PAUL MEW ASSOCIATES

TRAFFIC CONSULTANTS 020 8780 0426

THE DIOCESE OF LONDON

ST PETERS VICARAGE, 53 BELSIZE SQUARE,

LONDON, NW3 4HY

DRAFT CONSTRUCTION MANAGEMENT PLAN

April 2016

PAUL MEW ASSOCIATES - TRAFFIC CONSULTANTS
The Mission Hall, Walkers Place, Putney, London SW15 1PP
T:0208 780 0426 F:0208 780 0428 E:paul.mew@pma-traffic.co.uk W: www.pma-traffic.co.uk

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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

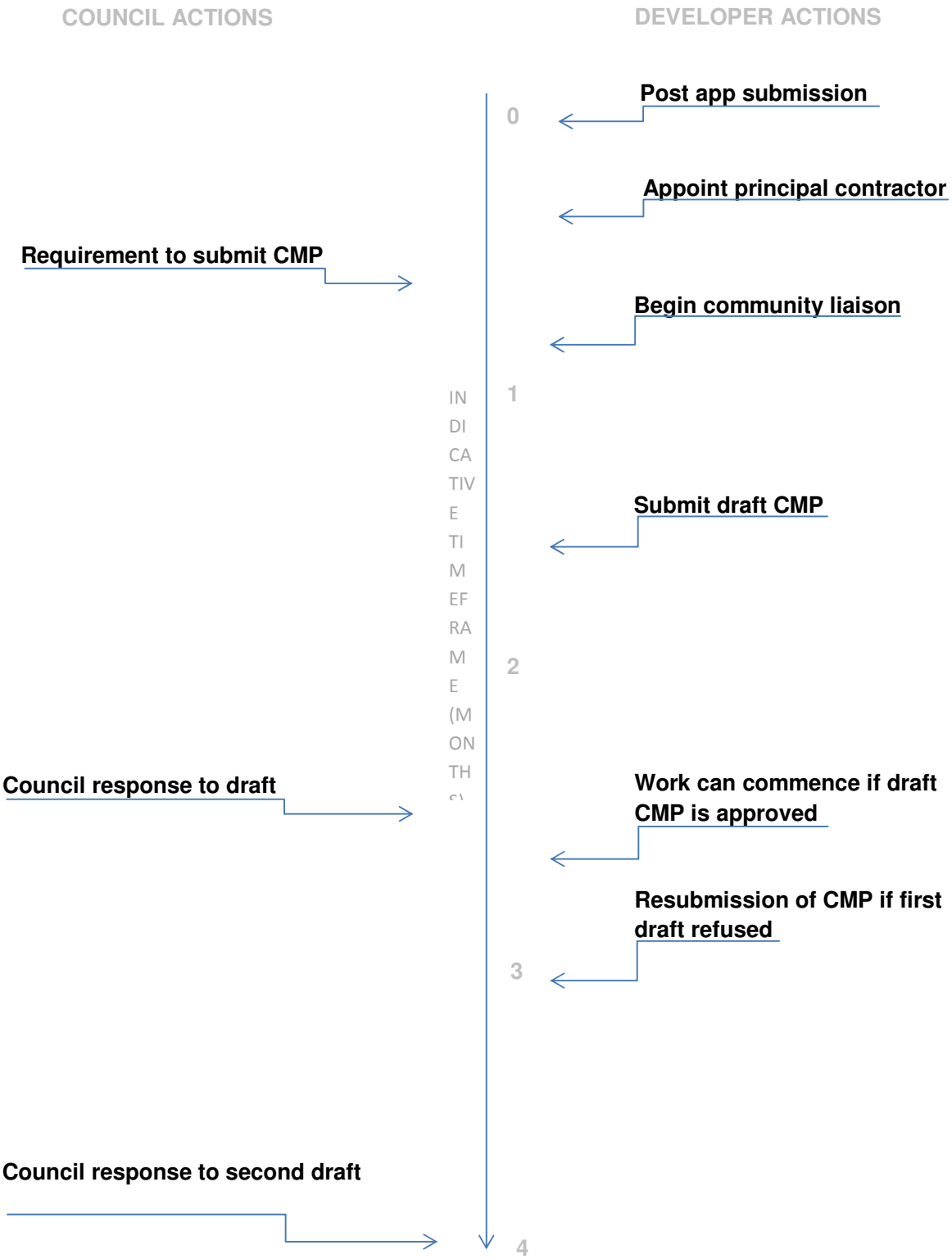
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

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: St Peters Vicarage, 53 Belsize Square, London, NW3 4HY

Planning ref: Not available

Type of CMP: Outline CMP

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

Name: Emily Scott-Holt

Address: The Mission Hall, Walkers Place, Putney, SW15 1PP

Email: Emily.scott-holt@pma-traffic.co.uk

Phone: 0208 780 0426

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: David Gregory

Address: London Diocesan House, 36 Causton Street, London, SW1P 4AU

Email: david.gregory@london.anglican.org

Phone: 02079321246

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.

Same as Question 3.

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.

Same as Question 3.

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.

A contractor has not yet been appointed.

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 location plan and map pinpointing the site's location is shown in Figure 1 of this report.

The site is located at 53 Belsize Square, London, NW3 4HY. The site currently comprises of a two-storey vicarage, with an in-built garage. The majority of residential dwelling on Belsize Square do not have their own off-street parking spaces. Residential parking demand is met on-street, which is subject to parking restriction in the form of Controlled Parking Zone (CPZ) 'CA-B', which is active Monday to Friday 0900 – 1830 and Saturdays 0930-1330.

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 proposal is for the demolition of the existing vicarage and the erection of two new four-bedroom houses, one three-bedroom maisonette and one one-bedroom flat, on the plot of the existing vicarage.

Belsize Square is a narrow road with parking on both sides.

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.).

All reasonable steps will be taken to minimise any disruption to adjacent occupiers, the main receptors of any noise will be the nearby residential dwelling, St Peter's Church, Keren's Nursery (51 Belsize Square), and Belsize Square Synagogue.

Noisy activities on site:

Where possible construction methods will be employed which avoid the amount of noise generated in the first instance. Where it is necessary to carry out noisy activities, these will be identified well in advance and the timing agreed prior to commencement with neighbours. The following measures will be implemented to reduce noise levels on the site.

- The contractor will screen the noise where possible through a combination of the hoarding, screens, material storage and existing structures.
- Where possible any noisy stationary equipment will be located away from sensitive areas. Material handling areas will also be kept away from sensitive receptors.
- Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise. Where possible the contractor will use quiet or low noise equipment.
- Electrically operated plant will be used where practical.
- Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.
- No radios or other audio equipment will be allowed on site.
- Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated and it will also prevent traffic build up noise being generated.
- Vehicles routes are also planned to avoid the need for the vehicles to reverse, thereby ensuring no extra noise.

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.

Figure 2 of this report sets out the local highway network surrounding the site. The site plan shows the location of parking bays in green. There are no cycle lanes in the immediate 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).

Start Date: Unknown

Construction Phase: Duration TBC

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 site working hours will be:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working 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.

At present it is not anticipated that there will be any changes to the services being provided at the site.

If any works to utility services are required, the respective utility companies will be contacted to manage the provision / temporarily suspend their service.

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.

The proposed development has been presented to both of the immediate neighbours either side of the site, the Church Council (which is independent of the Diocese of London and formed of local residents), and the Synagogue. The Church Council made a number of comments which were incorporated, particularly the removal of the basements (shown in an earlier scheme option) and the incorporation of detailed landscape design. The Synagogue is entirely supportive of the scheme.

Local stake holders will be further consulted once planning permission has been granted, and appropriate amendments made to the draft CMP based on the received comments. It is anticipated that the final CMP will then be submitted as a condition of planning permission.

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.

The contractor will provide a detailed newsletter 14 days prior to construction work commencement on site. The newsletter will include site specific details such as the contact details of the contractor and site manager, enabling local stakeholders to raise any concerns while work is occurring on-site.

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".

Appropriate protection will be implemented to ensure that cyclists and pedestrians are safe during the construction process. Drivers will be made aware of their responsibilities and required to ensure that their vehicles are provided with all necessary safety aids and that they have undertaken the necessary safety courses.

The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be members of the Fleet Operator Recognition Scheme (FORS). A brief introduction to FORS is presented below:

Fleet Operator Recognition Scheme (FORS)

FORS is a voluntary scheme set up by TfL. It aims to improve freight delivery in London by providing an industry quality and performance benchmark that encourages best practice. FORS increases professionalism among vehicle and fleet operators. Among the benefits are greater legal compliance, reduced supply chain disruption and improved occupational road safety.

Becoming FORS Bronze accredited means a contractor or subcontractor operating HGVs and/or fleets of vans has reached a set standard in the following areas:

- Drivers and driver management.
- Vehicle maintenance and fleet management.
- Transport operations.
- Supporting policies and procedures.

Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways of working on site. This includes the use of vehicles. TfL recommends that within 90 days of an awarded contract, all contractors must have registered and gained FORS Bronze accreditation as a minimum standard. A list of FORS Bronze accredited companies can be found at www.fors-online.org.uk.

The site will also be signed up to the Considerate Constructor's Scheme as per the norm in many sites in London.

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.

Currently there are no other construction sites in the immediate area surrounding the development.

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:

No contractor has been formally adopted, a contractor will be appointed in due course.

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).

Any sub-contractor will be asked if they are CLOCS compliant before accepting to work on the development.

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:

The CLOCS standards have been read and understood, both the developer and the principle contactor will sign up to the CLOCS community.

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).

A detailed map of the routing is shown in Figure 3.

In line with requirements vehicles will approach the site from the west via Belsize Park / Avenue. Below is an outline of the approach route vehicles will use to access and egress the site:

Vehicles approaching the site should follow:

1. Vehicles will approach the site from the west via Belize Avenue and / or Belsize Park;
2. Vehicles will turn eastbound onto the southern road of Belsize Square;
3. Vehicles will travel in an anti-clockwise direction around Belsize Square;
4. Vehicles will arrive at the site.

Vehicles exiting the site should follow:

1. Vehicles will leave the site;
2. Vehicles will travel westbound along Belsize Square, before exiting onto Belsize Park to continue their journey.

We have reviewed the routes, and the vehicle and pedestrian access to the site. There are no schools within our traffic plan. We have reviewed weight restriction on the suggested traffic route and do not foresee any issues with deliveries to and from the site (i.e. low bridges etc.)

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.

It is proposed that the following vehicle call-up procedures will be in place at the development;

- Deliveries will be given set times to arrive.
- Delivery instructions will be sent to all suppliers and contractors.
- Trained site staff will assist when delivery vehicles are visiting the site.
- Banks men will ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are being loaded or unloaded.
- A risk assessment for site transport safety will be prepared and submitted to the local planning authority.
- Sub-contractors will be provided with maps showing the appropriate routes to and from the site.
- The site telephone number will be given to Suppliers who must confirm site arrival time at least 20 minutes prior to arrival and only to approach site once confirmation that site is clear is received.

The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to /from the site.

Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area is clear of vehicles and materials before any subsequent lorry arrives.

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.

Construction vehicle movements to the site will only be accepted between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

In terms of vehicle sizes it is likely that a 6.5 metre flatbed lorry would represent the absolute largest vehicle that might be expected to visit the site.

The number and type of construction vehicles accessing the site would be as follows:

1. Skip lorry: Length- 6.2m Width - 2.5m (This is used to remove spoil from the site during the demolition phase)
   3 visits per day 5 minutes dwell time

2. Delivery truck: Length - 6.15m Width - 2.36m (These will be used for general deliveries of materials).
   1 visit per day 15 minutes dwell time

3. Flatbed Truck: Length 6.5m Width - 2.5m (These will be used for general deliveries of materials)
   1 visits per day 15 minutes dwell time

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

There are no ongoing developments / construction sites in the near 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 shall be pre-booked and allocated set arrival times.

- Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.
- Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available.
- If the loading area is unavailable construction vehicles shall not proceed to the site.
- Vehicles shall not wait or stack on any road.
- The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.
- Contractors' vehicles shall not park in any suspended parking bays or on suspended waiting and loading restrictions.
- The engines of contractors' vehicles shall not be kept idling.

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.

The development will require the suspension of two parking bay on Belsize Square. This is shown in Figure 4 of this report. Any spoil will be transferred from the site using a conveyor belt, which will transfer spoil into the skip located in the suspended bay.

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 use of skip lorries instead of grabber lorries will prevent any vehicles waiting on the highway. This will prevent any congestion on Belsize Square.

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 no vehicle access into the site, all vehicles will stop on the highway directly outside of the site.

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

N/A

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).

The method of waste removal will involve the introduction of a skip onto the highway in a suspended parking bay on Belsize Square. Soil will be transported from the site into the skip via a protected conveyor belt above the pedestrian footway. An adjacent parking bay to the skip and drop kerb will also be suspended to accommodate skip lorries manoeuvring to collect the skip and also to act as a drop-off / loading bay for deliveries.

The acceptable method of waste removal is to use a skip exchange as the dwell time of vehicles is shorter, meaning less inconvenience for other road users.

The skip exchange is more effective and a quicker way of removing spoil from the site compared to using a grabber lorry, as the spoil will be ready for collection in the skip, and the skip will take less time to load onto the skip lorry (rather than picking up spoil from the highway with the use of a grabber lorry). A skip exchange will also result in minimal disruption to the highway compared to using a gabber lorry, which would be parked in the carriageway blocking the flow of traffic. In terms of the frequency of skip exchanges we expect there to be 2 to 3 a day during the demolition phase. A swept path of a skip lorry positioning itself to load and unload the skip is shown in Figure 5.

Materials and equipment will be delivered and offloaded directly from vehicles parked directly outside on the public highway in Belsize Square. There are no trees on the public highway that will impede deliveries.

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.

As no vehicles will enter the site, there will be no need for a wheel wash facility.

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.

Belsize Square is a two-way street. During deliveries and collections a skip exchange system will be operation. The pedestrian passage will not be affected while the exchange is occurring. As part of our commitment to acting considerately, as stated earlier, the project will be registered with the Considerate Constructors Scheme, and the site agent will write to all local households and businesses prior to commencement on site. In addition we will regularly advise residents / business in advance of major transport movements and large deliveries. This will allow residents / business the opportunity to identify any potential problems so that we can work to mitigate and reduce any impacts it may have. We will also advise residents / businesses of our working area.

Figure 6 of this report shows a 6.5 metre flatbed lorry (represented by a small tipper lorry) accessing the site, which is anticipated to be the largest vehicle requiring access to the site. We have shown that while the lorry is in place, a Skoda Octavia is able to pass the lorry.

There are no vehicle accesses to any other dwelling that will be blocked by vehicles accessing the 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.

The development will require two parking spaces to be suspended.

The developer will require the suspension of the parking bays for the skip to be located to collect spoil and to allow the skip to be collected. The cost of suspending a parking bay on-street is £27.32 per day plus an administration fee of £63.13. A skip licence will also be required at the cost of £43.71 for two weeks or £76.48 for four weeks.

The parking bays will be suspended for the duration of the demolition / excavation phase. Once a contractor has been appointed the Council will be informed of the length of time the parking bays will need to be suspended for.

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).

No temporary vehicle access will be required.

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

Spoil will be removed from the site and transferred into the skip located in the suspended parking bay by a conveyor belt placed above the public footpath. The conveyor belt will be positioned in such a way so that a clear head height of 2.4 metres, and a clear footway width of 1.5 metres is retained. Appropriate hoarding, signage and lighting will be placed around the conveyor belt to ensure pedestrians safety. The footway will not be blocked at any time due to construction works.

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).

Please refer to the construction routing plan presented in Figure 3. We do not anticipate that there will be any significant disruption to the public highway. A skip exchange system will be operation and on-site storage means the amount of time there will be a restriction /disruption to the flow of traffic on Belsize Square, and any adjoining roads, will be minimal.

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.

Vehicles will not be required to enter into the site, and the public footway will not be permanently blocked as a result of the proposed construction works. A conveyor belt will be placed above the public footpath, surrounded by appropriate hoarding and signage, to remove spoil from the site. A clear head height of 2.4 metre and a clear footway width of 1.5 metres will be maintained at all time. At this stage, therefore, it is not anticipated that any pedestrian of cyclist diversions will be necessary.

When vehicles are requiring access to the site trained banks men / traffic marshals will assist the vehicle to park, and will also manage any other traffic on Belsize Square.

The site will be kept secure with appropriate hoarding, to prevent inappropriate access by pedestrians and to ensure pedestrians safety.

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.

It is expected that a conveyor belt will be placed above the public footpath in a gantry surrounded by appropriate hoarding, to transfer spoil from the site into the skip located in a suspended parking bay. A clear head height of 2.4 metres and a clear footway width of 1.5 metres will be maintained at all times. The temporary structure above the footway will also be clearly signed and have appropriate lighting to ensure that it is visible to pedestrians at all times.

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.

All noisy work will be restricted as much as possible and will be conducted in areas within the construction site that will cause as little disturbance as possible to neighbours. A full list of all the significant noisy operations (other than the usual noisy work on a construction site such as cutting or drilling) will be provided to the Council once a contractor has been appointed.

The contractor will employ Safety, Health and Environment advisers who are trained and experienced in the use of noise monitoring equipment.

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 has not been conducted. If the Council deems a noise survey to be necessary, the results of the noise survey can be provided as a condition of planning consent.

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

Noise and vibrations predictions can be supplied to the Council once a contractor has been appointed.

Operatives will be informed that as a general rule, if they need to raise their voice when standing 2 metres away from a noise source, it is too loud and hearing protection must be worn.

Contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk.

Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependant on the results, further control measures will be required.

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.

The contractor will action and establish communication, environmental site aspects and emergencies controls.

The contractor will carry out noise level checks throughout the work to maintain the correct noise levels. This will lower the impact of noise. The contractor will carry out a full pre-qualification check on all sub-contractors along with statements on their environmental policies to ensure compliance on maintaining noise levels and mitigation measures are met.

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

The contractor will ensure that the demolition sub-contractor meets all statutory requirements, and is fully competent to carry out these types of work. The correct training will be in place to cover all aspects expected of this standard.

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

The emission of dust from the site, resulting from construction works will be managed with some / all of the following measures:

- Enclosed solid hoarding will be erected around the site, particularly to protect the neighbouring buildings and boundaries from any dust.
- No waste materials will be burnt on site.
- Any dust creating activities will be conducted away from neighbouring properties and sensitive areas.
- Any demolition activities will use water as a dust suppressant. (This will include cutting and grinding work)
- Belsize Square will be frequently swept and washed to keep clean.
- Effective traffic management and well organised vehicle logistics will be applied resulting in less dust and mud being produced.
- All vehicles will switch off engines whilst in attendance – no idling vehicles. Skips will be securely covered and hoarded in.
- The contractor's site foremen will visually assess any dust emission on site and take further action to mitigate this if necessary

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.

The public highway adjacent to the site will be regularly swept and washed down to clear the footpath of any dirt that may have been transferred from the construction site.

Any workers employed at the site will be encouraged to wash their boots before leaving the site.

8. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

All reasonable steps will be taken to minimise any disruption to adjacent occupiers by noisy activities on site: Where possible we will employ construction methods to avoid the amount of noise generated in the first instance. Where it is necessary to carry out noisy activities, these will be identified well in advance and the timing agreed prior to commencement with neighbours. The following measures will be implemented to reduce noise levels on the site.

- The contractor will screen the noise where possible through a combination of the hoarding, screens, material storage and existing structures.
- Where possible any noisy stationary equipment will be located away from sensitive areas. Material handling areas will also be kept away from sensitive receptors.
- Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise.
- Where possible the contractor will use quiet or low noise equipment.
- Electrically operated plant will be used where practical.
- Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.
- No radios or other audio equipment will be allowed on site.
- Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated and it will also prevent traffic build up noise being generated.
- All vehicles will switch off engines whilst in attendance.
- Vehicles routes are also planned to avoid the need for the vehicles to reverse, thereby ensuring no extra noise.

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.

A risk assessment will be completed before works are started at the development. The risk assessment will be in line with the GLA's control of dust and emissions supplementary guidance.

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.

The mitigation measures, emanating from the risk assessment, will be delivered on site via communication, a dust management plan, site management, waste management and monitoring and measures specific to earthworks, construction and track-out.

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.

The site is not a high risk site; therefore the use of dust monitors is not expected.

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).

Prior to the demolition of the current building a qualified pest control company will be employed to survey the site, to identify any pest problems. If there is evidence of pests, the pest control company will recommend and implemented measures to resolve the pest problem.

During the construction work, the site will be monitored for evidence of any pests returning, and measure will be taken to prevent the pest from returning and / or possible spreading to adjacent properties:

- No waste on site
- No eating or drinking on site other than canteen area
- Capping of drains
- Traps installed

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

An asbestos / hazardous material survey will be conducted before any construction work begins. The results of the survey will be communicated to the Council.

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.

A ‘red card’ (or similar) system will be in operation at the site. Any workers on site considered by the site manager to be acting inappropriately (e.g. smoking outside the designated smoking area, or using bad language where the public can hear) will be given a ‘red card’ and asked to leave the site immediately, possibly with additional financial consequences.

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: Emily Scott-Holt

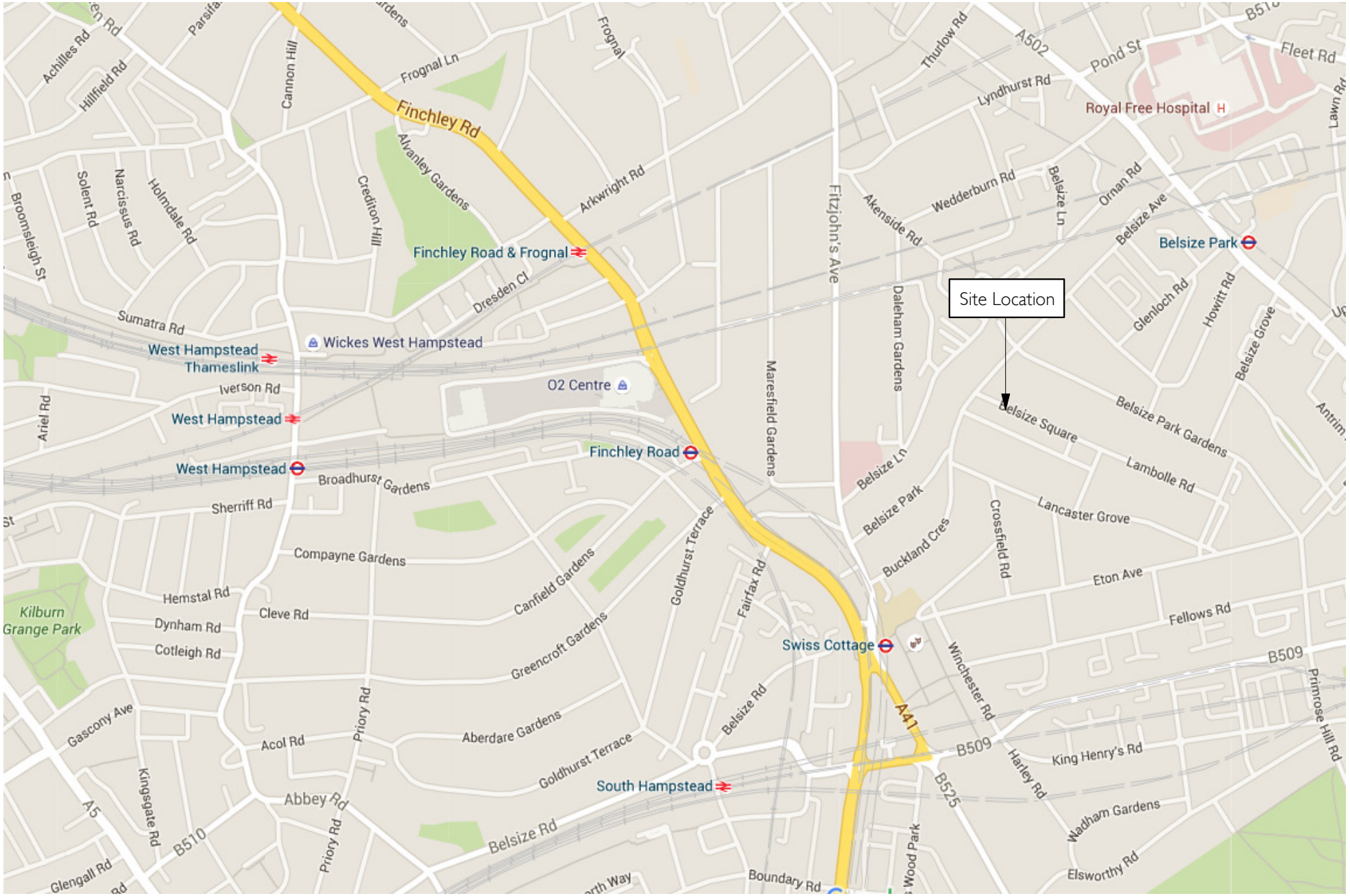
Date: 12/04/16

Print Name: Emily Scott-Holt

Position: Consultant

Please submit to: planningobligations@camden.gov.uk

End of form.



Date: April 2016
Scale: NTS
Source: Google Maps
Drawing No: P1449/TS/01

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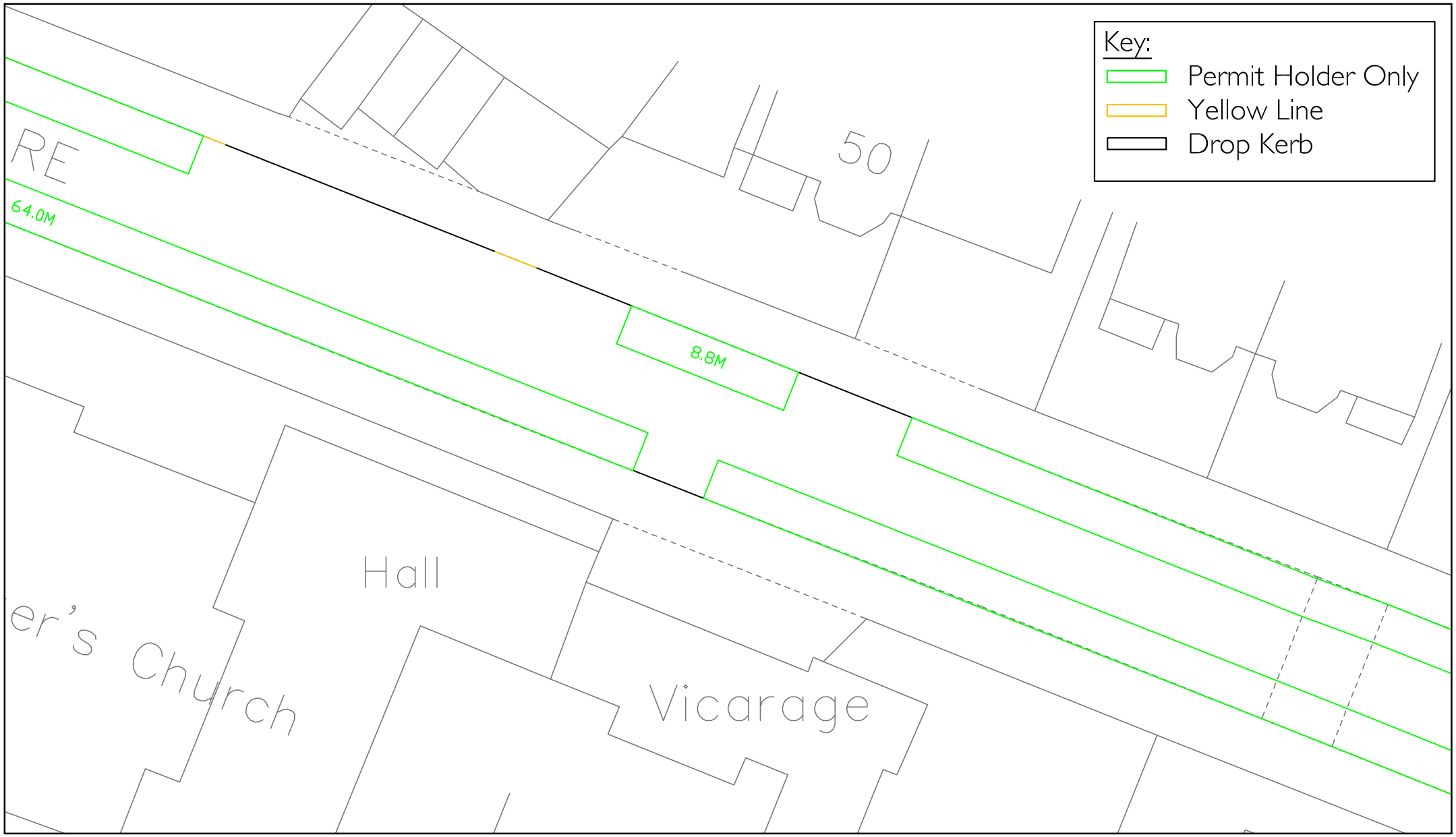
P1449: St Peters Vicarage, London, NW3 4HY

Figure 1.

Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



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Source: OS / PMA
Drawing No. P1449/CMP/02

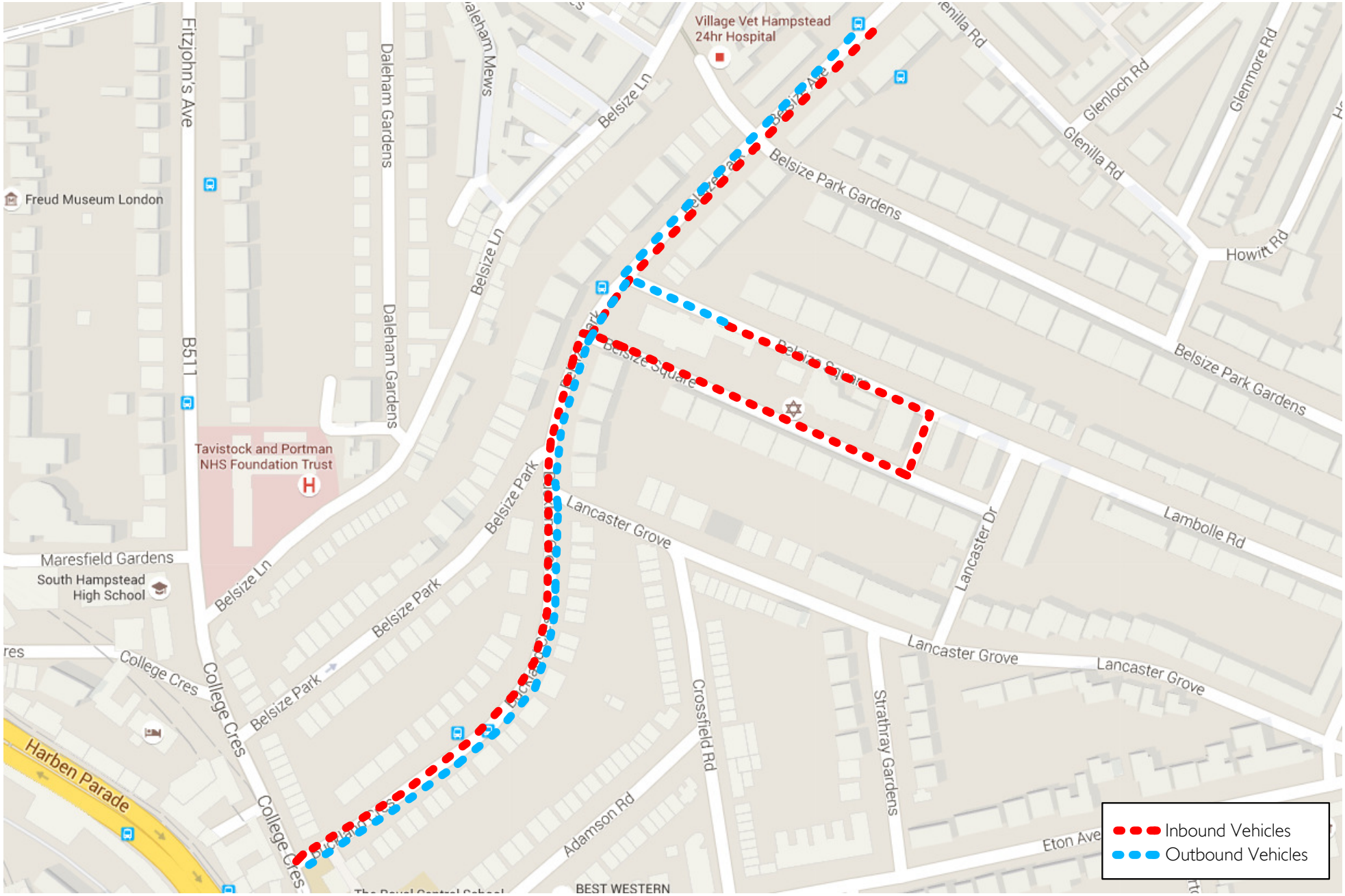
N

P1449: St Peters Vicarage, London, NW3 4HY

Figure 2.

Local Highway Plan

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
The Mission Hall, Walkers Place, Putney, London SW15 1PP
Tel: 0208 780 0426 Fax: 0208 780 0428
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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Scale: NTS
Source: Google Maps
Drawing No: P1449/TS/03

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P1449: St Peters Vicarage, London, NW3 4HY

Figure 3.

Preliminary Vehicle Routing Plan

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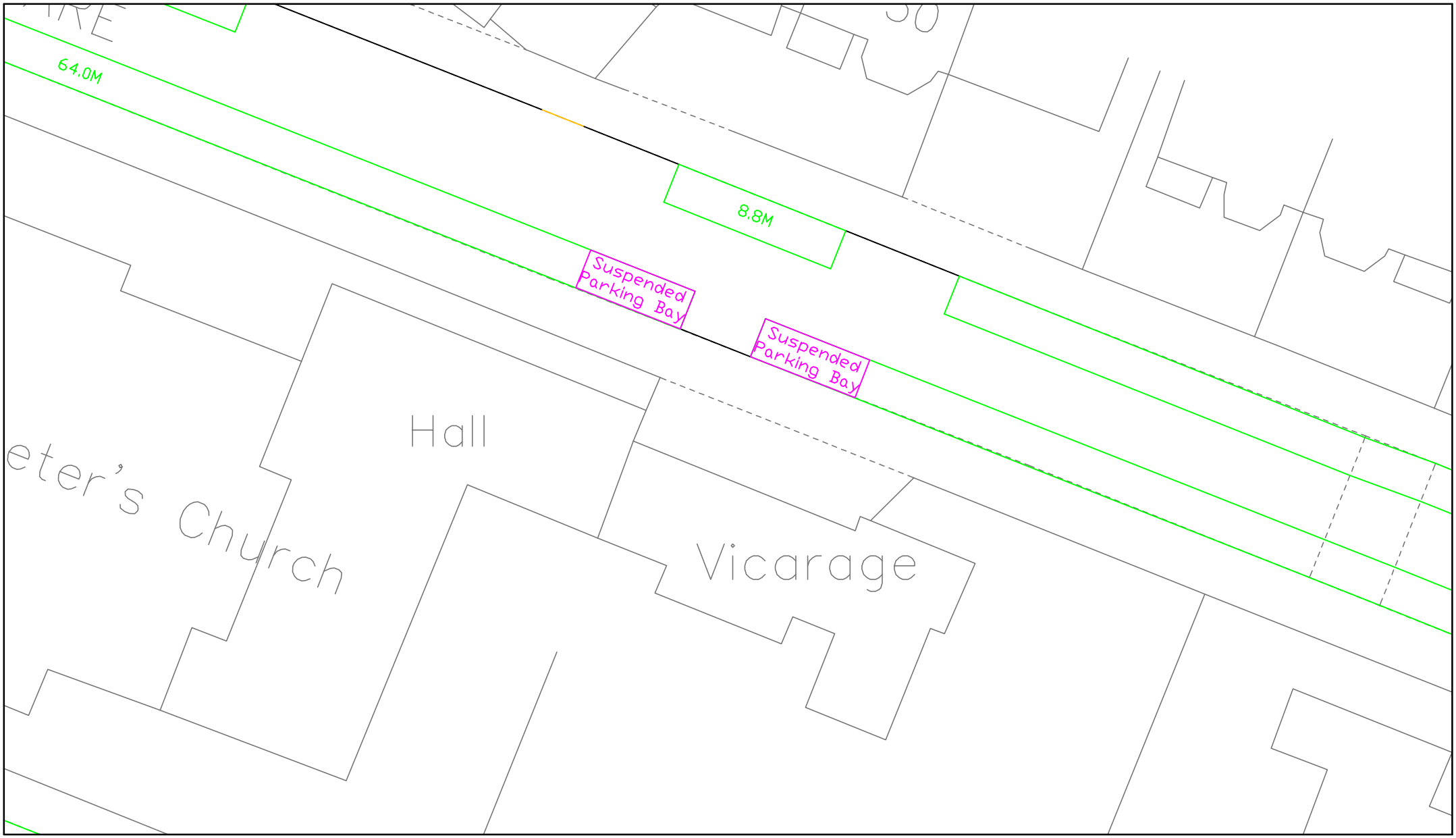
TRAFFIC CONSULTANTS



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Source: OS / PMA
Drawing No. P1449/CMP/04

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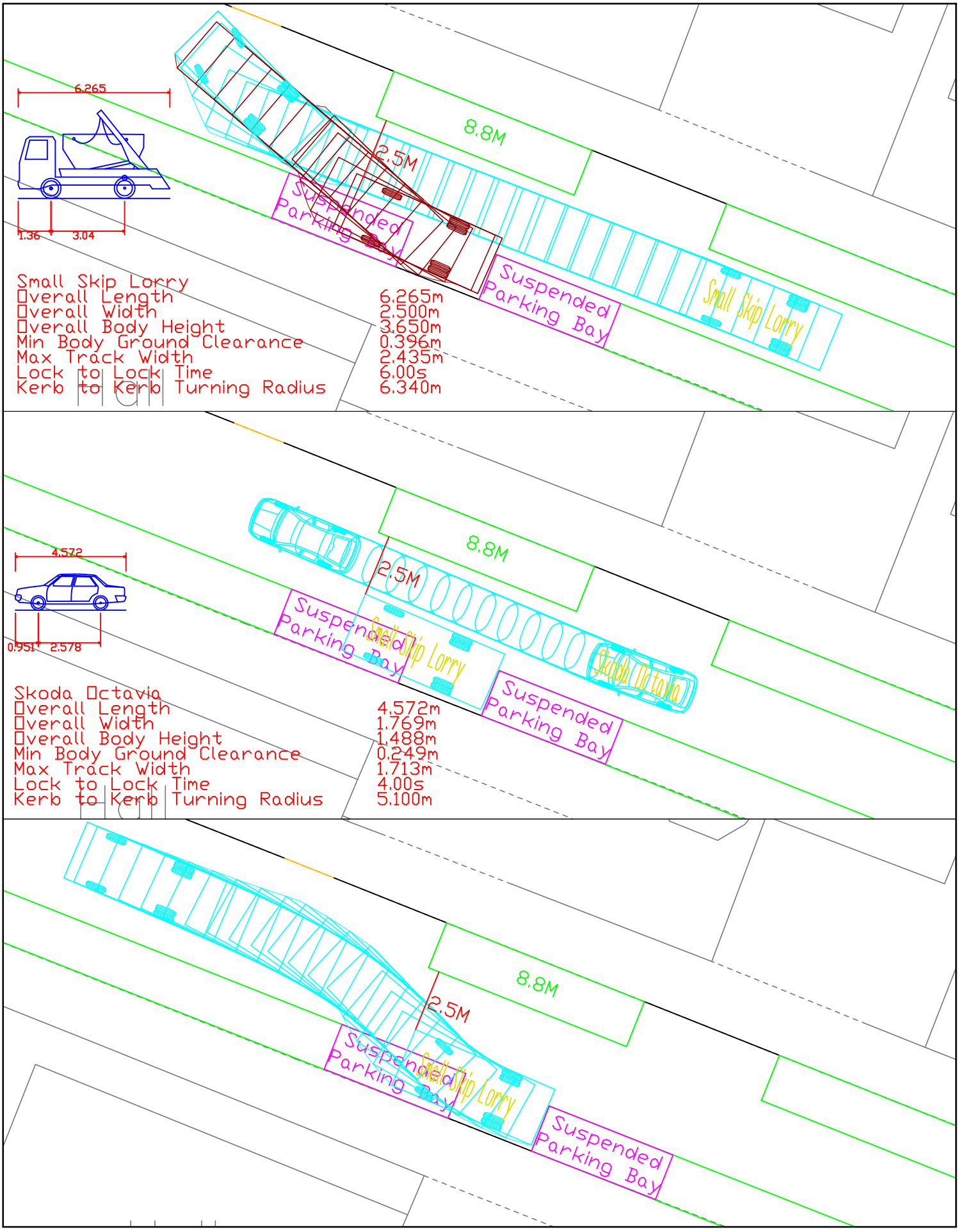
Figure 4.

Parking Bay Suspensions

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
The Mission Hall, Walkers Place, Putney, London SW15 1PP
Tel: 0208 780 0426 Fax: 0208 780 0428
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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Source: OS / PMA
Drawing No. P1449/CMP/05

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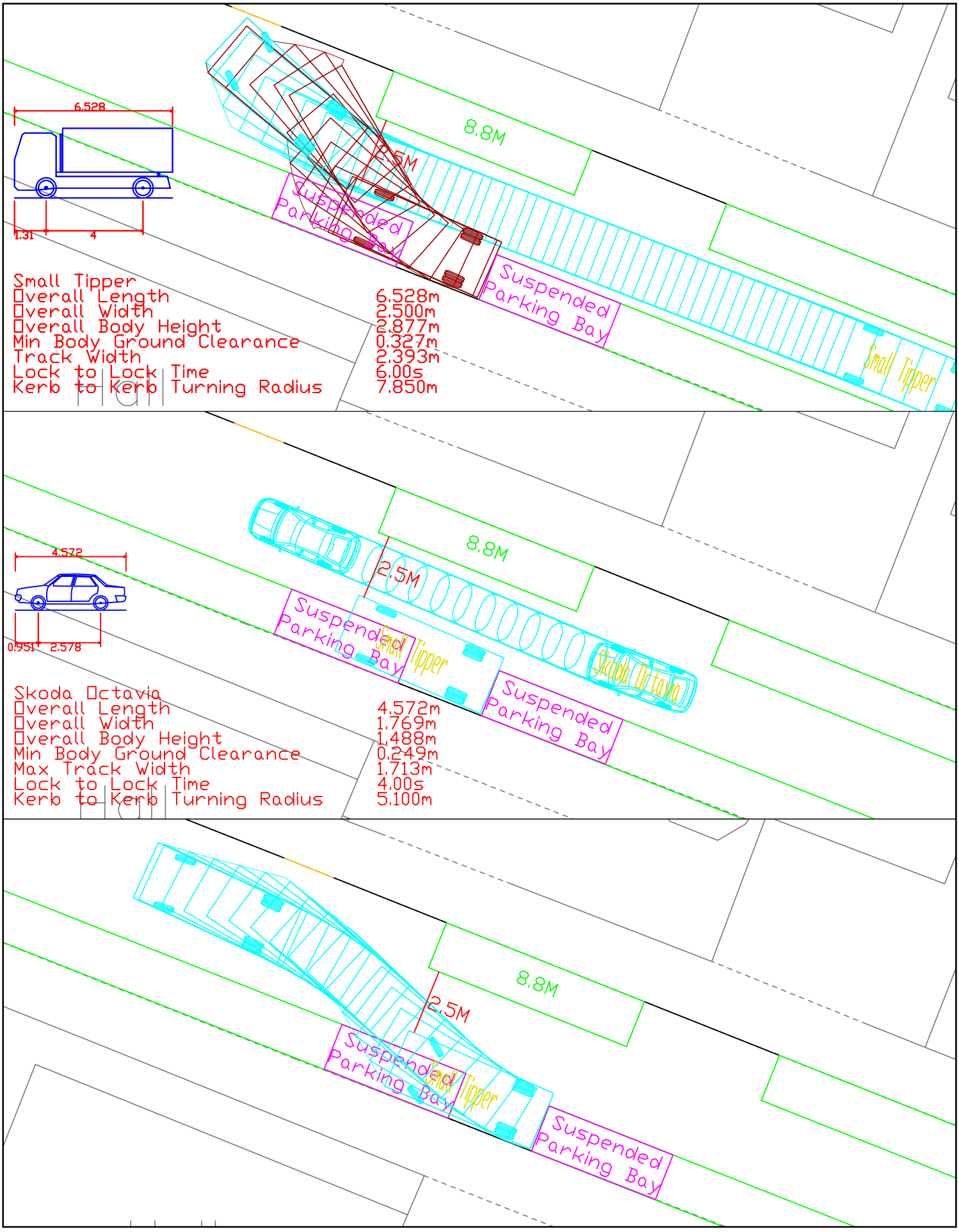
P1449: St Peters Vicarage, London, NW3 4HY
Figure 5.
Swept Path Analysis - Small Skip Lorry

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
The Mission Hall, Walkers Place, Putney, London SW15 1PP
Tel: 0208 780 0426 Fax: 0208 780 0428
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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Drawing No. P1449/CMP/06

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P1449: St Peters Vicarage, London, NW3 4HY
Figure 6.
Swept Path Analysis - Small Tipper Lorry
(representing a 6.5 metre Flatbed Lorry)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
The Mission Hall, Walkers Place, Putney, London SW15 1PP
Tel: 0208 780 0426 Fax: 0208 780 0428
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk