodology; and
- No noisy works (extensive demolition or basement excavation) would be permitted at the weekend or on bank holidays or public holidays.

These measures will be reviewed and amended as necessary following further consultations by the contractor once appointed.

## 2. Construction Working Group

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, the way in which 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.

Details to be provided following the appointment of a contractor

### 3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', 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](#)".

Details to be provided following the appointment of a contractor.

### 4. Neighbouring sites

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. The council can advise on this if necessary.

Details to be provided following the appointment of a contractor.

# Transport

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Please refer to the CLOCS Overview and Monitoring Overview documents which give a breakdown of requirements.**

## CLOCS Considerations

### 1. Name of Principal contractor:

Details to be provided following the appointment of a contractor.

The details provided within this document are indicative and further details will be provided following the appointment of a contractor.

### 2. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

Details to be provided following the appointment of a contractor.

### 3. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Details to be provided following the appointment of a contractor.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

**4. Traffic routeing:** *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.”* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](#) (TLRN).

As part of the new highway layout trial, the westbound carriageway of Tavistock Place has been converted into a segregated cycle lane and as such there is no opportunity for kerbside loading adjacent to the frontage of the property. As it is likely that the majority of construction work will take place during the 12 month trial period, it is proposed that all construction vehicles will load from the new loading bay on Herbrand Street (see drawing 151008-05 for the location of the loading area).

It is anticipated that construction vehicles will access the site from the A501 Euston Road. Vehicles will turn onto the A4200 Tavistock Square and will make a left turn onto Tavistock Place. Vehicles will make a right turn from Tavistock Place onto Herbrand Street to access the loading area. Vehicles will leave the loading area travelling southbound on Herbrand Street making a right turn into Coram Street and a right turn onto Woburn Place. Vehicles will continue onto Tavistock Square/ Upper Woburn Place to re-join the A501 Euston Road. A vehicle routeing plan is shown in **Figure 2**, appended to this CMP.

It will be required that all delivery drivers call a minimum of 20 minutes prior to arrival at the site to ensure that the appropriate loading area is available. All vehicle movements to and from the loading areas will be managed by a minimum of two trained traffic marshals.

The vehicle routeing plans will be reviewed and confirmed following the appointment of a contractor and following discussions with officers at Camden Borough Council.



b. Please 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. All contractors and visitors to the site be advised to travel to the site by public transport, by foot or cycle. The Construction Project Manager will provide all site personnel with details of local public transport services.

**5. Control of site traffic, particularly at peak hours:** *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

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. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. 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.

As a contractor it yet to be appointed, an indicative programme of works is provided in the table below highlighting the approximate duration of key phases of the construction project. The dates of each phase of works, the vehicle sizes and number of vehicle movements will be confirmed and revised if necessary by the building contractors' Construction Project Manager (CPM), once appointed.

Phase	Weeks
Site setup	2
Internal strip out and demolition	5
Structural Works	10
Excavation	15
Non-structural works/ internal fit out/ site clear up	20

- 3 axle, 26 tonne G.V.W, Tipper**  
 These vehicles are approximately 8 metres long and 2.5 metres wide. They will be used to remove demolition material and spoil from the site during the demolition and excavation phases of the project. The maximum dwell time of the vehicle will be 40 minutes and approximately 3 vehicles per day could be expected to visit the site during the demolition and excavation phases.
- 4 wheel, 18 tonne G.V.W, Flat-bed truck**  
 These vehicles are typically 8 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 site setup and structural works phases of the programme with a maximum dwell time of 40 minutes.
- Box van (luton)**  
 This will be a vehicle with length of up to 6 metres and a width of 2 metres. We anticipate approximately 1-2 deliveries per day throughout the setup and fit out phases of the works with a maximum dwell time of 40 minutes.

The maximum number of deliveries to the site will be limited to 6 although it is expected that an average of 2-3 deliveries to the site will be expected daily throughout the duration of the works. Deliveries to the site will be permitted between 0930 and 1630 on weekdays and between 0800 and 1300 on Saturdays.

Further details will be provided following the appointment of a contractor.

**b. Please provide details of other developments in the local area or on the route.**

We are aware of a consented basement development at number 30/31 Tavistock Square. Other construction works are consented at numbers 12 and 23B Tavistock Place and 12 and 20 Tavistock Square. The Construction Project Manager will liaise with the Project Managers of the consented developments 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.

**c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.**

All deliveries are to be booked in the with Construction Project Manager at least 24 hours before and all drivers will be informed of the vehicle route and location of the appropriate loading area prior to undertaking a journey to the site. 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, stack or circulate on the roads within the borough.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

Details to be provided following the appointment of a contractor.

e. 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.

**6. Site access and egress:** *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

As no loading activity is permitted adjacent to the Tavistock Place frontage of the property, it is proposed that all deliveries will take place from the loading area on Herbrand Street as shown in Motion drawing 151008-05. Materials will be transferred along the footway to the property supervised by traffic marshals who will manage the interaction of pedestrian with loading activity. Motion Drawing 151008- TK04 shows a 3 axle tipper, the largest vehicle expected to access this loading area, accessing and leaving the loading area.

The proposed access and egress routes to each loading area will be confirmed following the appointment of a contractor.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

All vehicle movements to and from the loading area will be supervised by a minimum of 2 trained traffic marshals in order to manage the interaction between pedestrians, cyclists and other road users.

c. 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).

Motion drawing 151008-TK04 shows a 3 axle tipper accessing and leaving the Herbrand Street loading area. All manoeuvres will be supervised by traffic marshals who will manage the interaction between construction vehicles, pedestrians and other road users.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

Vehicles will not access the site and as such wheel washing facilities will not be required. Any material transferred to the footway will be cleared immediately.

**7. Vehicle loading and unloading:** *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.” (P19, 3.4.4)*

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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. If loading is to take place off site, please identify where this is

due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

As no contractor is currently appointed, the strategy below provides an indicative parking and loading arrangement for construction vehicles associated with the site. Full details and the final strategy will be provided by the contractor once appointed and discussed and agreed with Camden Borough Council.

As no vehicular access to the site is provided, it is considered that all loading activity will need to take place on street. A highway layout trial is currently in operation along Tavistock Place whereby the westbound carriageway has been converted into a segregated cycle lane and traffic flow operates eastbound only. As such, there is no opportunity to load from Tavistock Place adjacent to the frontage of the property.

It is considered that, as the majority of construction work is likely to take place during the trial period, all loading activity will need to take place from the loading area on Herbrand Street. Materials will be transferred along the footway to the property supervised by traffic marshals so as to manage the interaction of pedestrians and cyclists with construction activity.

It is proposed that spoil is bagged up and temporarily stored on site until a vehicle is located in the loading area on Herbrand Street to receive the spoil. Spoil will be transferred along the footway to the Herbrand Street Loading area under the supervision of traffic marshals.

Motion Drawing 151008- TK04 shows a 3 axle tipper, the largest vehicle expected to access this loading area, accessing and leaving the suspended parking bays. Access to the ambulance station will be maintained at all times. The proposed delivery strategy will not affect the operation of the segregated cycleways or effect traffic flow along Tavistock Place. In excess of 3 metres clear carriageway will be maintained along Herbrand Street at all times.

All materials and plant will be stored on site and deliveries will be on a 'just-in-time' basis so as to minimise the storage requirements on site. Welfare facilities and site office will also be provided on site. Further details will be provided following the appointment of a contractor.

## Highway interventions

### 8. Parking bay suspensions and temporary traffic management orders

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information regarding parking suspensions can be found [here](#).

It is anticipated that all loading activity will take place from the loading bay on Herbrand Street. If vehicles are required to dwell longer than that permitted by the loading restrictions of the loading bay the necessary loading dispensations will be applied for by the construction project manager once appointed. The final strategy for loading will be confirmed following the appointment of a contractor and agreed with Officers at Camden Borough Council.

## 9. Scaled drawings of highway works

Please note that 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 that includes the extent of any 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.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

The proposed site setup during construction is shown in Motion drawing 151008-05, attached. A secure and lockable hoarding will be installed around the frontage of the property. In excess of 3 metres clear carriageway will be maintained along Herbrand Street at all times.

- b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Details to be provided following the appointment of a contractor.

## 10. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

No diversions are currently proposed. Further details and confirmation of the delivery strategy will be provided by the contractor, once appointed.

## 11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered, these include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

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/skids/ hoardings, etc.

A secure hoarding will generally be required to the site boundary with a lockable access

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

The operation of the segregated cycleways along Tavistock Place will be unaffected by the proposed vehicle routes. In order to manage pedestrian and cyclist safety, vehicles with appropriate safety equipment including safety bars, additional mirrors and advisory signage will be used. In addition, traffic marshals will be available on site at all times and will supervise all vehicle movements to and from the loading area and will also supervise all loading/unloading activity and the transferal of material along the footway so as to manage the interaction of construction activity with pedestrians, cyclists and other vehicles.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

A lockable site hoarding will be installed along the frontage of the site as shown in Motion Drawing 151008-05. All relevant licences for the hoarding will be applied for by the Construction Project Manager and the requirements will be confirmed once a contractor has been appointed.

# Environment

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

1. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are to be carried out.

The construction contractor will review the construction method and measures relating to noisy operations and will provide full details upon appointment, however it is considered that noisy operations could be managed as follows:

- Noisy works could be restricted to between 0900 and 1800 Monday to Friday and would not be permitted at the weekends, Sundays or bank holidays.
- Heavy demolition works could be limited to a 2 hours on, 2 hour off working strategy.

2. 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.

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

Details will be provided by the contractor once appointed.

4. 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 will be provided by the contractor once appointed.

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

Details will be provided by the contractor once appointed.

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

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

7. 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.

Details will be provided by the contractor once appointed.

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

Details will be provided by the contractor once appointed.

9. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage 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. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Details will be provided by the contractor once appointed.

10. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 9 have been addressed by completing the [GLA mitigation measures checklist](#). Please attach this as an appendix.

Details will be provided by the contractor once appointed.

- 11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these 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.

Details will be provided by the contractor once appointed.

12. 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 present copies of receipts (if work undertaken).

Details will be provided by the contractor once appointed.

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

An asbestos survey will be carried out following the appointment of the contractor. The key findings will be included in the final CMP once a contractor is appointed.

14. 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.

Details will be provided by the contractor once appointed.

 SYMBOL IS FOR INTERNAL USE

# Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by 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 in writing 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:** .....

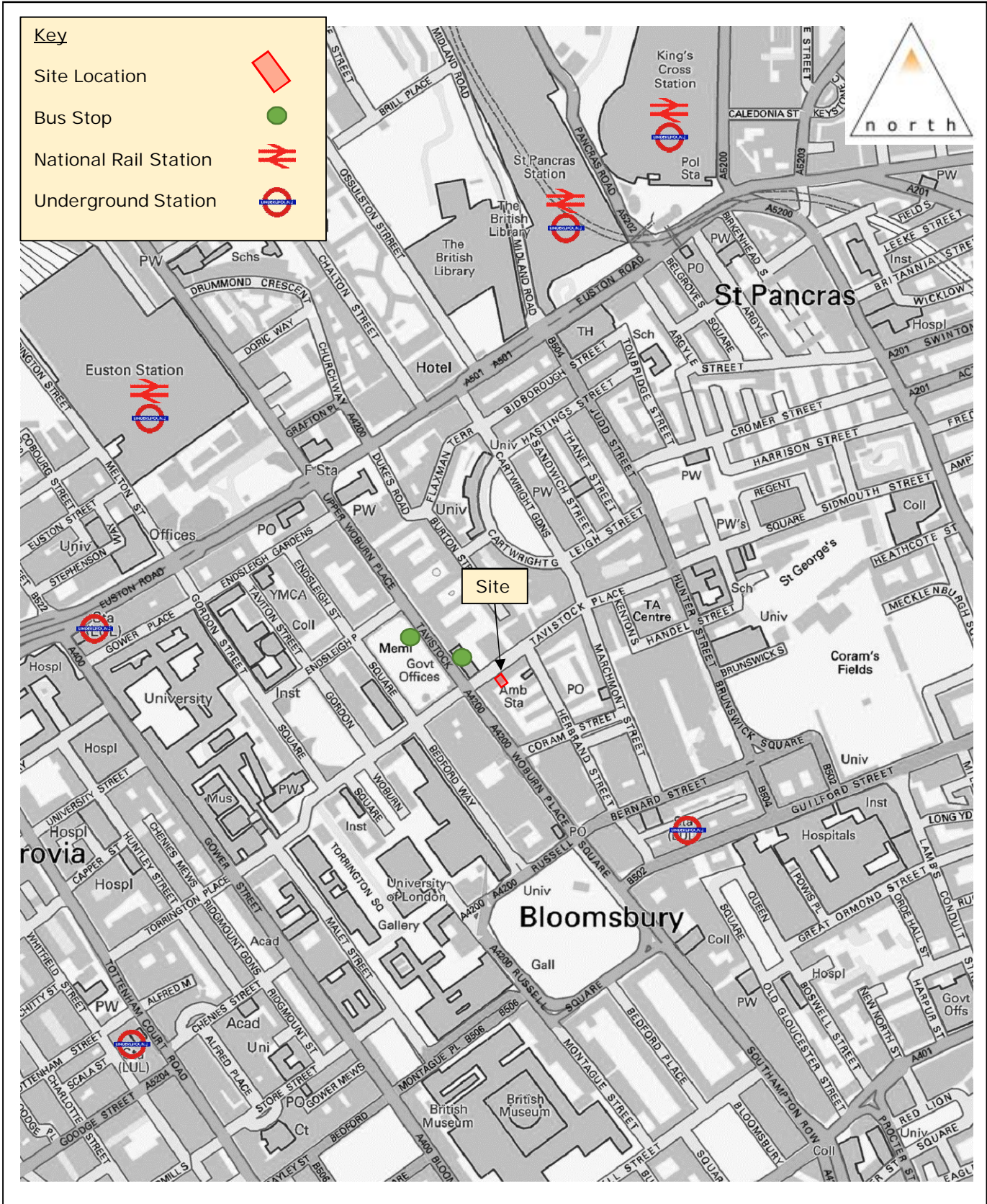
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**Print Name:** .....

**Position:** .....

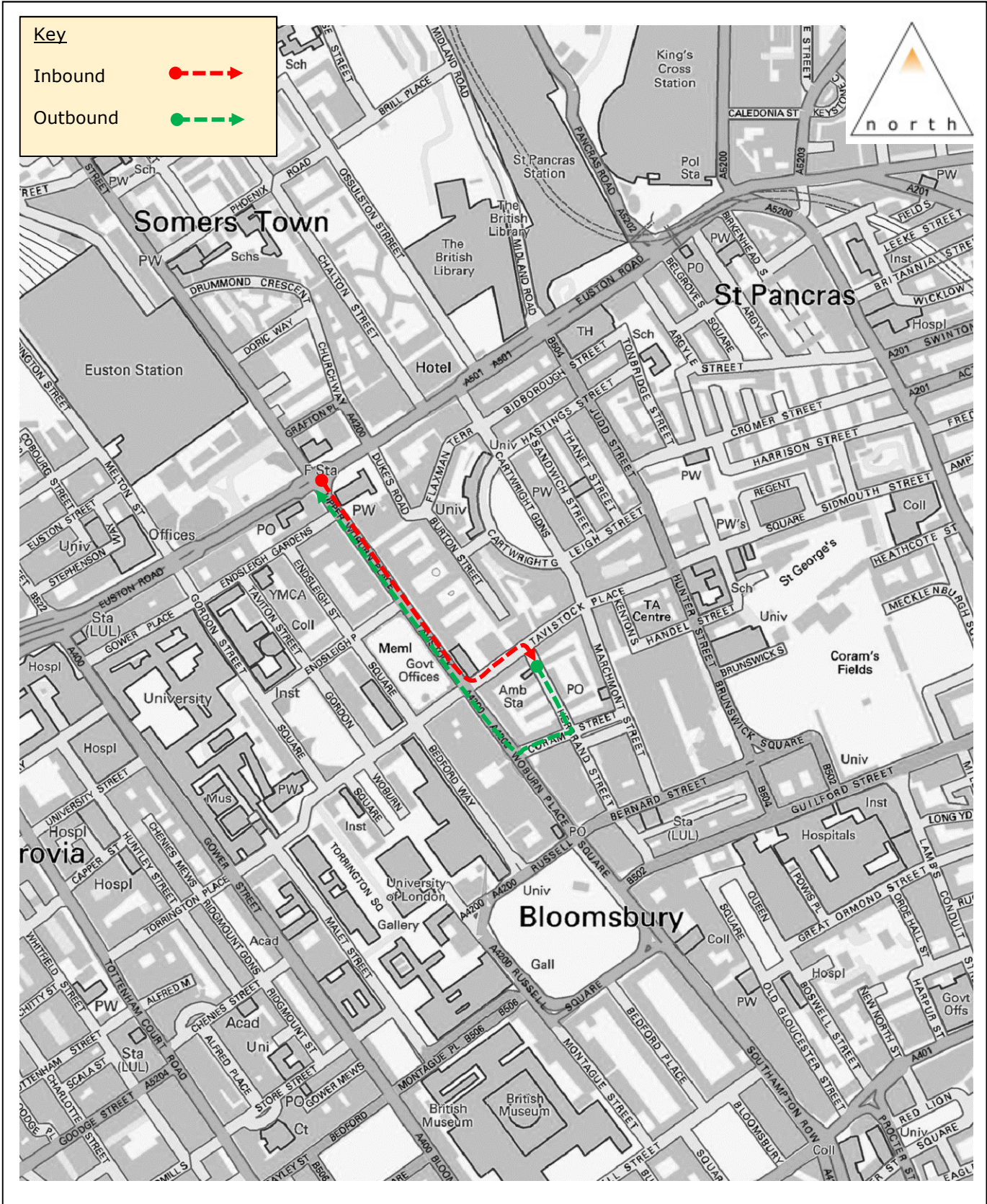
Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.



**motion**

4 Tavistock Place  
 Figure 1: Site Location Plan  
 Not to Scale



4 Tavistock Place

**Figure 2: Vehicle Routing Plan**

*Not to Scale*





LEGEND	
Site Boundary	
Resident Permit Holder Bays	



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](http://www.motion-uk.co.uk)

Project:  
4 Tavistock Place

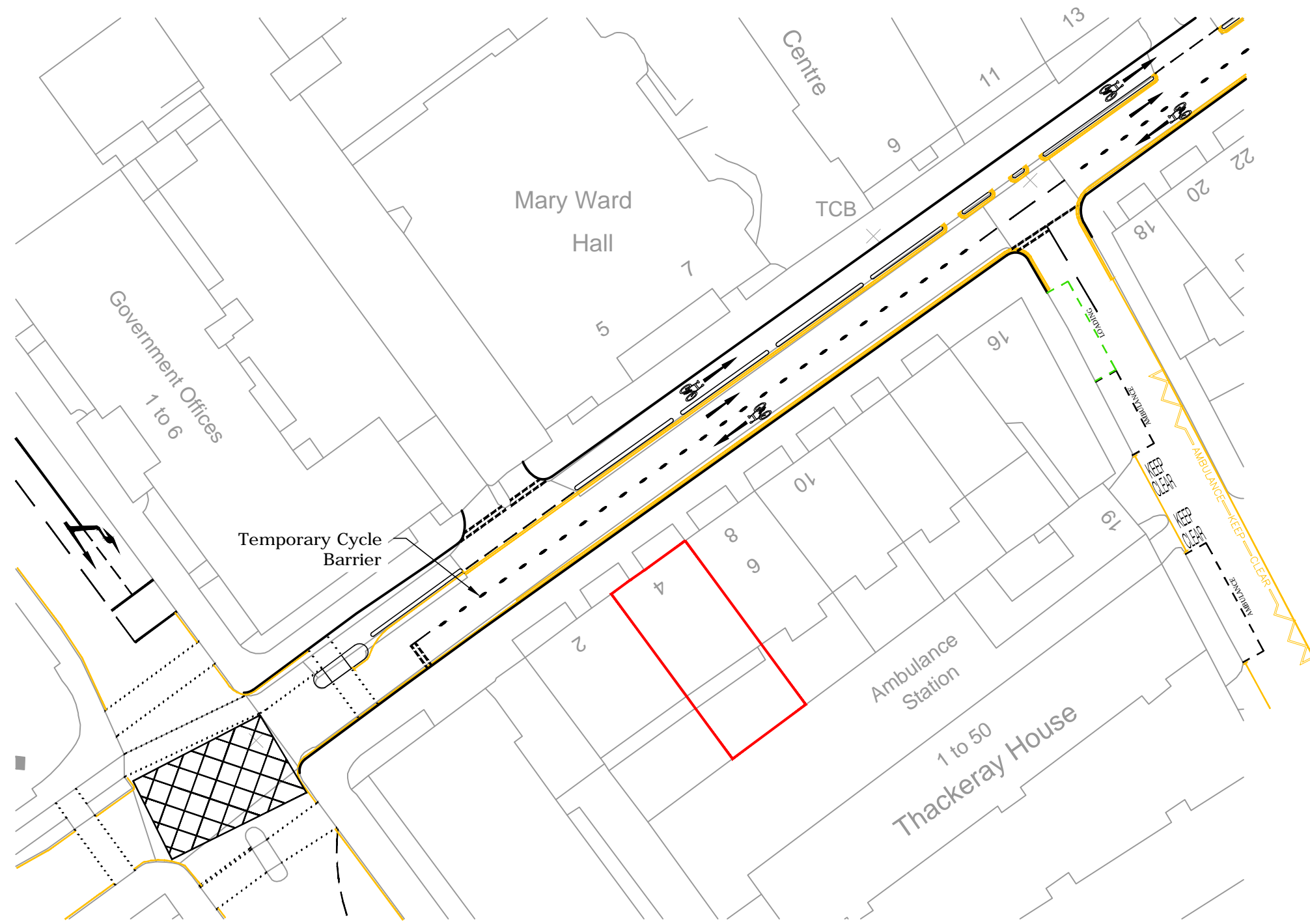
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Existing Highway Arrangement

Scale: 1:500 (@ A3)

Notes:

Drawing:  
151008-01

Revision:  
-



LEGEND	
Site Boundary	
Loading Bay	



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:  
 4 Tavistock Place

Title:  
 Trial Highway Arrangement

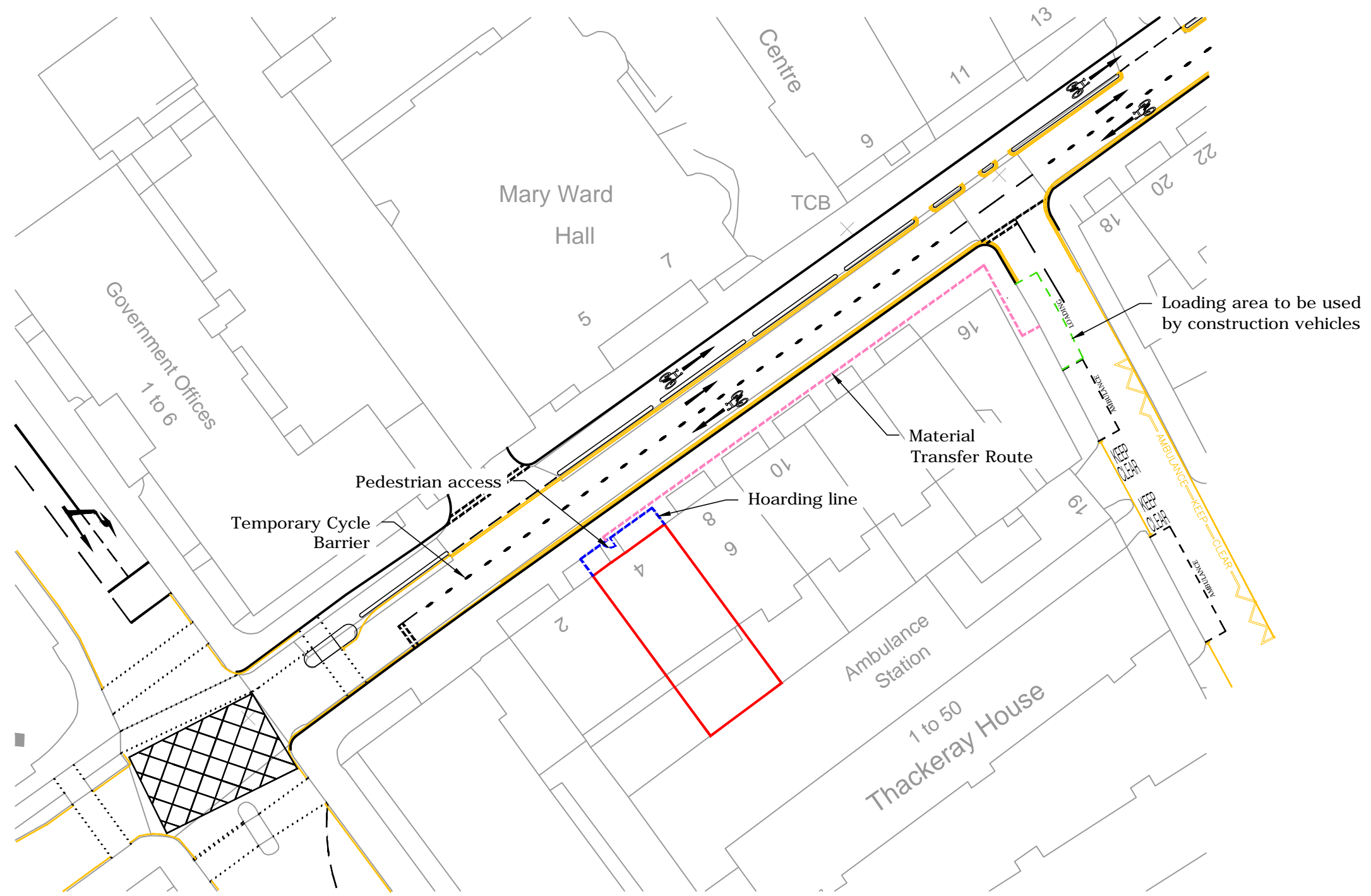
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Notes:

Drawing:  
 151008-03

Revision:  
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**LEGEND**

- Site Boundary
- Loading Bay
- Material Transfer Route



232 High Street  
 Guildford  
 Surrey  
 GU1 3JF

Golden Cross House  
 8 Duncannon Street  
 London  
 WC2N 4JF

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Project:  
**4 Tavistock Place**

Title:  
**Proposed Site Layout**

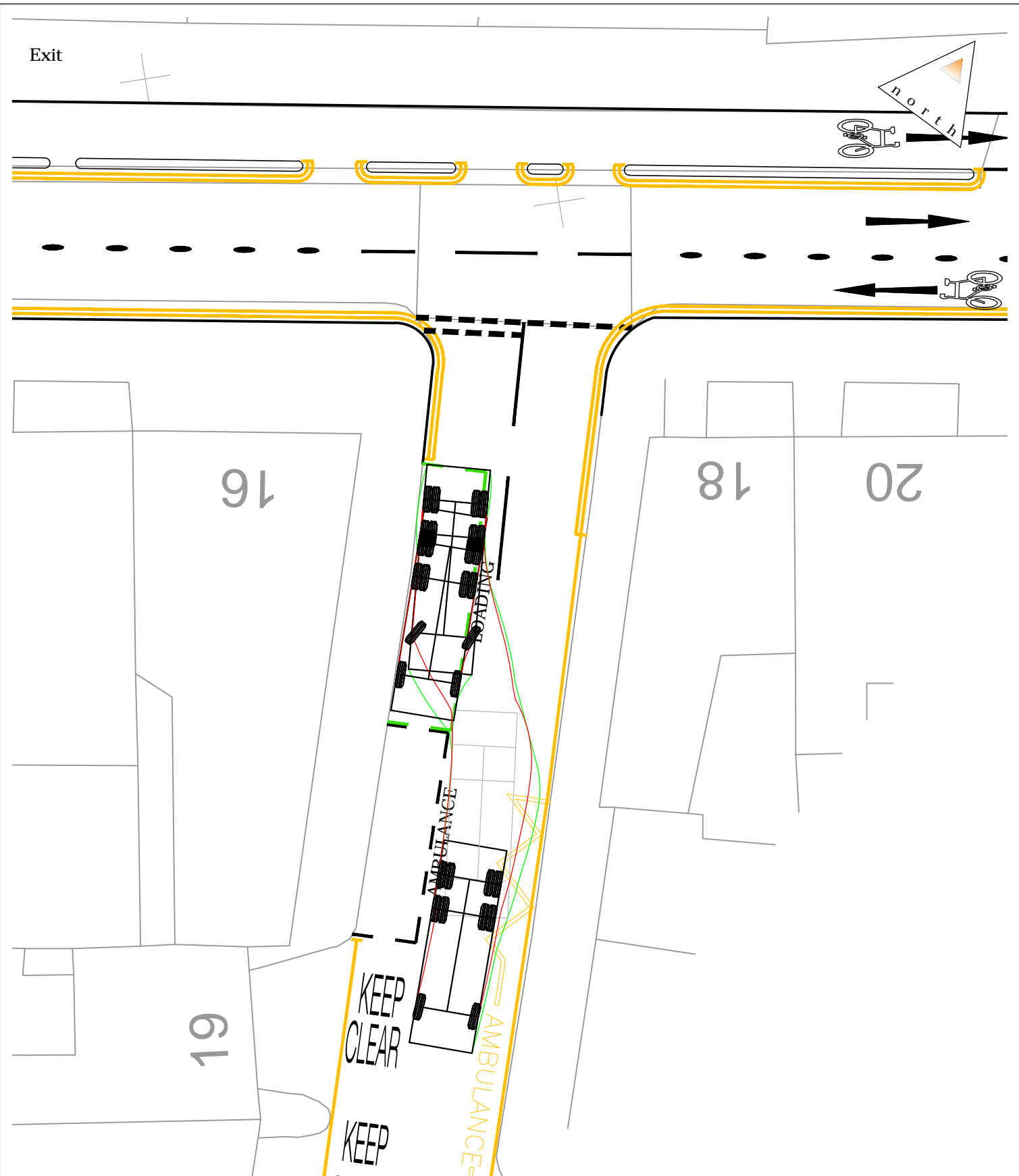
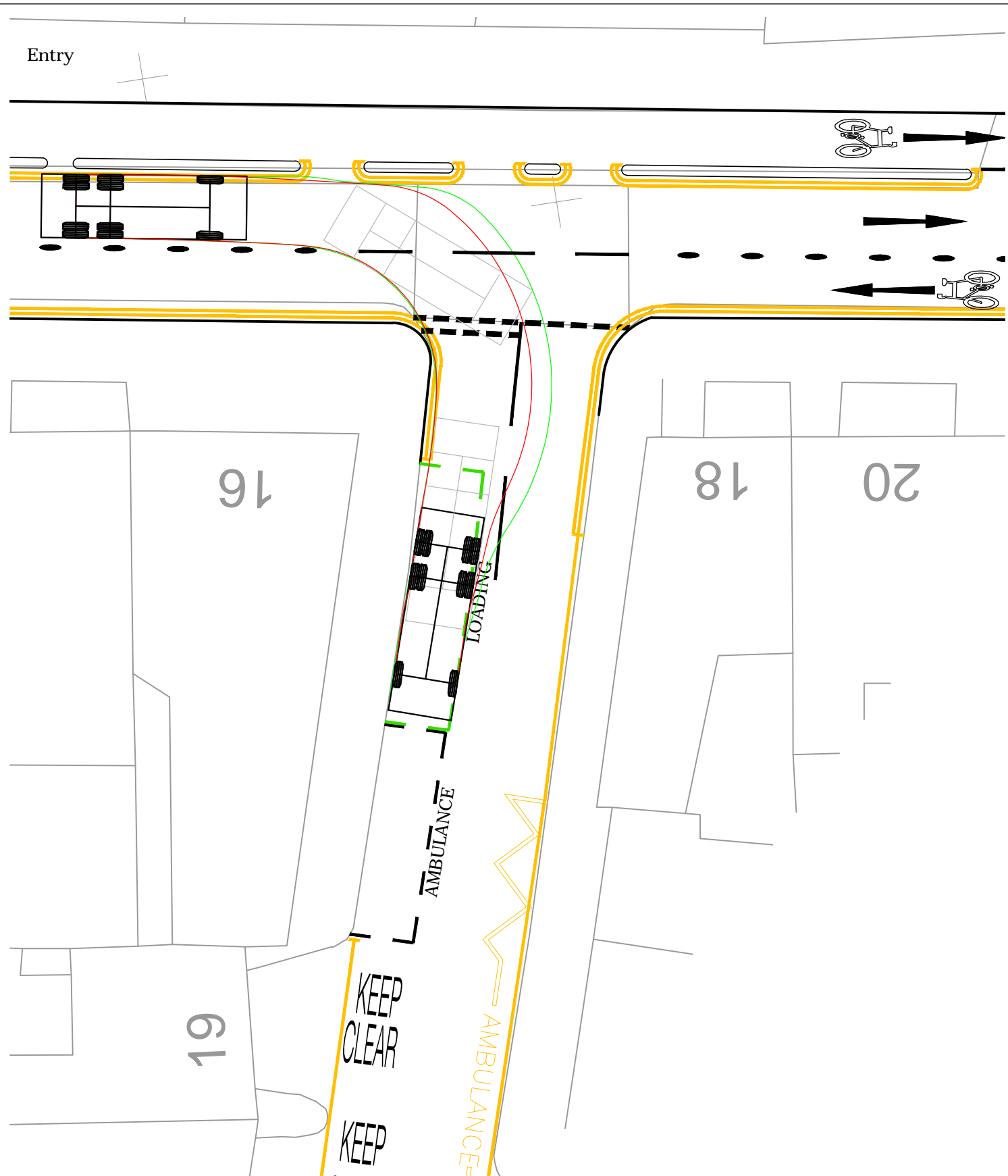
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Notes:

Drawing:  
**151008-05**

Revision:

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	<p>Mercedes Actros Rigid Tipper 6x4 2632K</p> <p>Overall Length 8.040m</p> <p>Overall Width 2.490m</p> <p>Overall Body Height 3.191m</p> <p>Min Body Ground Clearance 0.257m</p> <p>Track Width 2.490m</p> <p>Lock to Lock Time 5.00s</p> <p>Wall to Wall Turning Radius 8.750m</p>
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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:  
 4 Tavistock Place

Title:  
 Swept Path Analysis

Scale: 1:250 (@ A3)

Notes:

Drawing:  
 151008-TK04

Revision:  
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