Construction Management Plan

pro forma v2.0

Camden

Contents

Camden

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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	*(attach appendix if necessary)*
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
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)**.

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.

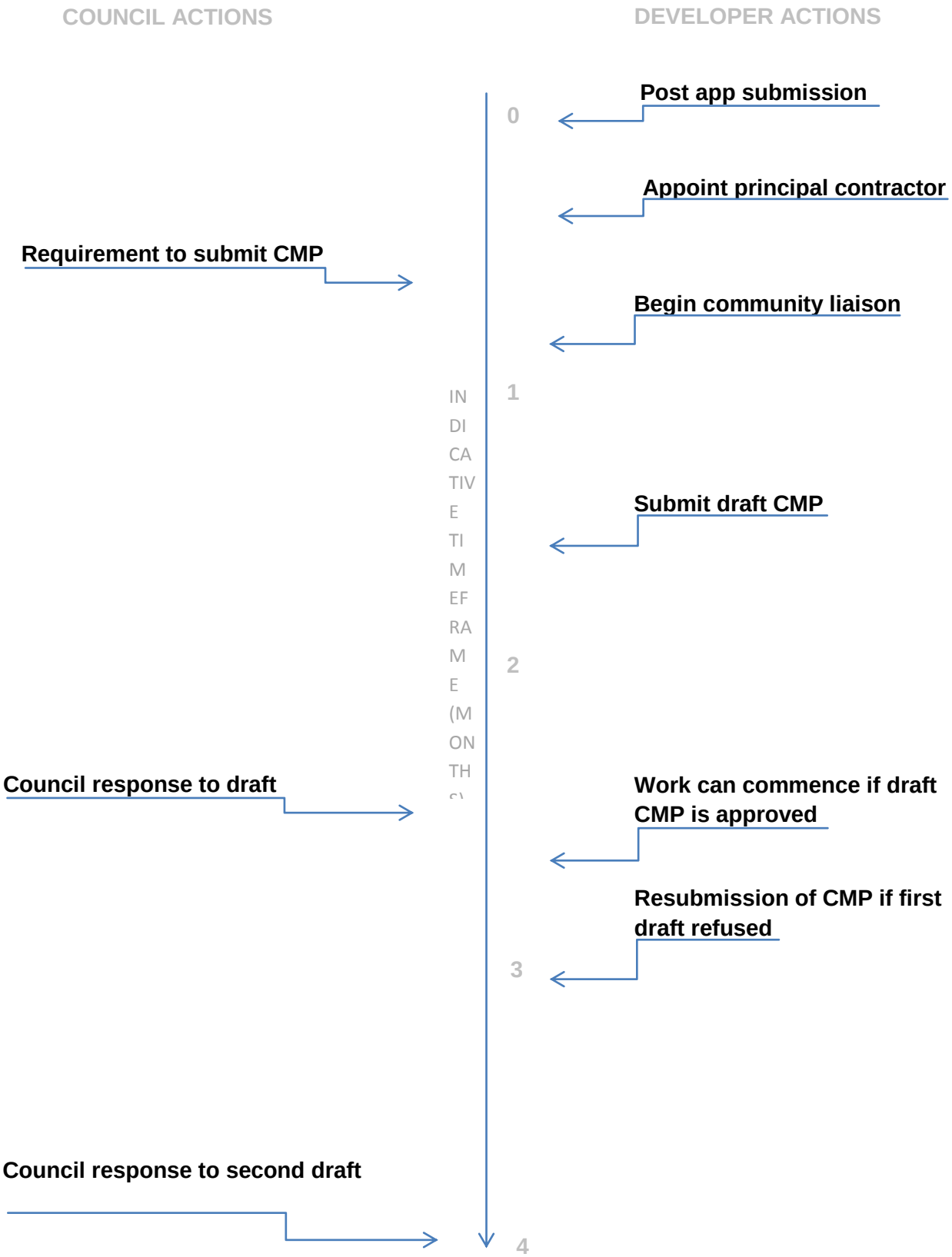
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

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


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
INDICATIVE TIMEFRAME (MONTHS)
Submit draft CMP
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: 152-156, Kentish Town Road, London, NW1 9QB

Planning ref:

Type of CMP - Section 106 planning obligation/Major sites framework:

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

Name: Matthew Stimpson

Address: Golden Cross House, 8 Duncannon Street, London, WC2N 4 JF

Email: mstimpson@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 complete 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 Kentish Town Road within the London Borough of Camden, 400 metres south of Kentish Town Underground / Railway Station. Kentish Town Road forms part of the A400. Motion drawing Figure 1.1, attached, shows the site in context with the surrounding highway network. The surrounding land use is mainly residential with retail/leisure outlets generally occupying the ground floor units along either side of Kentish Town Road.

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 for 152-156 Kentish Town Road comprise the demolition of the existing building and the construction of a new building including a new lower ground level and an enlarged building footprint. The development will provide 9 apartments along with the re-provision of retail and business floor space at ground and lower ground levels.

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 nearest potential receptors that could be affected are residents/tenants of 150, 157, 158 and 158-160 Kentish Town Road and the operators of the retail unit, immediately east of the site.

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 151125-01 shows the existing highway arrangement in the vicinity of the site.

Motion drawing 151125-02 shows the proposed highway arrangement and will be reviewed following appointment of a contractor.

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 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 62 weeks.

Phase	Weeks
Site setup	2
Internal strip out and demolition	6
Excavation	14
Structural Works	18
Non-structural works/ internal fit out/ site clear up	22

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

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

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

Significant time savings can be made by running an effective neighbourhood consultation process. This must 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. The 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 works, 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.

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**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

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.

It is planned that the occupiers/residents of 150, 156, 157, 158-160 Kentish Town Road will be consulted following the appointment of a contractor.

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 will 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.

Full details will be provided following the appointment of a contractor. Once appointed, the construction project manager will liaise with the construction project manager of other construction activity that may commence within the vicinity of the site.

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 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.

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 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 routing: *"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).

Motion drawing 151125-03 shows the vehicle routeing plan. As the site is located adjacent to the A400, construction vehicles will not have to negotiate smaller roads. It is anticipated that construction vehicles will approach the site from the north, travelling southbound. On exit from the site it is anticipated that the construction vehicles will continue in a southerly direction, to return to the north vehicles can turn onto the A5202 where they can travel northbound on the A503.

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.

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 is 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 will be confirmed and revised if necessary by the building contractors' Construction Project Manager (CPM), once appointed.

Phase	Weeks
Site setup	2
Demolition	6
Excavation	14
Structural Works	18
Non-structural works/ internal fit out/ site clear up	22

Typical vehicle types are detailed below:

- skip lorries - these will be standard 4.2m skips for waste removal and lorries with an approximate size being 7m long and 2.4m wide;
- 3-axle tipper – approximately 8m long and 2.4m wide;
- concrete lorries - these will be a standard ready mixed lorry with an approximate size of 8m long by 2.4m wide;
- flat bed delivery vehicle - the flat bed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. The approximate size will be 7m long by 2.25m wide; and
- box van (luton) - these will be utilised for all ancillary deliveries and small components, the approximate size of this vehicle is 4m long by 2m wide.

The maximum number of daily deliveries will be limited to 8 although it is expected that an average of 4 deliveries to the site will be expected daily throughout the duration of the works. Deliveries to the site will be permitted between 0900 and 1700 and between 0800 and 1300 on Saturdays.

When vehicles are entering the site, traffic marshals will be on standby to manage the interaction between construction vehicles and other road users. They will be notified 20 minutes in advance of the arrival of a construction vehicle by call. Traffic marshals will be equipped with a radio in order to communicate with each other whilst managing traffic.

A traffic marshal will stop the traffic with the use of a ‘STOP-WORKS’ sign, a yellow circle with a red border on a black/yellow banded pole for a maximum period of 2 minutes. They will be positioned to achieve 60 metres advance visibility. A further traffic marshal will be positioned in order to stop pedestrians from passing over the footpath whilst a construction vehicle is manoeuvring in/out. Concertina barriers will be used to ensure that the footpath in front of the site is safely closed off whilst construction vehicles are manoeuvring in/out of the bay.

To create the lower ground level, approximately 4420 cubic metres of spoil requires excavation. To account for bulking following excavation, this figure will rise to approximately 6188 cubic metres with a robust bulking factor of 1.4, this equates to approximately 7072 tonnes of spoil.

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 not aware of any other construction works planned within the vicinity of the site.

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 with the 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 relevant 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.

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

There will be 2 loading areas for construction vehicles. Smaller vehicles will utilise a loading bay on site. However, due to site constraints a temporary construction loading bay will be accommodated on the footway whilst an adequate footway width is maintained. This loading bay will accommodate larger vehicles to remove the spoil excavated from the creation of the lower ground level.

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

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

As vehicles will be crossing the footway for the on-site loading area, a further traffic marshal will be positioned in order to stop pedestrians from passing over the footpath whilst a construction vehicle manoeuvres in/out of this loading area. Concertina barriers will be used to ensure the stretch of footway is safely closed off whilst the vehicle is manoeuvring.

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 drawings 151125-TK02, 151125-TK04 and 151125-TK06 demonstrate how a 7.5t panel van, a 3-axle tipper and a concrete mixer would access the site. All manoeuvres will be supervised by traffic marshals who will manage the interaction between construction vehicles, pedestrians and other road users. It is anticipated that the largest vehicle to require access to the site will be a concrete mixer.

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.

Wheel washing facilities will be provided on exit from the onsite loading bay.

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 outlined in plan 151125-02, it is proposed that construction vehicles either dwell on the proposed temporary construction layby adjacent to the development site. In order to form this loading bay it is proposed that a 15 x 2.9 metre section of the footway will be temporarily suspended.

The footway adjacent to the site will be covered where the gantry is and a conveyor will be placed above to transfer spoil into the skip. At least 1.2 metres of footway will be maintained throughout the construction works along Kentish Town Road.

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.

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.

No parking bays will be suspended to accommodate the construction activity. For the section of footway to be suspended a Temporary Traffic Order will be applied for by the contractor.

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 and temporary highway arrangement during construction is shown in Motion drawing 151125-02, attached.

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

Details to be confirmed 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 traffic diversions are considered necessary.

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/skips/ 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.

In excess of 1.2 metres of clear footway will be maintained past the site. In order to safeguard pedestrians and cyclists, 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 areas and will also supervise all loading/unloading activity so as to manage the interaction of construction vehicles with pedestrians, cyclists and other vehicles.

Once appointed, this strategy will be reviewed and confirmed by the contractor.

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 and to the rear of the property as shown on Motion drawing 151125-02. The requirements will be confirmed once a contractor has been appointed and all relevant licenses for the hoarding and scaffolding will be applied for by the Construction Project Manager.

SYMBOL IS FOR INTERNAL USE

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 would be restricted to between 0900 and 1800 Monday to Friday and would not be permitted at the weekends, Sundays or Bank Holidays.

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 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. Full 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 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: ……

Date: ……..

Print Name: ……..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

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Project:
152-156 Kentish Town Road

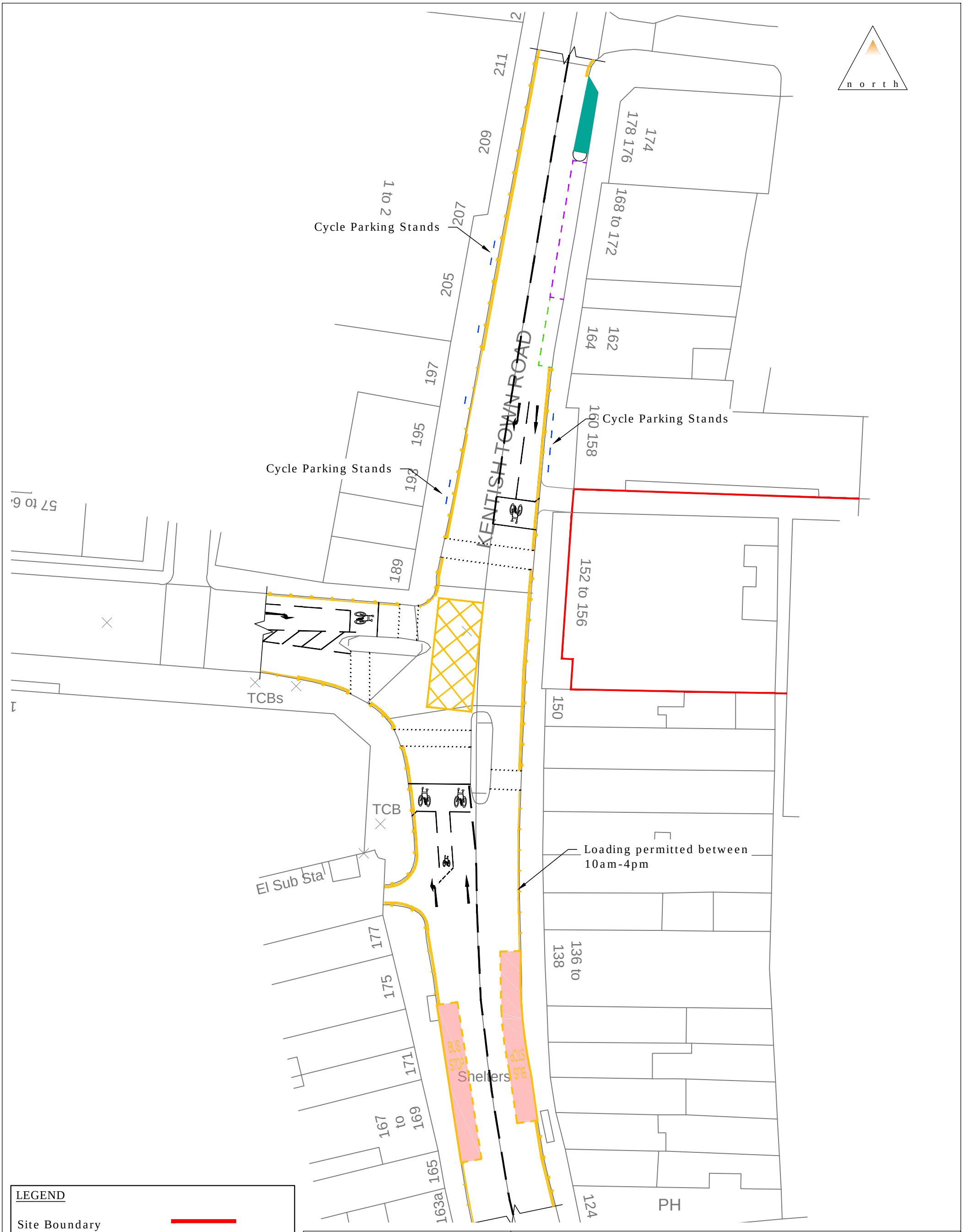
Title:
Site Location Plan

Scale: NTS (@ A4)

Drawing: Figure 1.1

Revision:

L:\Projects\mwkent 151125\Drawings\Figure 1.1.dwg



LEGEND

- Site Boundary
- Loading Bays (7am-7pm)
- Pay and Display/ Car Club/Permit Holder Bays (7am-7pm)
- Cycle Parking Stands

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Project:
152-156 Kentish Town Road

Title:
Exsiting Highway Arrangement

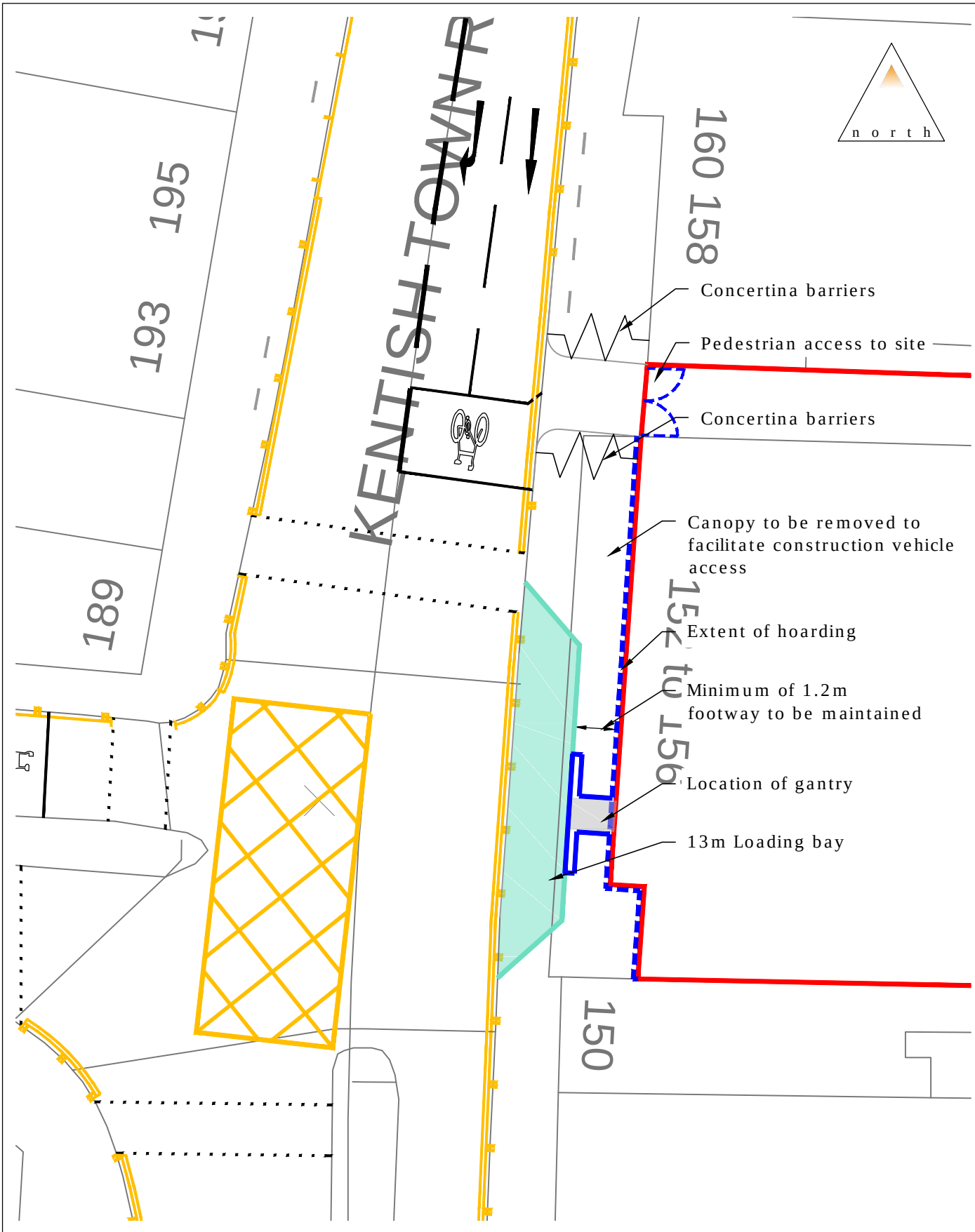
Scale: 1:500 (@ A3)

Notes:

Drawing:
151125-01

Revision:
-

L:\Projects\mwkent 151125\Drawings\151125-01.dwg



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Project:
152-156 Kentish Town Road

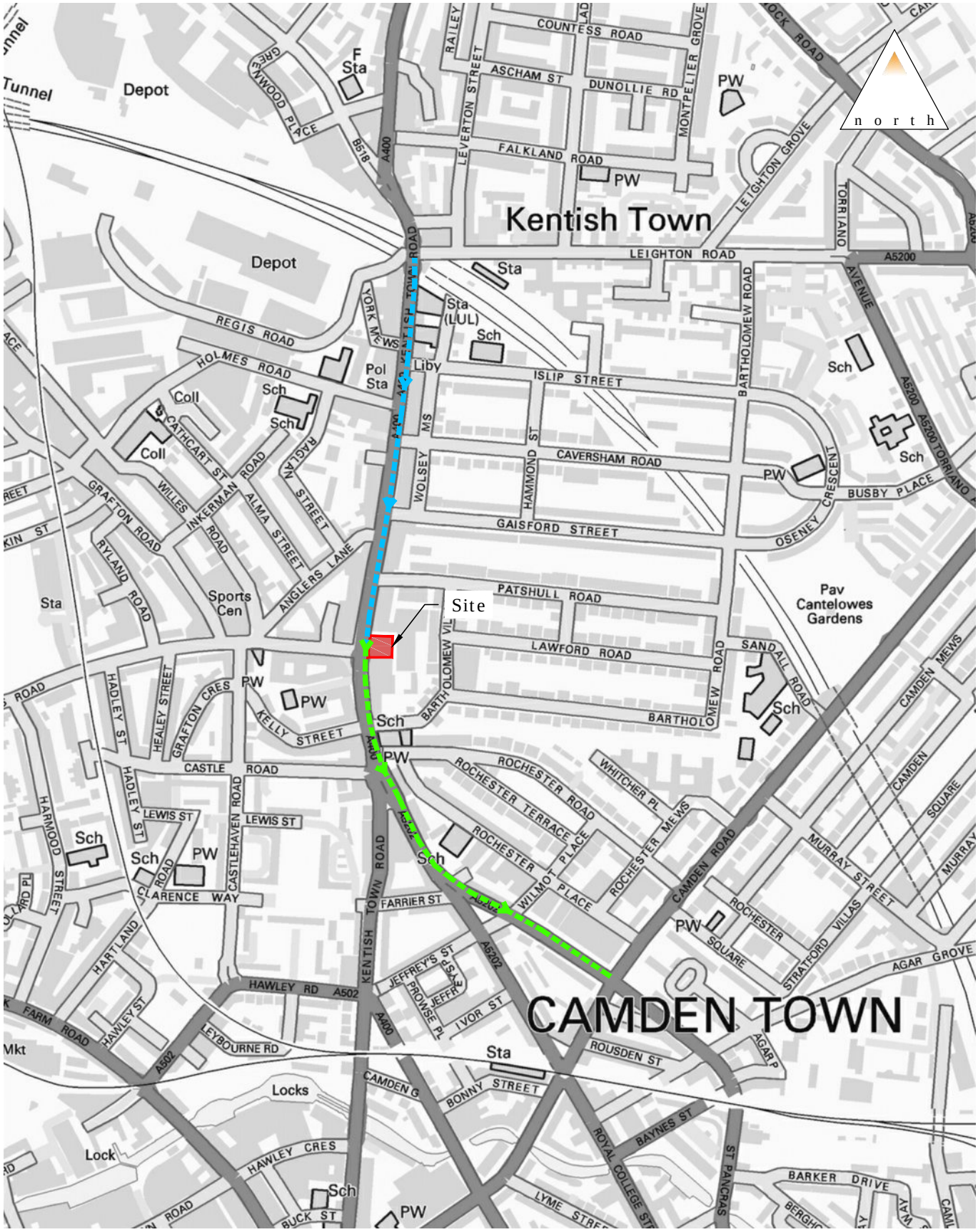
Title:
Proposed Temporary Construction Highway Arrangement

Scale: 1:250 (@ A4)

Drawing: 151125-02

Revision: -

L:\Projects\mwkent 151125\Drawings\151125-02.dwg



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LEGEND

Vehicle Access

Vehicle Egress

Project:
152-156 Kentish Town Road

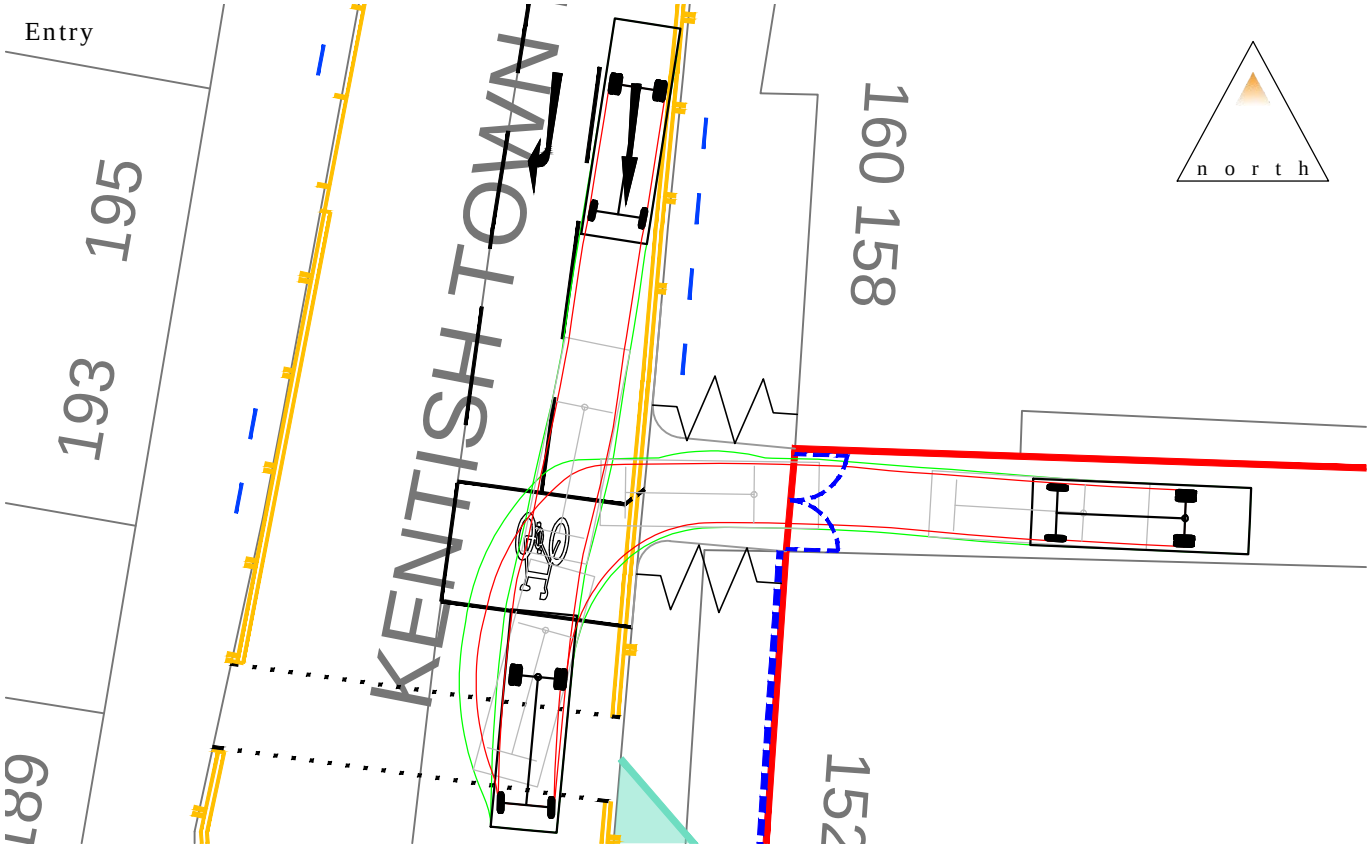
Title:
Construction Vehicle Routeing Plan

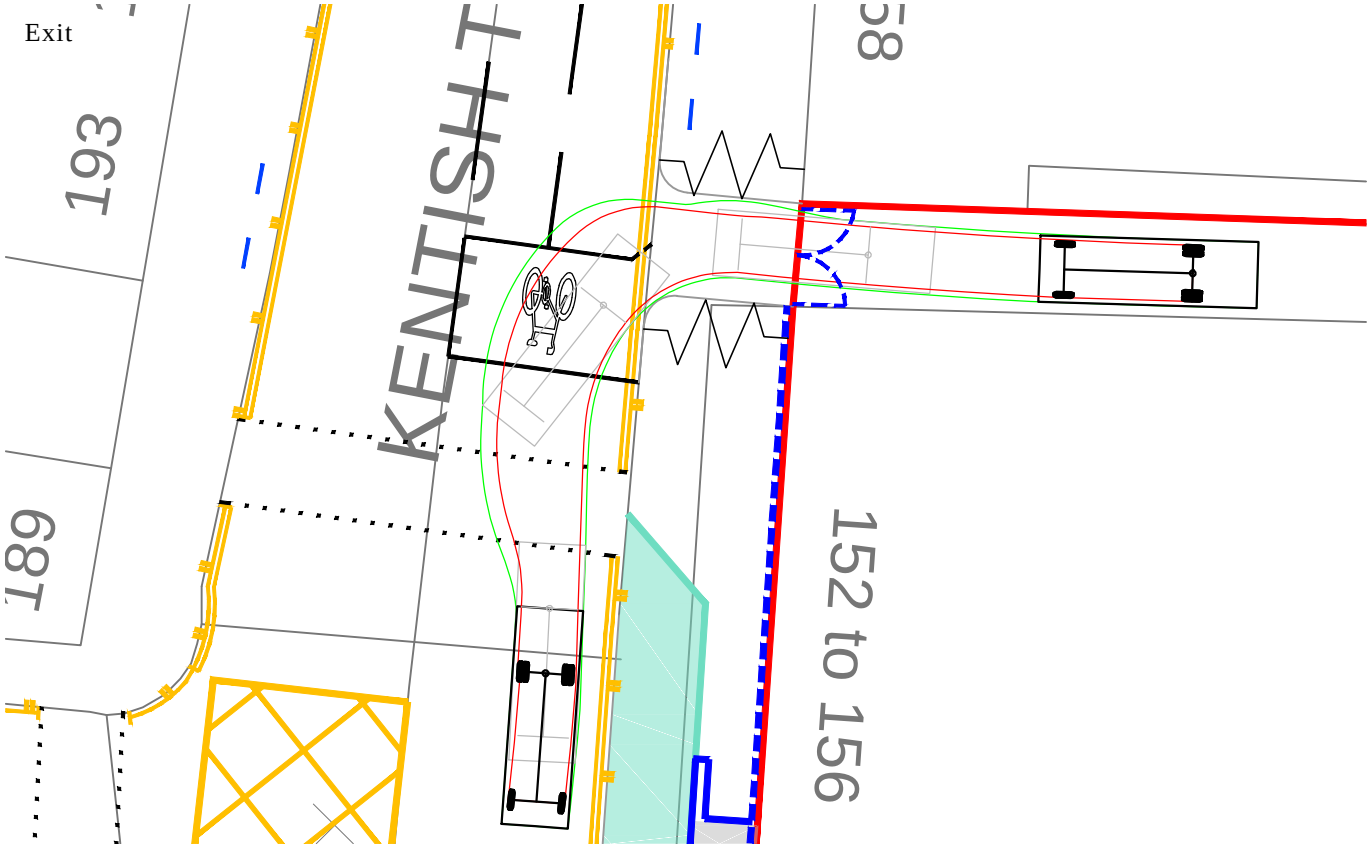
Scale: NTS (@ A4)

Drawing: 151125-03

Revision: -

L:\Projects\mwkent 151125\Drawings\151125-03.dwg





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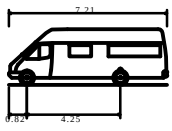


7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

Project:
152-156 Kentish Town

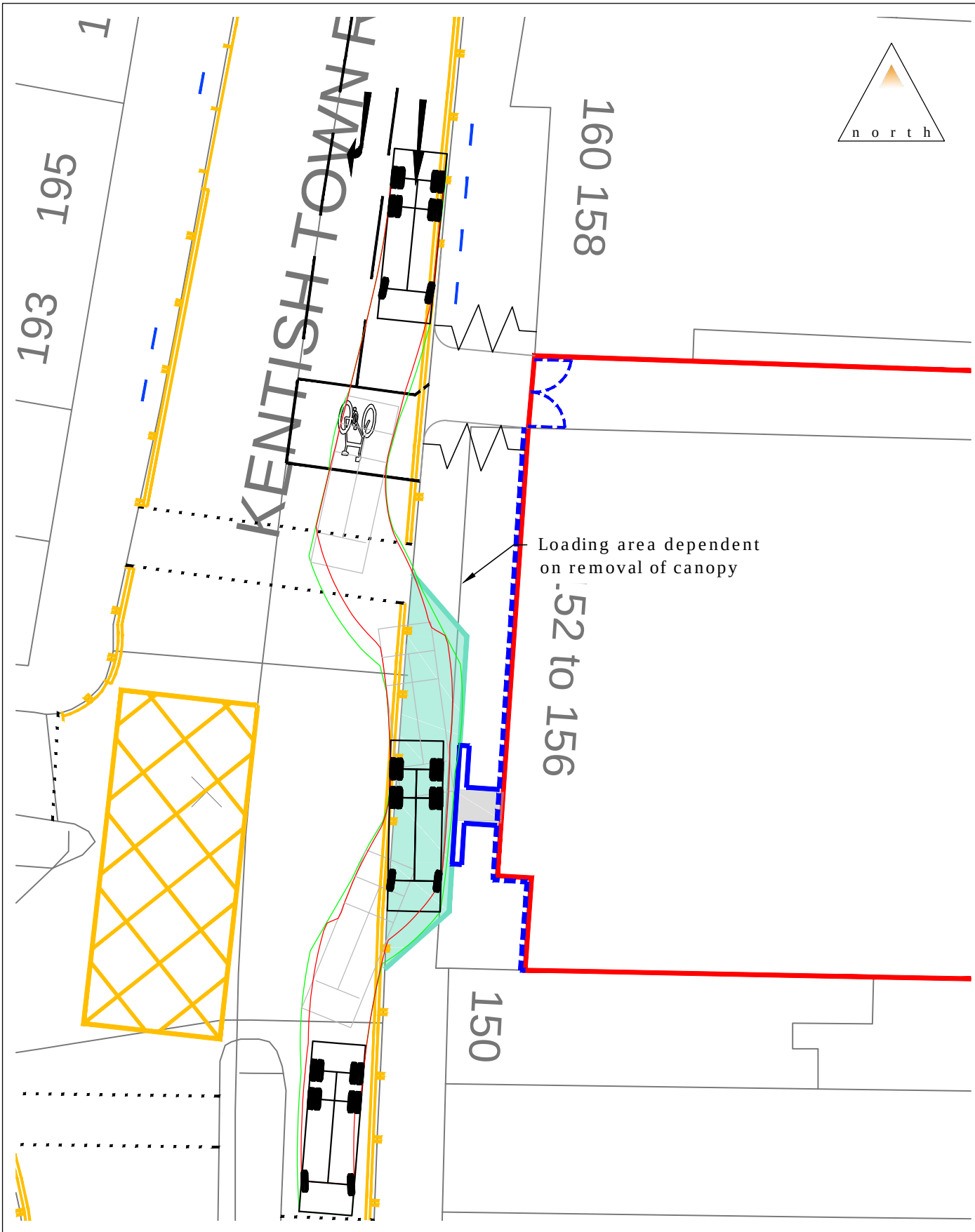
Title:
Swept Path Analysis

Scale: 1:250 (@ A4)

Drawing:
151125-TK02

Revision:
-

L:\Projects\mwkent 151125\Drawings\151125-TK01 - TK03.dwg



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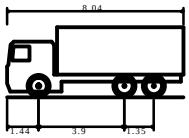


Mercedes Actros Rigid Tipper 6x4 2632K	
Overall Length	8.040m
Overall Width	2.490m
Overall Body Height	3.191m
Min Body Ground Clearance	0.257m
Track Width	2.490m
Lock to Lock Time	5.00s
Wall to Wall Turning Radius	8.750m

Project:
152-156 Kentish Town Road

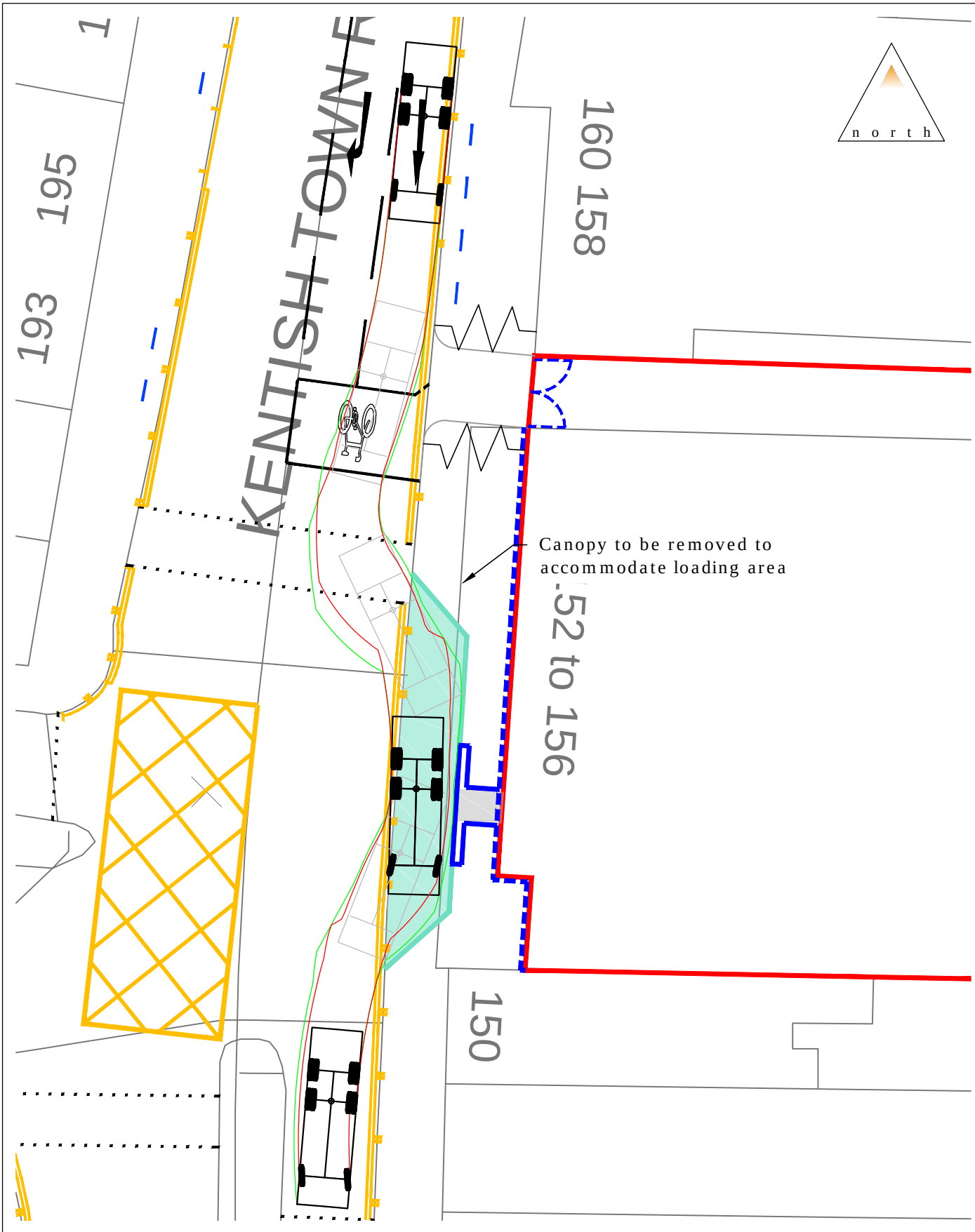
Title:
Swept Path Analysis

Scale: 1:250 (@ A4)

Drawing: 151125-TK04

Revision: -

L:\Projects\mwkent 151125\Drawings\151125-TK04 - TK06.dwg



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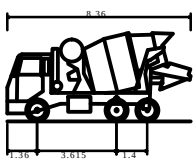

Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

Project:
152-156 Kentish Town Road

Title:
Swept Path Analysis

Scale: 1:250 (@ A4)

Drawing:
151125-TK06

Revision:
-

L:\Projects\mwkent 151125\Drawings\151125-TK04 - TK06.dwg