

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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

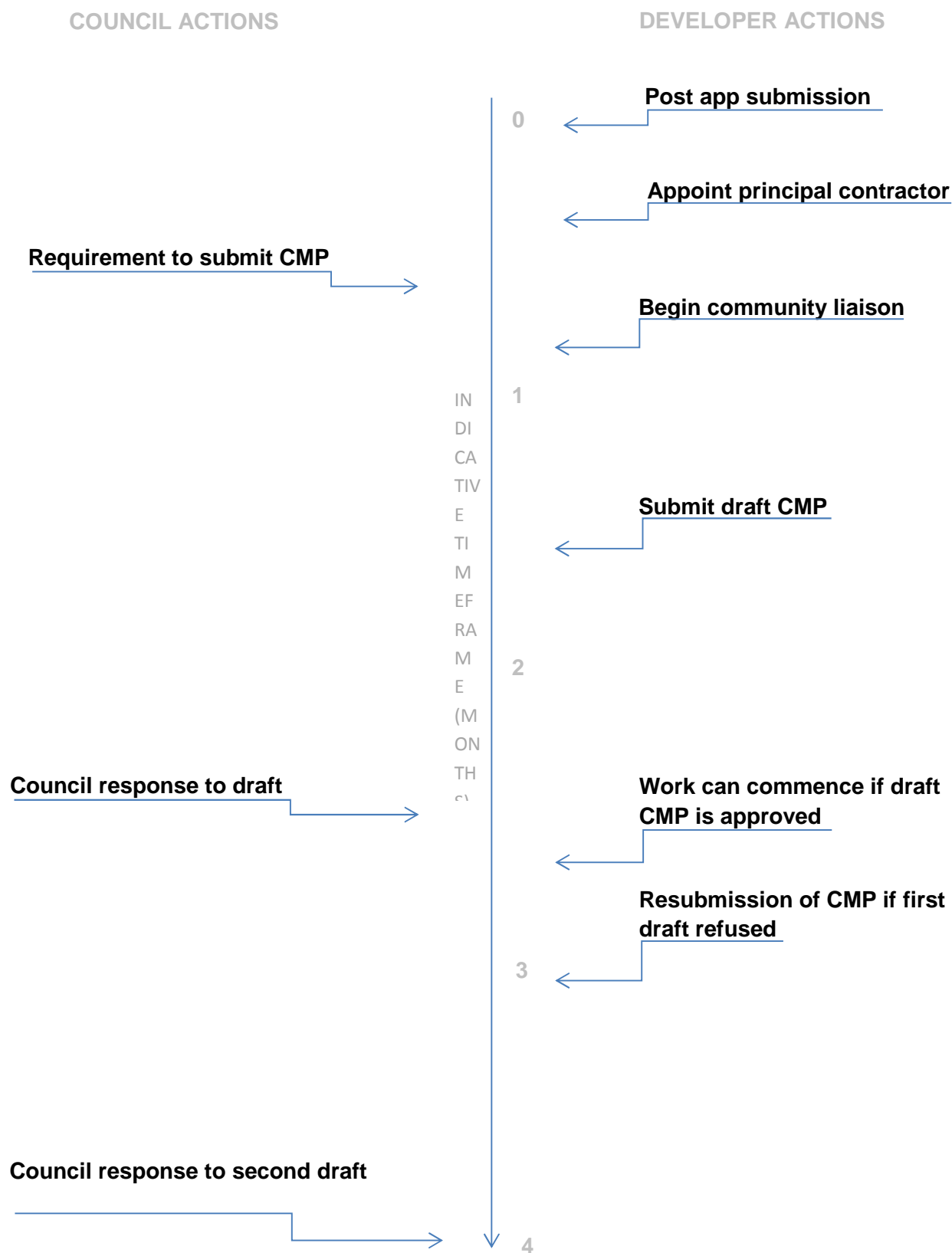
It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

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: 115-119 Goldhurst Terrace, London, NW6 3HR

Planning ref: N/A

Type of CMP – Draft CMP to accompany planning application

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

Name: Peter Sturgeon

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

Email: psturgeon@motion-uk.co.uk

Phone: 020 7031 8141

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

Name: To be completed following the appointment of a contractor

Address:

Email:

Phone:

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

Name: To be completed following the appointment of a contractor

Address:

Email:

Phone:

5. Please provide full contact details of the person responsible for community liaison/dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the responsible Camden officer.

Name: To be completed following the appointment of a contractor

Address:

Email:

Phone:

6. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: To be completed following the appointment of a contractor

Address:

Email:

Phone:

Site

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

The application site is located on Goldhurst Terrace within the London Borough of Camden, approximately 500 metres south of Finchley Road Underground Station and 450 metres southwest of the junction between Goldhurst Terrace and the A41 Finchley Road. The application site is bound to the west by Goldhurst which operates one-way southbound between Finchley Road to the north and Fairhazel Gardens to the south. The surrounding area is mainly residential however Broadhurst School is located to the north of the site on Greencroft Gardens. The location of the site in relation to the surrounding area is shown in **Figure 1**, attached to this pro-forma.

The proposals comprise the demolition of the existing 4-storey building and construction of a new 4-storey property with a new basement level.

2. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

The proposals comprise the demolition of the existing 4-storey building and construction of a new 4-storey property with a new basement level.

The application site is bound to the west by Goldhurst Terrace and to the north and south by residential dwellings. Goldhurst Terrace operates one-way southbound between Finchley Road to the north and Fairhazel Gardens to the south. Resident permit holder parking bays are located on both sides of Goldhurst Terrace in the vicinity of the site which are in operation Monday-Saturday 08:30am -10:00pm.

No vehicular access to the property is available.

3. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

The nearest potential receptors of the development that could be affected are the residents of adjacent properties.

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 160322-01 shows the existing highway arrangement in the vicinity of the site.

Motion drawing 160322-02a shows the proposed highway arrangement and will be reviewed following the appointment of a contractor.

5. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

As planning approval has yet to be granted for the site, the programme of works set out 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 | 6 |
| Excavation | 10 |
| Structural Works | 20 |
| 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 the contractor once appointed and prior to the commencement of works on site.

Community Liaison

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

1. Consultation

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

Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

This is a draft CMP to accompany the planning application and it is anticipated that the final CMP will be secured by condition. It is proposed that consultation on the final report will be undertaken once planning permission has been approved and the principal contractor has been appointed.

2. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

Details will be provided by the Contractor, once appointed.

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 Constructors Manual](#)".

Details to be provided following the appointment of a contractor.

4. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

We are aware consented development works (including basement works) at numbers 60, 61, 67, 156A, 193A and 211 Goldhurst Terrace. The Construction Project Manager will liaise with the Construction Project Managers of these consented developments and any consented developments to ensure that all deliveries are coordinated where possible. Further details will be provided by the contractor once appointed and prior to the commencement of works on site.

Transport

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

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

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

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

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

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

CLOCS Considerations

1. Name of Principal contractor:

Details to be confirmed following appointment of the principal contractor prior to the commencement of works.

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

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

Details to be provided by the contractor prior to the commencement of works.

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 the commencement of works.

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 construction vehicles will access the site from the A41 Finchley Road. Vehicles will travel southbound down Goldhurst Terrace to access the site. Vehicles will reverse into the on-street loading area adjacent to the frontage of the property under the supervision of trained banksmen.

Construction vehicles will leave the site in a forward gear travelling southbound along Goldhurst Terrace. Vehicles will make a left turn onto Fairhazel Gardens and left onto the roundabout junction between Belsize Road, Fairfax Road, Hillgrove Road and Loudoun Road. Construction vehicles will take the first exit at the roundabout onto Fairfax Road continuing northbound to re-join the A41 Finchley Road.

A vehicle routeing plan is shown in **Figure 2**, appended to this CMP. The vehicle routeing plan will be reviewed and confirmed following the appointment of a contractor and following discussions with officers at Camden Borough Council.

All deliveries will be booked in with the Construction Project manager a minimum of 24 hours in advance and drivers will be required to call a minimum of 20 minutes prior to arriving at the site to ensure that the loading area is clear.

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 deliveries will be booked in with the Construction Project Manager a minimum of 24 hours in advance and drivers will be required to call a minimum of 20 minutes prior to arriving at the site to ensure that the loading area is clear.

All contractors and visitors to the site will be advised that there is no parking on site and that parking restrictions are in operation on street. As such contractors and visitors will be advised that they should travel to the site by public transport, on foot or by cycle.

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 | Weeks |
|---------------------------------------|-------|
| Site Setup | 2 |
| Demolition | 6 |
| Excavation | 10 |
| Structural Works | 20 |
| Non-structural Works/Internal Fit Out | 20 |
| Site Clear Up | 2 |

As the site is located in close proximity to Broadhurst School (located on Greencroft Gardens), it is proposed that delivery and collection times will be restricted to the hours of 9:30 to 15:00 Monday to Friday during term time and 08:00 to 13:00 on Saturdays. Outside of term time, deliveries will be permitted between 08:00 and 18:00 Monday to Friday and between 08:00 and 13:00 on Saturdays. Typical vehicle types are detailed below.

3 Axle Tipper

This vehicle will be approximately 8.0 metres long, 2.5 metres wide and 3.5 metres high. It is anticipated that up to 5 vehicles per day will access the site during the demolition and excavation phases of the works with a dwell time of 30-40 minutes.

Concrete Lorries

This is the largest vehicle that is anticipated to access the site. Concrete vehicles will be approximately 8.3 metres in length with a width of 2.5 metres and a height of 4.0 metres. Deliveries will take place during the structural phase of the programme and it is anticipated that an average of 4-6 vehicles could be expected on the day of pouring. These vehicles will have an average dwell time of 40 minutes.

Flat-bed Truck/ Panel Van

These vehicles are typically 7.0 metres long and 2.4 metres wide. Flat-bed vehicles will be used to deliver various materials including scaffolding, steel work, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. Deliveries are likely to be expected on average 2 to 3 times per day throughout the works with a typical dwell time of 40 minutes.

Transit type vans

These would be up to 6.0 metres in length and 2.0 metres wide and would primarily associated with tradesmen that would be visiting the site during the latter stages of work such as electricians, plasterers and decorators. There could be in the order of 3 to 4 movements per day with a dwell time of 10 to 15 minutes.

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

We are aware consented development works (including basement works) at numbers 60, 61, 67, 156A, 193A and 211 Goldhurst Terrace. The Construction Project Manager will liaise with the Construction Project Managers of these consented developments and any consented developments to ensure that all deliveries are coordinated where possible. The contractor will continue to monitor the progress of planning applications in the area and will ensure that deliveries are coordinated with any consented schemes if appropriate.

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

All deliveries are to be booked in the with Construction Project Manager at least 24 hours before and all drivers will be informed of the vehicle route and location of the appropriate loading area prior to undertaking a journey to the site. All drivers will be required to phone 20 minutes prior to arriving on site to confirm that the loading area is clear. If the loading area is not available, the vehicle shall not proceed to the site and will be given an alternative delivery time. Vehicles will not be permitted to wait, stack or circulate on the roads within the borough.

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

Details to be provided following the appointment of a contractor prior to the commencement of works.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

The contractor will investigate the potential for using construction material consolidation centres and other measures such as electric vehicles to reduce the impact of traffic associated with the development works.

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

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

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

As vehicular access to the site is not available, it is proposed that all loading and unloading activity will need to take place from Goldhurst Terrace. On this basis, it is proposed that a temporary vehicle loading area is provided on Goldhurst Terrace adjacent to the frontage of the site. It is proposed that 12 metres of resident permit holder parking bays will need to be temporarily suspended to create the temporary vehicle loading area. This, in addition to the single yellow line space located to the south of the site will provide sufficient space for vehicles to manoeuvre and undertake loading and unloading activities.

Motion drawing 160322-TK01a shows an 8.3 metre long concrete lorry (the largest vehicle expected to visit the site) accessing and leaving the temporary loading area.

All construction vehicle movements in the vicinity of the site will be managed by trained banksmen who will manage the interaction between construction vehicles, pedestrians, cyclists and other road users.

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

All vehicle movements to and from the temporary loading area will be supervised by trained banksmen who will 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 160322-TK01a shows an 8.3 metre long concrete mixer (the largest vehicle expected to access the site) accessing and leaving the proposed on street loading area. All manoeuvres will be supervised by trained banksmen who will manage the interaction between construction vehicles, pedestrians, cyclists and other road users.

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

No vehicular access to the site will be available meaning the spread of material to the public highway will be negligible. Any material deposited on the footway or public highway 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.

No vehicular access to the site is available. On this basis, it is proposed that a temporary vehicle loading area is provided on Goldhurst Terrace adjacent to the frontage of the site. It is proposed that 12 metres of resident permit holder parking bays will need to be temporarily suspended to create the temporary vehicle loading area. This, in addition to the single yellow line space located to the south of the site will provide sufficient space for vehicles to manoeuvre and undertake loading and unloading activities. Vehicular access to the adjacent properties will be maintained at all times.

It is proposed that part of the footway adjacent to the site will be covered by a gantry and a conveyor will be placed above to transfer spoil into a tipper waiting in the on street loading area. It is also proposed that concrete be pumped over the gantry. At least 1.2 metres of footway will be maintained at all times. The proposed site set up is shown in drawing 160322-02a, attached.

At no point will vehicular access along Goldhurst Terrace be blocked. In the event of a blockage, construction vehicles will be required to move immediately. Banksman will be available on street at all times when construction vehicles are present to manage the interaction between construction vehicles, pedestrians, cyclists and other road users.

All materials and plant will be stored on site within the front and rear gardens of the property as shown in drawing 160322-02a. Where necessary, ground protection will be provided to prevent damage to underlying tree roots and to prevent the underlying ground from compaction. Details will be provided by the contractor, once appointed.

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

Highway interventions

8. Parking bay suspensions and temporary traffic management orders

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


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

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

It is proposed that a 12 metre stretch of resident permit holder bays are temporarily suspended on Goldhurst Terrace adjacent to the frontage of the property. This, in addition to the single yellow line space to the south of the site will provide sufficient space for vehicles to manoeuvre and undertake loading/unloading activities. The relevant licenses/orders will be applied for by the construction project manager once appointed. The final strategy for loading will be confirmed following the appointment of a contractor and agreed with Officers at Camden Borough Council.

9. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

The proposed site setup and temporary highway arrangement during construction is shown in Motion drawing 160322-02a, attached.

All materials and plant will be stored on site within the front and rear gardens of the property as shown in drawing 160322-02a. Welfare facilities will also be provided on site. A site hoarding will also be installed along the frontage of the property to create a safe working area and to screen unsightly construction works from the public.

Further details will be provided by the contractor, once appointed.

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

Details to be confirmed by the contractor once appointed.

10. Diversions

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

No traffic diversions are considered necessary.

11. VRU and pedestrian diversions, scaffolding and hoarding

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/ hoardings, etc.

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

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

In excess of 1.2 metres of clear footway will be maintained past the site at all times. In order to safeguard pedestrian and cyclists, vehicles with appropriate safety equipment including safety bars, additional mirrors and advisory signage will be used. In addition, traffic marshals/banksmen will be available on site at all times and will supervise all vehicle movements to and from the loading areas and will also supervise all loading/unloading activity so as to manage the interaction of construction activity with pedestrians, cyclists and other vehicles.

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

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

A lockable site hoarding will be installed along the frontage of the property as shown in Motion Drawing 160322-02a. A gantry will be erected over the footway which will host a conveyor system used for transporting excavated material into a vehicle located within the temporary loading area. The requirements will be confirmed once a contractor has been appointed and all relevant licences for the hoarding, gantry and scaffolding will be applied for by the Construction Project Manager.



SYMBOL IS FOR INTERNAL USE

Environment

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

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

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

- Noisy works would be restricted to between 08:00 and 18:00 Monday to Friday and between 08:00 and 13:00 on Saturdays,
- No noisy operations will be permitted on Sundays or bank holidays.

2. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A noise survey will be carried out following the appointment of a contractor.

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

Details will be provided by the contractor once appointed.

4. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the

activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Details will be provided by the contractor once appointed.

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

Details will be provided by the contractor once appointed.

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

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

7. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Details will be provided by the contractor once appointed.

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

Details will be provided by the contractor once appointed.

9. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage in line with the [GLA's Control of Dust](#) and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Details will be provided by the contractor once appointed.

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

Details will be provided by the contractor once appointed.

11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Details will be provided by the contractor once appointed.

12. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Details will be provided by the contractor once appointed.

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

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

14. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Details will be provided by the contractor once appointed.

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed:

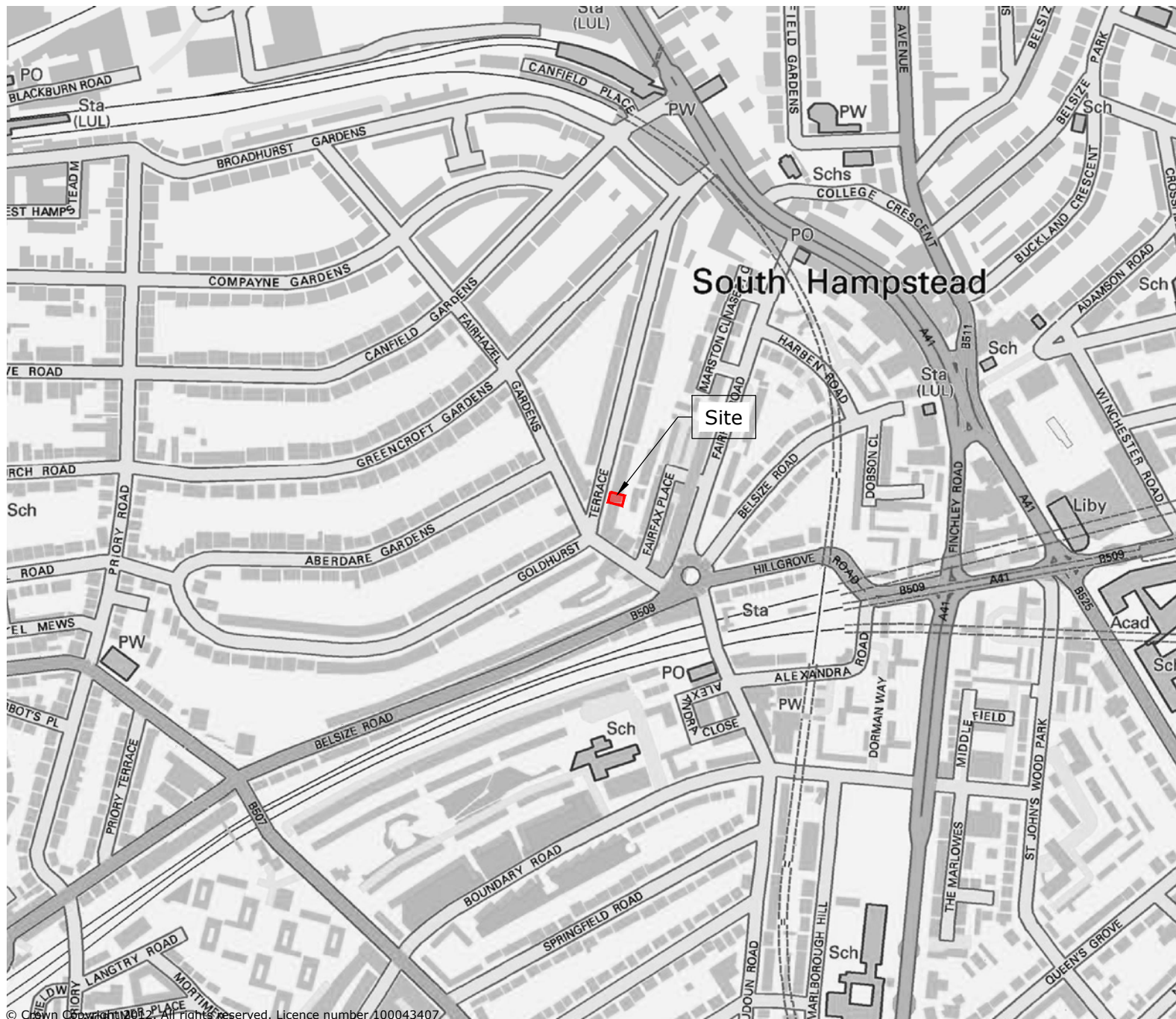
Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.



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T: 020 7031 8141

www.motion-uk.co.uk

Project:
115-119 Goldhurst Terrace

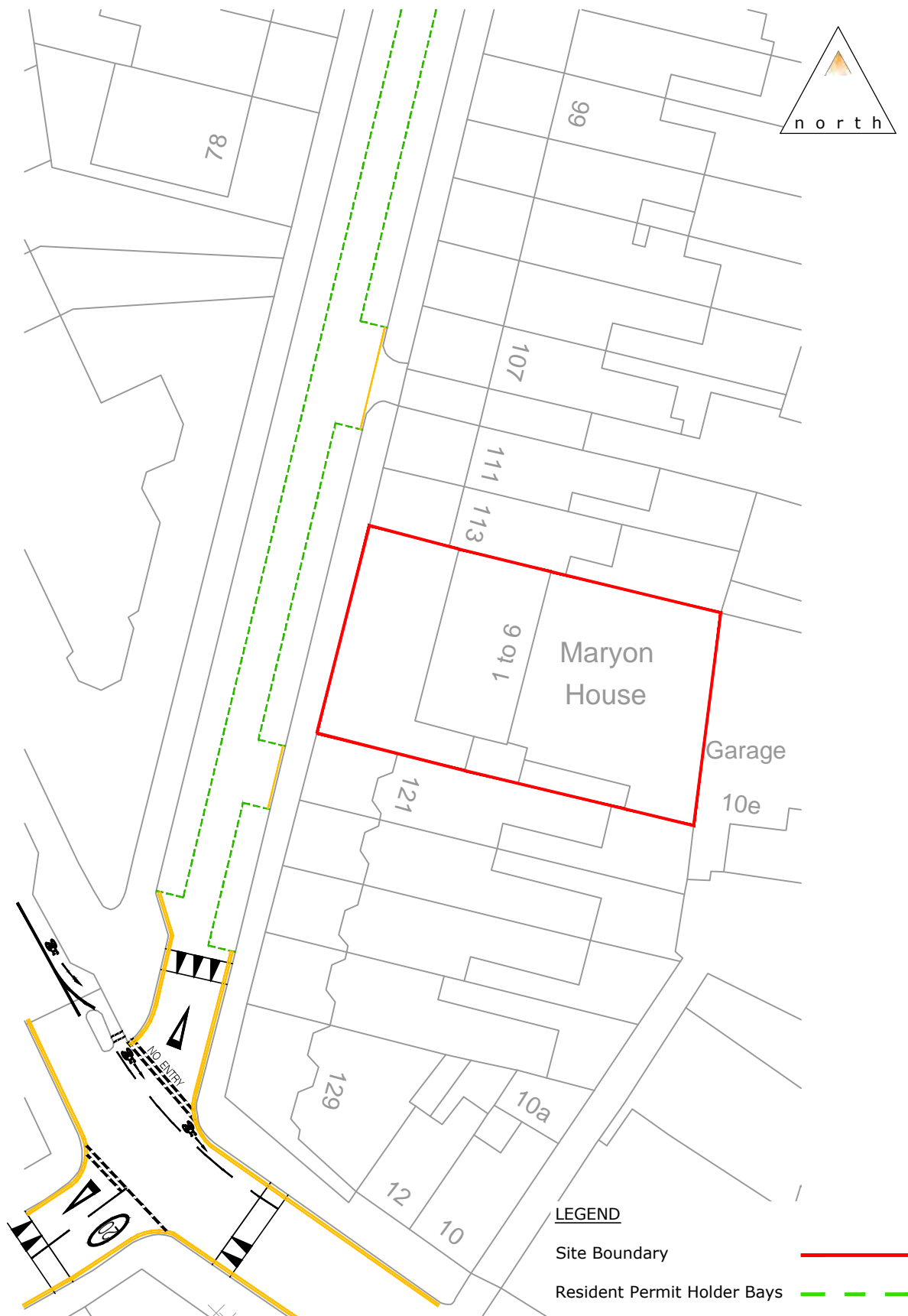
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Site Location Plan

Scale: NTC (@ A4)

Drawing: Revision:

Figure 1

-



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Title:

Existing Highway Arrangement

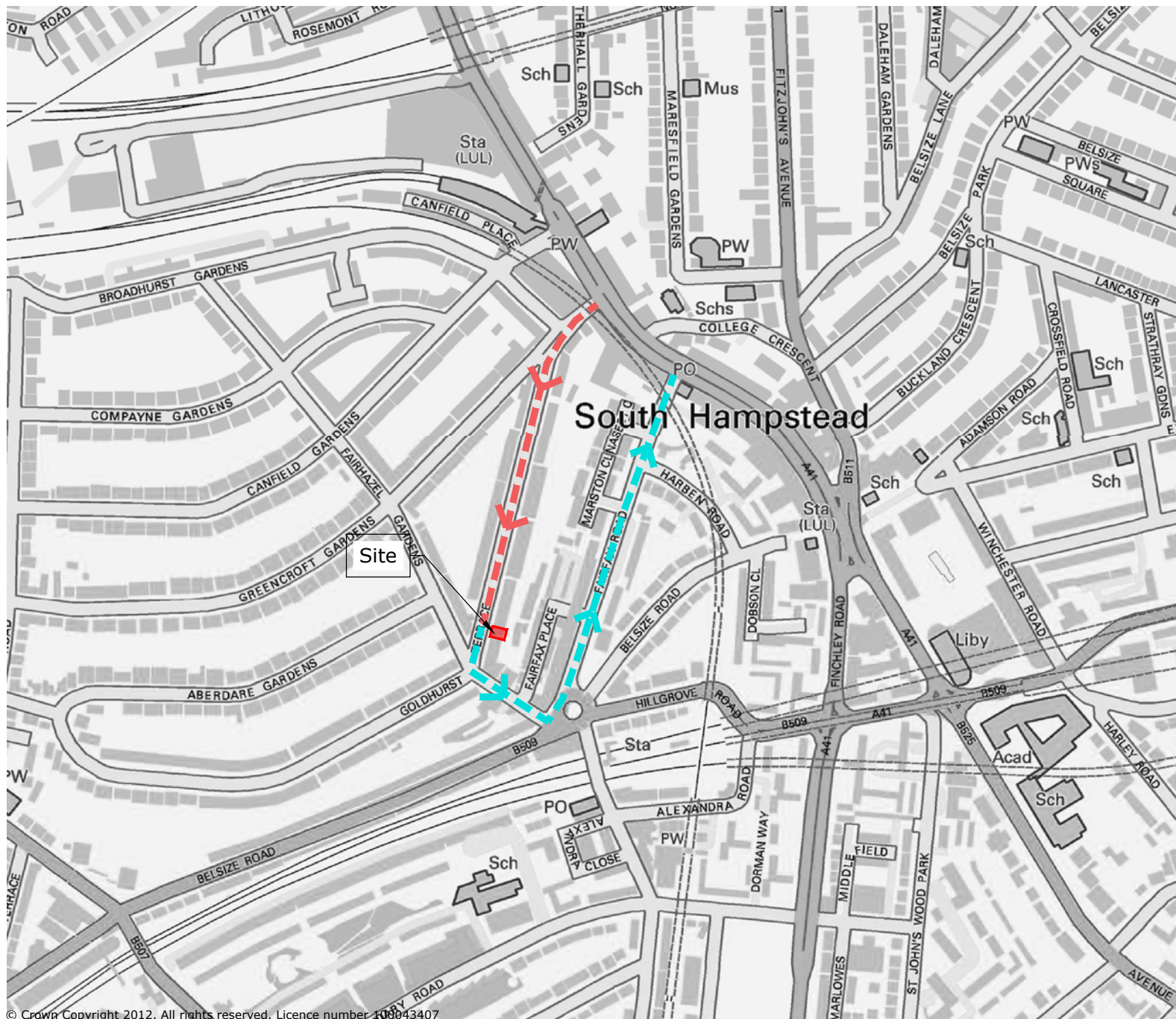
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Drawing:

160322-01

Revision:



-



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Legend

-  Vehicle Access
-  Vehicle Egress



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Title:
Construction Vehicle Routeing Plan

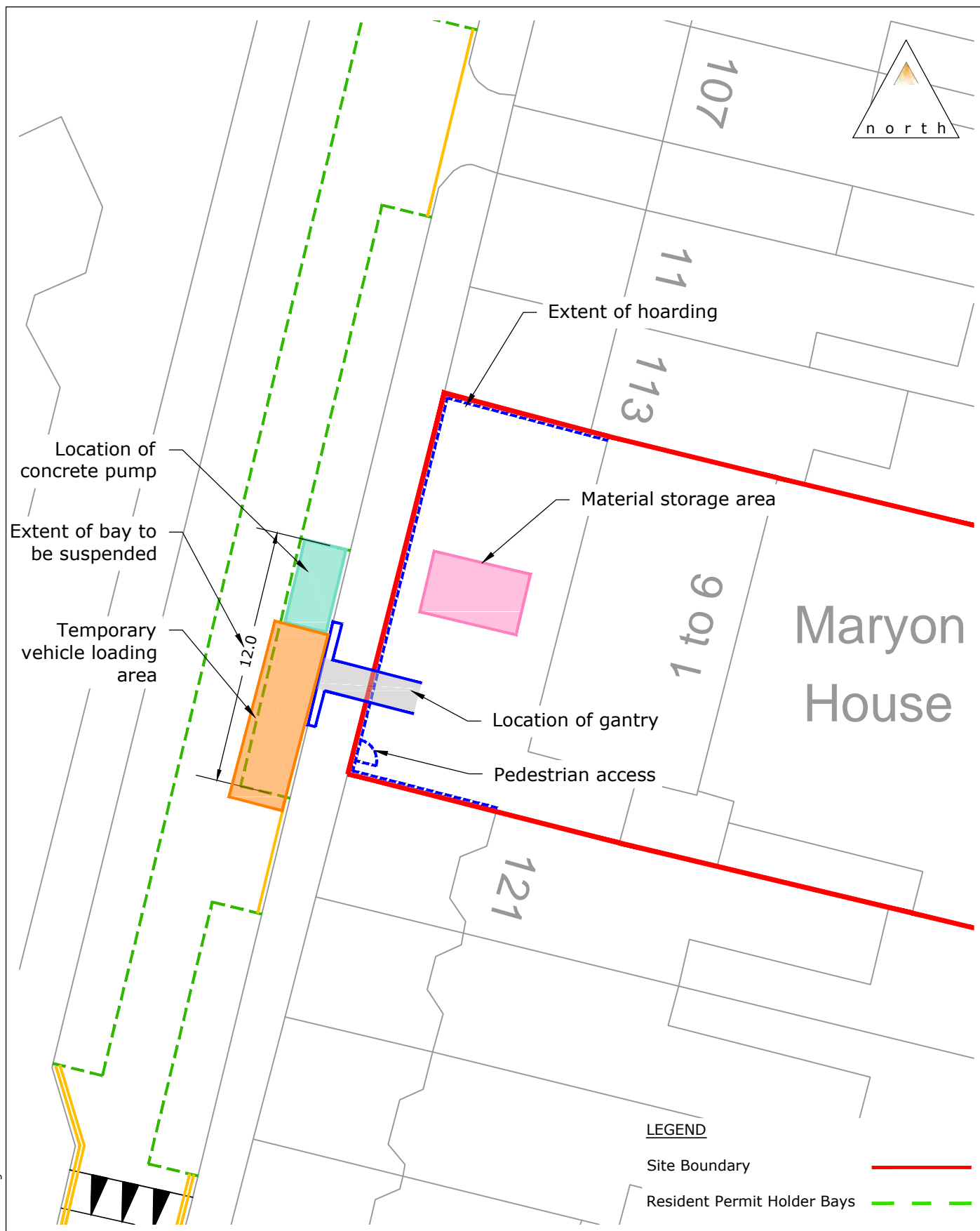
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Drawing: Revision:

Figure 2

-

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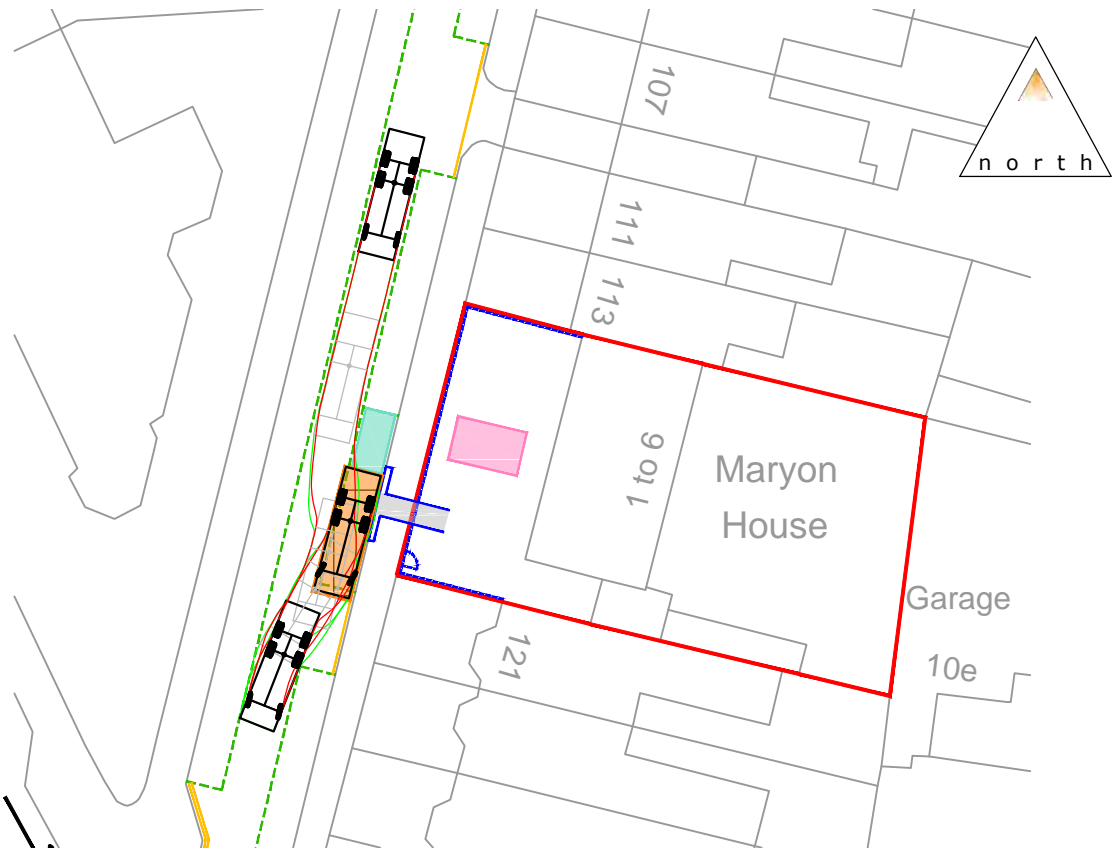
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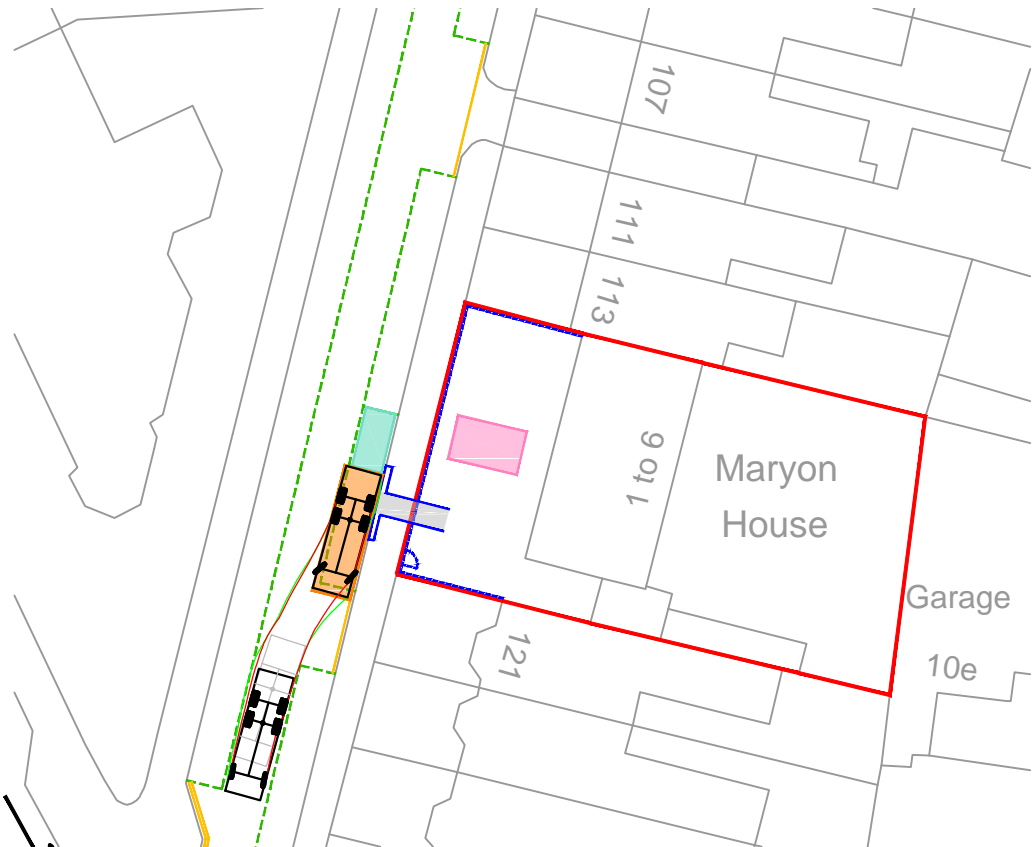
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160322-02

Revision:
A

Entry



Exit

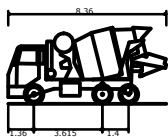




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Concrete Mixer
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

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

Project:
115-119 Goldhurst Terrace

Title:
Swept Path Analysis
Concrete Mixer

Scale: 1:500 (@ A4)

Drawing:
160322-TK01

Revision:
A