

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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

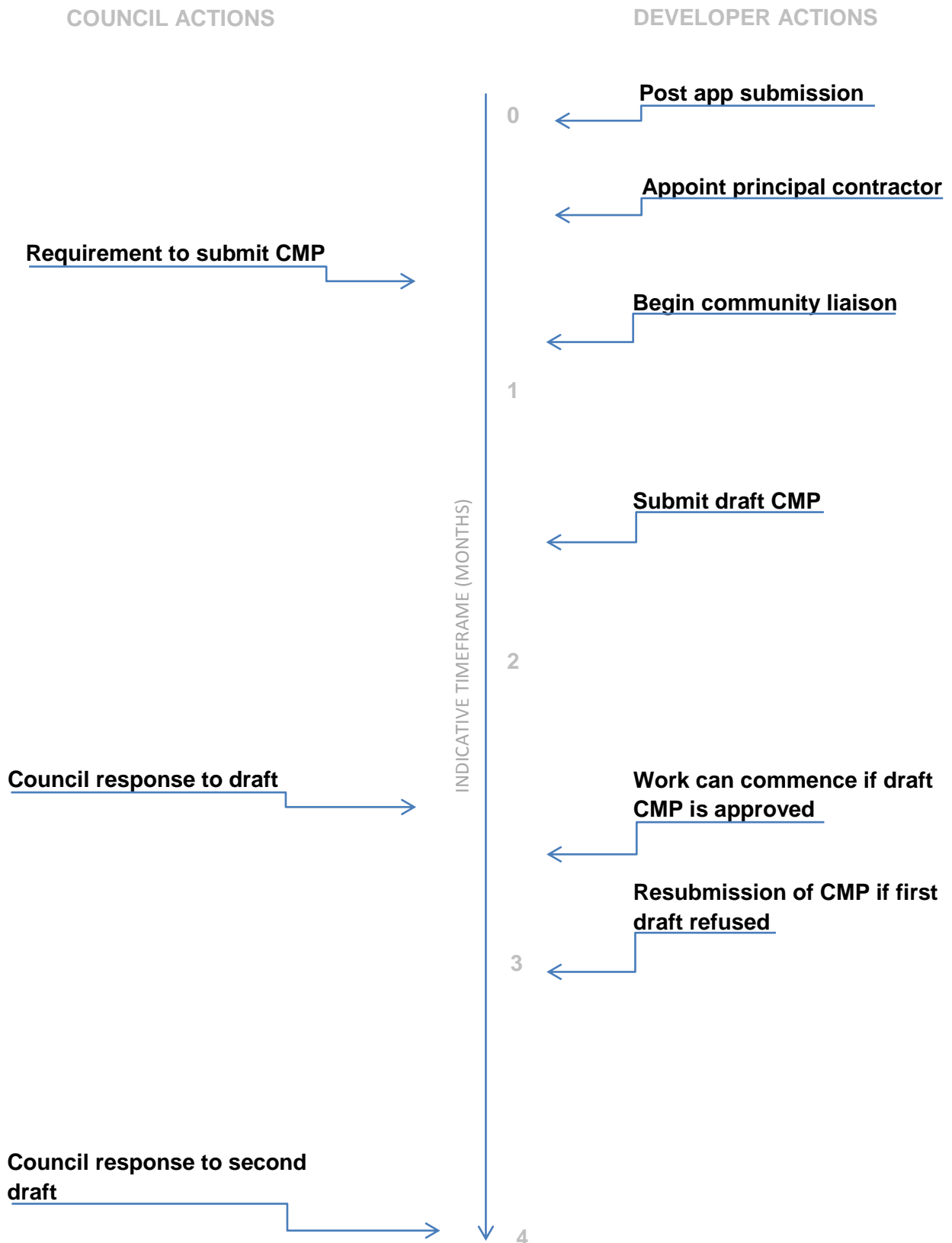
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

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



Contact

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

Address: 21-22 King's Mews, London, WC1N 2HZ

Planning ref:

Type of CMP: Draft CMP to accompany planning application

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

Name: David Lewis

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

Email: dlewis@motion-uk.co.uk

Phone: 02070318141

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: Details to be provided by the contractor prior to commencement

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: Details to be provided by the contractor prior to commencement

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: Details to be provided by the contractor prior to commencement

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: Details to be provided by the contractor prior to commencement

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 site is located on the eastern side of King's Mews within the London Borough of Camden, just north of the A401 Theobalds Road. The site is located approximately 500 metres north of Chancery Lane Underground Station. The site operates currently as a garage and as such, two points of vehicle access to the site are provided from King's Mews.

The land use in the vicinity of the site comprises of a mixture of commercial and residential uses. The development proposals comprise the demolition of the existing garage and the construction of a new 4 storey property including a new basement level.

The location of the site in relation to the surrounding area is shown in **Figure 1**, attached to this pro-forma.

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 development proposals comprise the demolition of the existing garage and the construction of a new 4 storey property including a new basement level.

The property is fronted to the west by King's Mews which is a two-way single lane carriageway road and is subject to a 20mph speed restriction. King's Mews is 7.6 metres wide outside the frontage of the property and narrows at its southern end where it joins the A401. Single yellow lines run along both sides of King's Mew in the vicinity of the site and a footway is provided along the western side of the road. The existing highway layout is shown in Drawing 160134-01, appended to this pro-forma.

The site is bound to the north, east and south by adjacent residential and commercial properties and is bound to the west by King's Mews. There is footway is provided along the eastern side of King's Mews. No garden or outside space is available on site.

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/tenants will be the nearest possible receptors likely to be effected by activities on site. Further details, including mitigation measures will be provided by the contractor prior to commencement.

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 160134-01, attached, shows the layout of the highway in the vicinity of the site.

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.

Phase	Estimated Programme (Weeks)
Site setup	2
Demolition	4
Excavation	6
Structural Works	16
Non-structural works/Internal Fit Out	20
Site Clear Up	2

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 08:00 to 18:00 Monday to Friday and 08:00-13:00 on Saturdays. No work will be permitted on Sundays or 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 and prior to commencement.

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.

As this is a draft CMP to accompany the planning application, it is anticipated that a final CMP will be secured as part of the S106 agreement. As such, a draft of the final CMP will be circulated to the residents/tenants of King's Mews for consultation prior to the submission of the CMP to fulfil the S106.

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 by the contractor prior to commencement.

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 by the contractor prior to commencement.

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 by the contractor prior to commencement.

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 by the contractor prior to commencement.

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

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 by the contractor prior to commencement.

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 by the contractor prior to commencement.

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).

It is anticipated that the construction vehicles will access the site from the A5200 turning into Northington Street travelling westbound. Vehicles will make a left turn into King's Mews to access the site. Vehicles will leave the site in a forward gear, continuing southbound along King's Mews, making a left turn onto Theobalds Road to re-join the A5200. A vehicle routing plan is shown in **Figure 2**, appended to this CMP. Swept Path Analysis showing a ready-mix concrete mixer (the largest vehicle expected to access the site) travelling along the proposed vehicle route is shown in drawing 160134-TK03.

It will be required that all deliveries 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 banksmen.

The potential risks to both cyclists and pedestrians have been considered and vehicles with appropriate safety equipment will be used. It will be required that all vehicles will be fitted with safety bars, additional mirrors and advisory signage. It will also be required that drivers must have undertaken a cyclist safety awareness course. Drivers will also be made aware prior to travelling to the site of the presence of a Sandanger Cycle docking station on Northington Street.

The vehicle routing plan 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 will be advised to travel to the site by public transport or on foot or by cycle. The Construction Project Manager will provide all site personnel with details of all 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 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 the 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	Estimated Programme (Weeks)
Site setup	2
Demolition	4
Excavation	6
Structural Works	16
Non-structural works/Internal Fit Out	20
Site Clear Up	2

Small Skip Lorry/Tipper for waste removal

This vehicle will be approximately 8.0m long and 2.5m wide and 3.5m high. A maximum of 2 vehicle per day will access the site during the demolition and excavation phases of the works with a maximum dwell time of 40 minutes.

Concrete Mixer Lorry

These will be approximately 8.0 metres in length with a width of 2.4 metres. Deliveries will take place during the structural phase of the works and a maximum of 3 vehicles could be expected on the day of pouring. These occurrence will happen a maximum of every 3-4 days during this phase of the works with a maximum dwell time of 40 minutes.

Flat bed truck

These vehicles approximately 8.0m long and 2.4m wide. These vehicles will be used to deliver and collect scaffolding, and building materials such as plaster, cement and blockwork. Deliveries will be expected a maximum of once every 1-2 days during the site set-up, structural works and fit out/clear up phases of the works with a maximum dwell time of 40 minutes with the exception of scaffold erection and dismantling, when the vehicle would need to be on site for a maximum of 5 hours.

Box van (Luton/Transit)

These will be up to 6 metres in length with a maximum width of 2.0 metres. A maximum of 1-2 deliveries per day could be expected throughout 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. 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 consented development works at 25 King's Mews. 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 by the contractor prior to commencement.

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

The existing and proposed building occupies the entirety of the site and, as such, no vehicle access into the site is available. On this basis, it is proposed that all deliveries will take place from a temporary vehicle loading area on King’s Mews located adjacent to the frontage of the site, as shown in Motion drawing 160134-02.

As there is no vehicular access to the site, it is proposed that a skip is located on King’s Mews, adjacent to the site frontage. A temporary vehicle loading area will also be located on the single line space adjacent to the frontage of the property. A hoarding containing scaffolding will also be installed around the frontage of the property as shown in drawing 160134-02 which will not extend more than 0.5 metres from the site frontage.

Motion Drawing 160134-TK01 shows a skip lorry accessing the proposed vehicle loading area. The vehicle will pull past the site and reverse onto the skip. Motion drawing 160134-TK02 shows a ready-mix concrete lorry (the largest vehicle expected to access the site) entering and leaving the proposed loading area. No skip will be located on the carriageway when a concrete delivery is scheduled.

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

All vehicle manoeuvres to and from the proposed loading area will be supervised by trained banksmen 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 160134-TK01 shows a skip lorry accessing the proposed vehicle loading area. The vehicle will pull past the site and reverse onto the skip. Motion drawing 160134-TK02 shows a ready-mix concrete lorry (the largest vehicle expected to access the site) entering and leaving the proposed loading area. No skip will be located on the carriageway when a concrete delivery is scheduled.

Motion drawing 160135-TK03 shows swept path analysis of a ready-mix concrete vehicle travelling along the proposed vehicle route from the A5200 Gray's Inn Road to the A401 Theobalds Road.

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.

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 prior to commencement.

As no vehicular access to the site is provided, it is considered that all loading activity will need to take place from the single yellow line space on King's Mews, located immediately adjacent to the site frontage. It is proposed that a hoarded skip is placed on the carriageway adjacent to the site and spoil will be fed by conveyor into the spoil storage area. The proposed site set up is shown in Motion drawing 160134-02, attached. Skips will be collected up to twice per day during the demolition and excavation phases of the works.

Skip vehicles will pull past the site and reverse into the temporary loading area, as shown in Motion Drawing 160134-TK01. Motion drawing 160134-TK02 shows a ready-mix concrete vehicle (the largest vehicle expected to access the site) entering and leaving the proposed loading area. No skip will be located on the carriageway when a concrete delivery is scheduled.

Vehicular access along King's Mews will be maintained and banksmen will be positioned outside the frontage of the site to guide vehicles around a vehicle when it is located within the temporary loading area.

A hoarding will be installed around the site and will have a lockable access. The hoarding will contain scaffolding and will not extend more than 0.5 metres from the site frontage. All materials and plan will be stored on site and deliveries will be on a 'just-in-time' bases so as to minimise the storage requirements on site. Welfare facilities 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](#).

No parking bay suspensions will be required. Loading will take place from the single yellow line space located adjacent to the front of the property. A skip will also be located on the carriageway. All relevant licences will be applied for by the Construction Project Manager, once appointed.

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).

As no vehicular access to the site is provided, it is proposed that a temporary vehicle loading area will be located on the single yellow line space adjacent to the frontage of the property. In addition, it is proposed that a skip is also located on the single yellow line space adjacent to the frontage of the site for the storage of waste and spoil. A hoarding will be installed around the skip. The proposed site setup during construction is shown in Motion drawing 160134-02, attached. A secure and lockable hoarding will also be installed around the frontage of the property which will contain scaffolding. The site hoarding will not extend more than 0.5 metres from the site frontage.

Vehicular access along King's Mews will be maintained at all times. All building materials and site accommodation will be accommodated on site. No footway diversion will be necessary as there is no footway along the eastern side of King's Mews.

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

Appropriate signage and lighting will be provided on the site hoarding and on the hoarding surrounding the skip. Further details will be provided following the appointment of a contractor and prior to commencement.

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 and prior to commencement.

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.

The potential risks to both cyclists and pedestrians have been considered and vehicles with appropriate safety equipment will be used. It will be required that all vehicles will be fitted with safety bars, additional mirrors and advisory signage. It will also be required that drivers must have undertaken a cyclist safety awareness course. Drivers will also be made aware prior to travelling to the site of the presence of a Sandander Cycle docking station on Northington Street.

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 into the site 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 which will contain scaffolding as shown in Motion Drawing 160134-02. The site hoarding will not extend more than 0.5 metres from the site frontage. A hoarding will also be installed around the skip which will be located on the single yellow line space adjacent to the frontage of the site. All relevant licences for the hoarding, scaffolding and skip will be applied for by the Construction Project Manager and the requirements will be confirmed by the contractor prior to commencement.

 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 following measures will be implemented:

- Noisy work will be restricted to between 0800 and 1300 Monday to Friday and between 0800 and 1300 on Saturdays. No noisy works will be permitted on Sundays or Bank Holidays.
- In order to reduce the effect of noisy works on neighbouring properties, where practical and possible contractors will use well-maintained and silenced plant and equipment including compressors, generators and power tools.

The construction contractor will provide further details prior to commencement.

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 and prior to commencement.

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

Details to be provided by the contractor prior to commencement.

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 to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

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

Hoardings bordering the frontage of the property along Froggnal 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. More details will be provided by the contractor once appointed and prior to commencement.

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.

No vehicles will enter the site and as such, the transferal of detritus to the public highway will be limited. Any dirt or dust transferred to the public highway will be cleared immediately. Skips will be covered when removed.

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

Details to be provided by the contractor prior to commencement.

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 to be provided by the contractor prior to commencement.

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 to be provided by the contractor prior to commencement.

- 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 to be provided by the contractor prior to commencement.

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 to be provided by the contractor prior to commencement.

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

An asbestos survey will be carried once a contractor has been appointed and prior to commencement. The key findings will be included in the final CMP.

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 to be provided by the contractor prior to commencement.

 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.

Figures

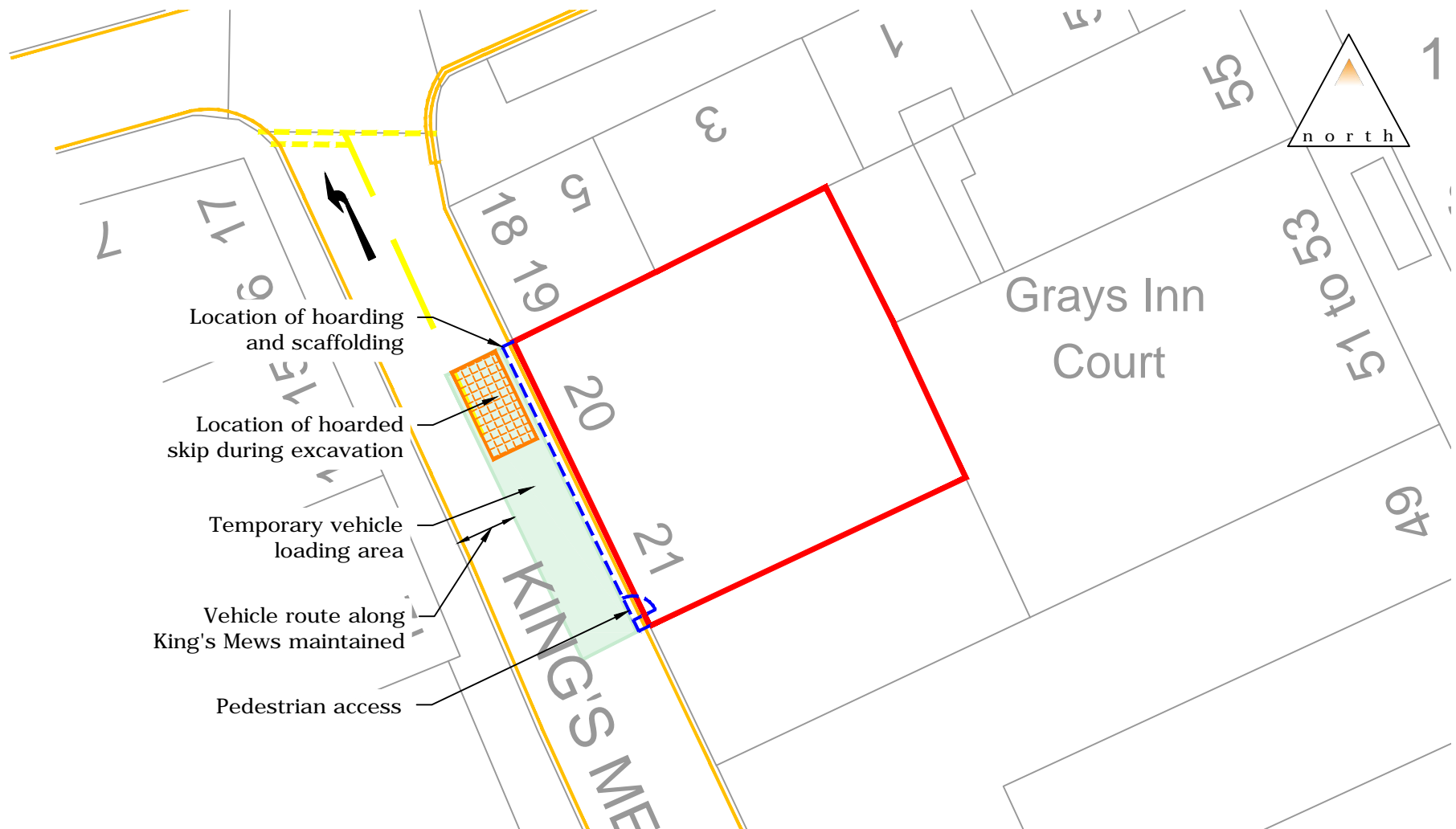
Appendix A

Existing Highway Arrangement



Appendix B

Proposed Site Set-Up



LEGEND

Site Boundary



motion

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:
20-21 King's Mews

Title:
Proposed Site Set-Up

Scale: 1:250 (@ A4)

Drawing:
160134-02

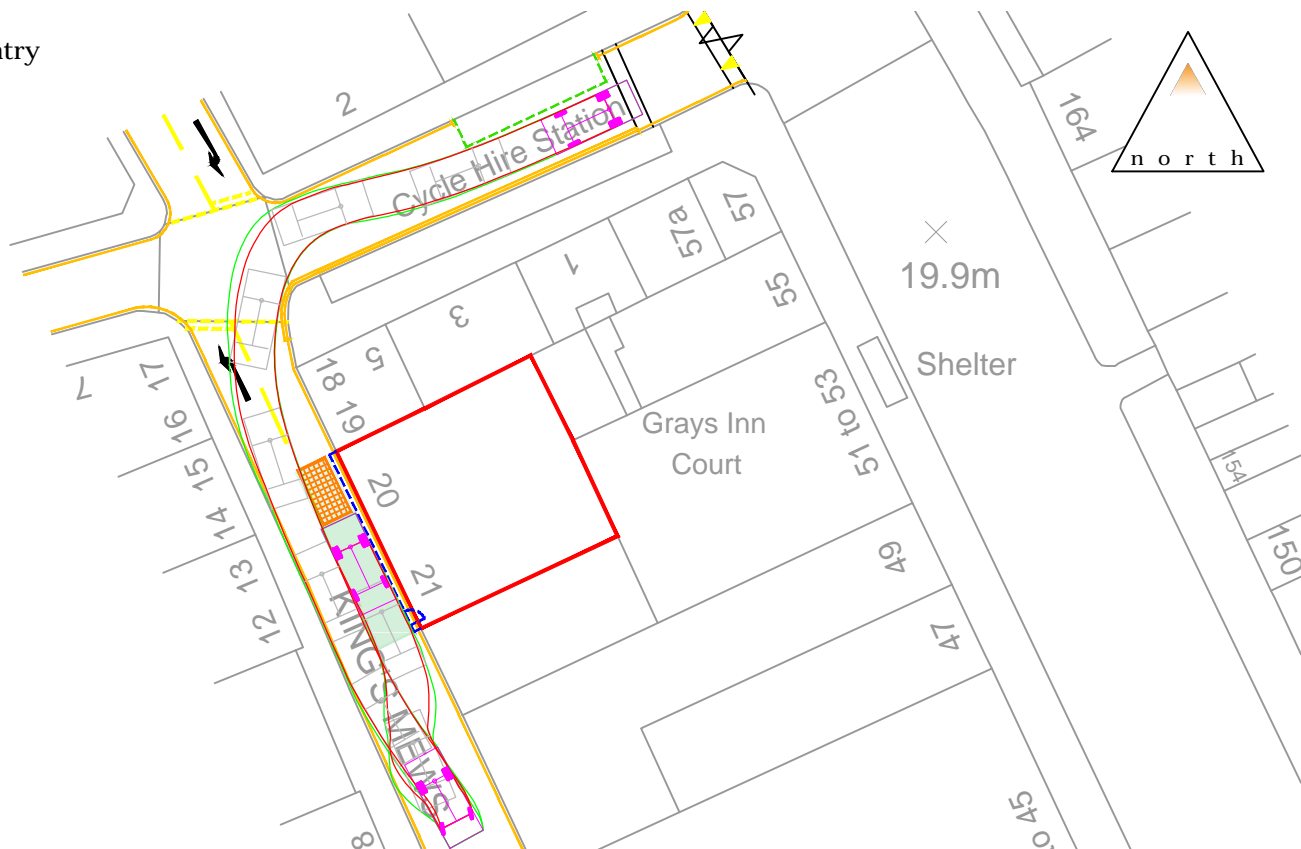
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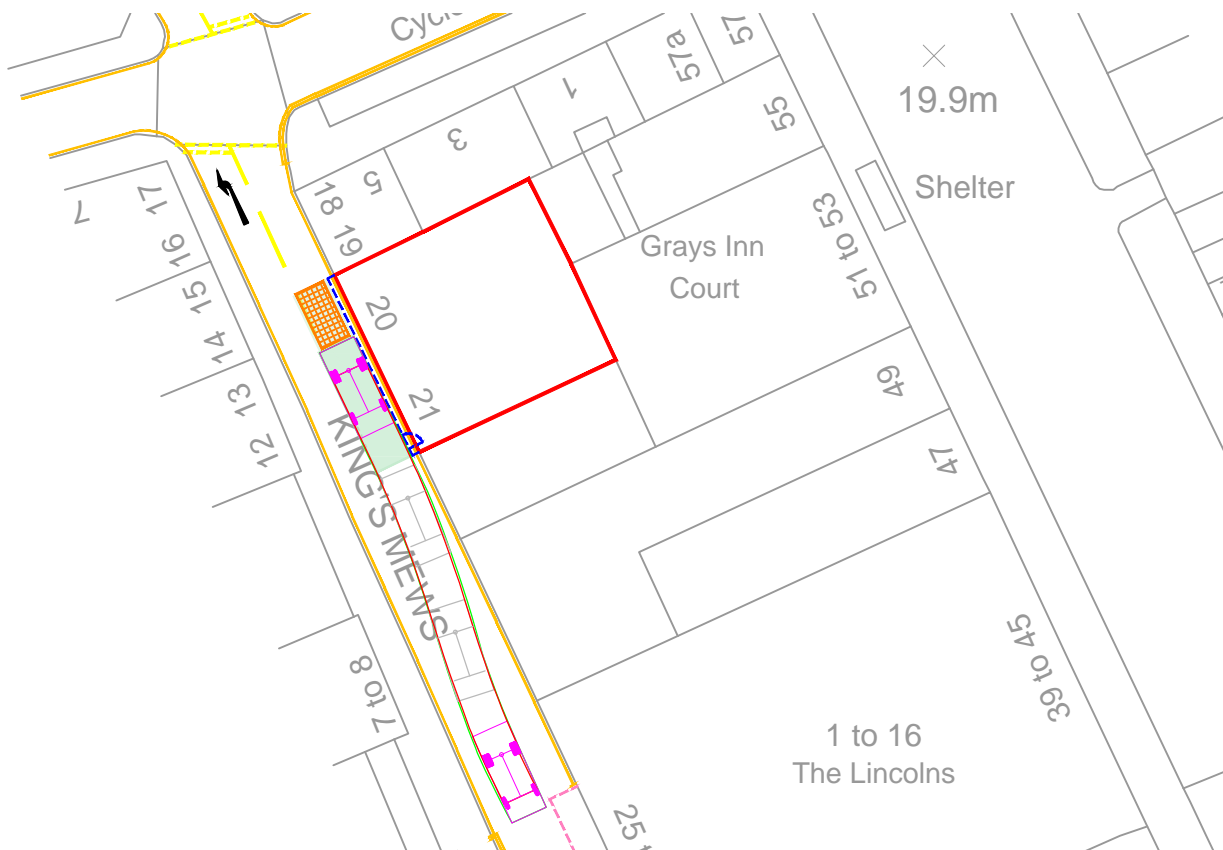
Appendix C

Swept Path Analysis

Entry



Exit



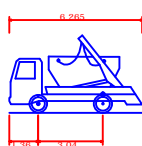
232 High Street
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GU1 3JF

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Golden Cross House
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T: 020 7031 8141

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Small Skip Lorry
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

6.265m
2.500m
3.650m
0.396m
2.435m
6.00s
6.340m

Project:

20-21 Kings Mews

Title:

Swept Path Analysis

Scale: 1:500 (@ A4)

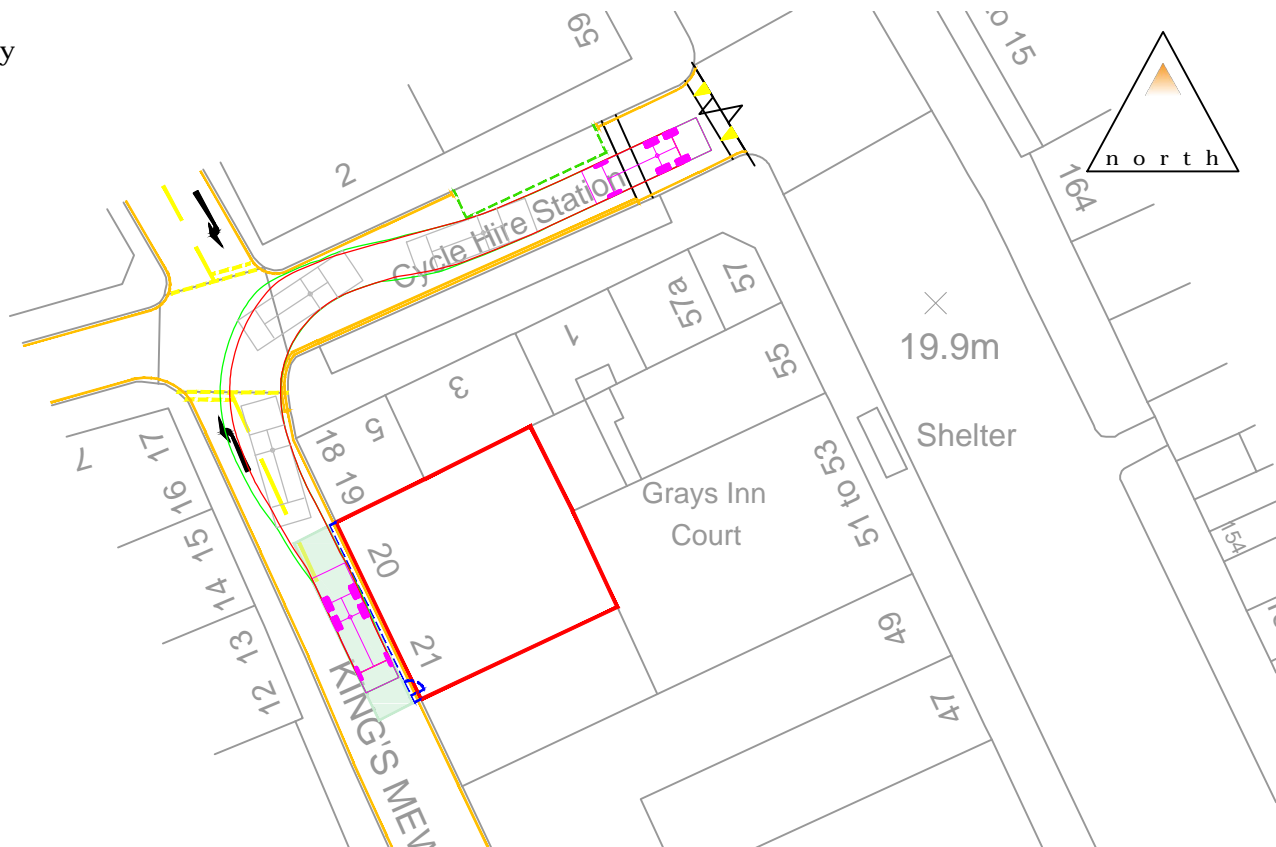
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160134-TK01

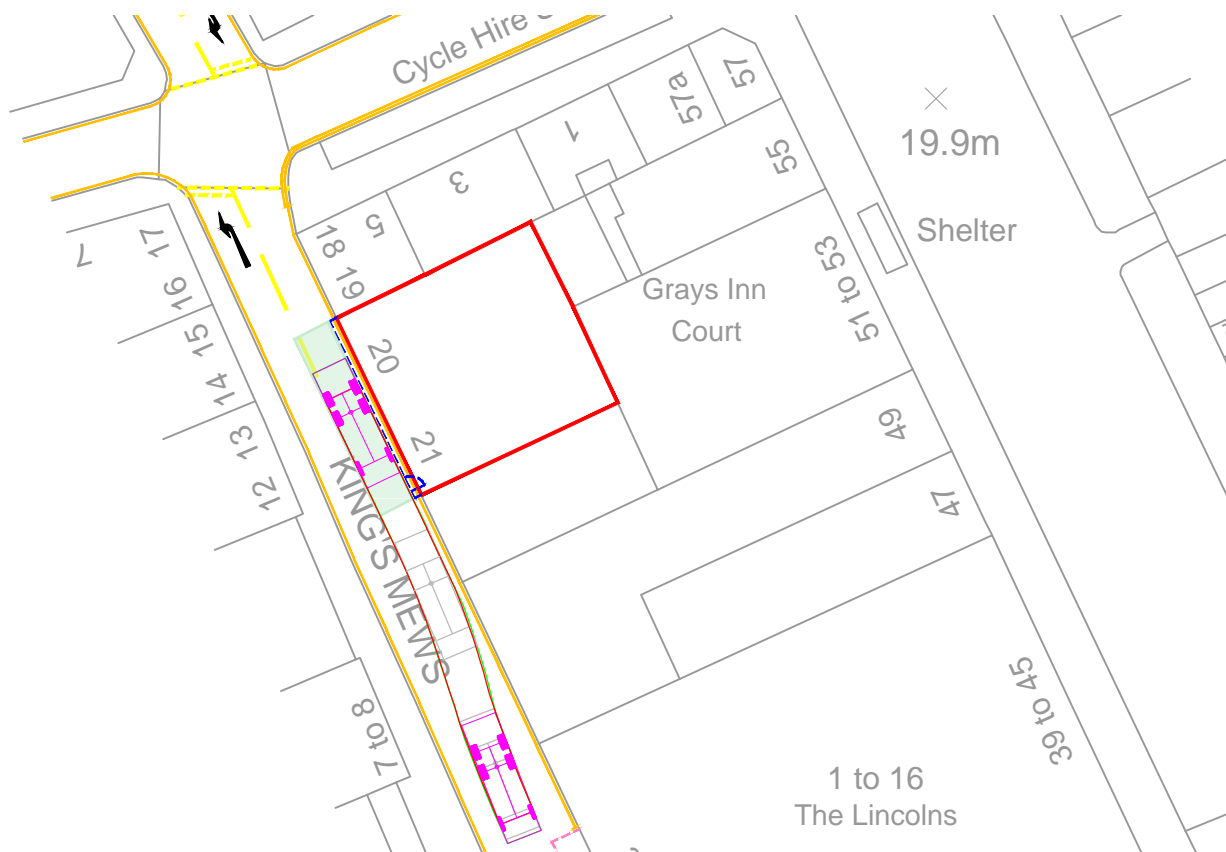
Revision:

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Entry



Exit



motion

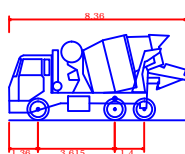
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Concrete Mixer
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

8.360m
2.390m
4.027m
0.358m
2.413m
6.00s
8.210m

Project:

20-21 Kings Mews

Title:

Swept Path Analysis

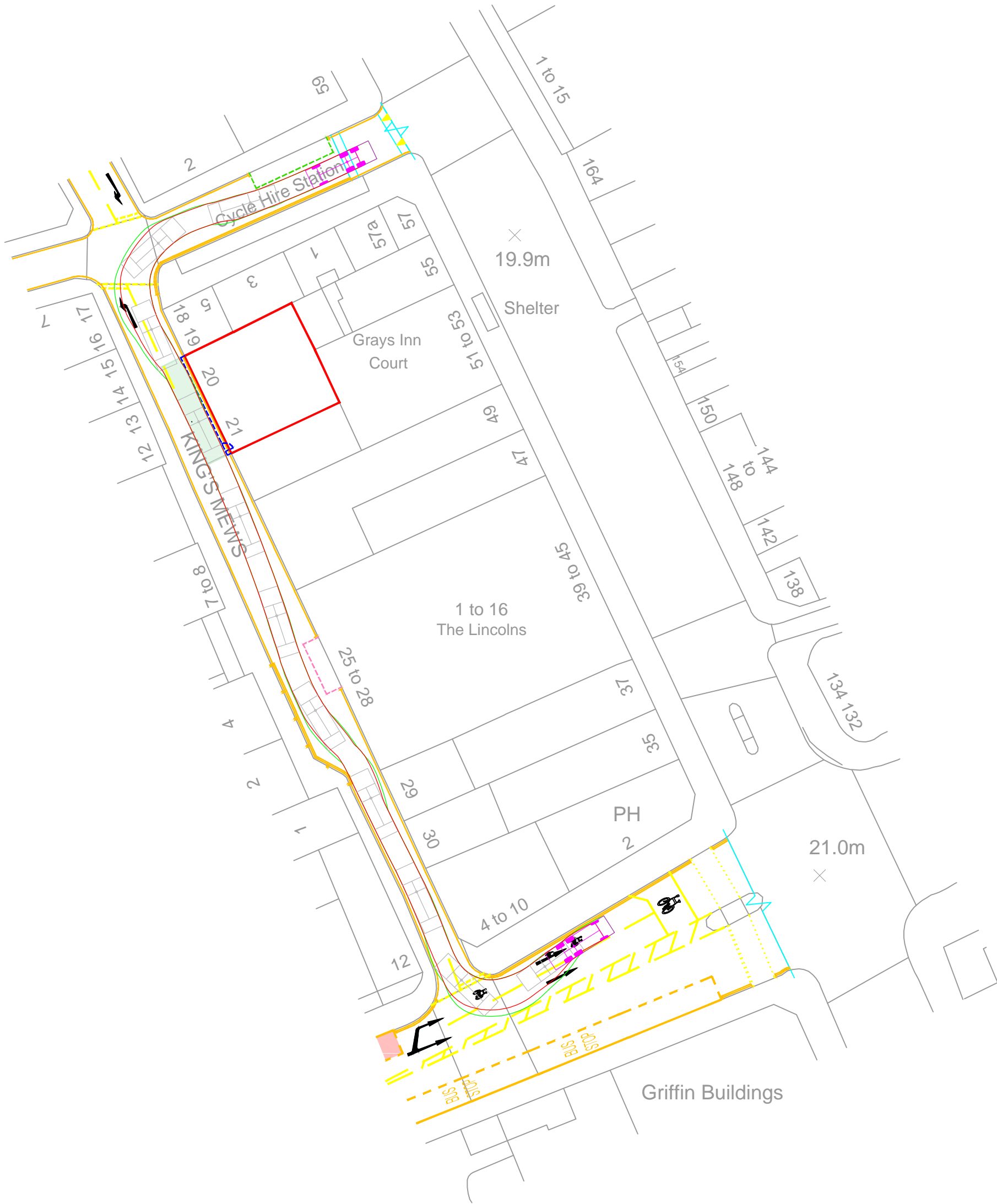
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Drawing:

160134-TK02

Revision:

-



Concrete Mixer
Overall Length 8.36m
Overall Width 2.39m
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

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Project: 20-21 King's Mews		
Title: Swept Path Analysis		
Scale: 1:500 (@ A3)		
Notes:	Drawing: 160134-TK03	Revision: -