**Construction Management**

**Plan**

**pro forma** v2.1

Garages and land adjacent to No 25-26 Wolsey Mews, London NW5 2DX

Planning Ref: 2015/3741/P

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**Revisions & additional material**

Please list all iterations here:

Please note that all revisions / addition are highlighted for ease of location

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **27th April 2017** | **1** | **Burd Haward Architects, Odyssey Markides &**  **PL Civils (Eastern) Limited** |
| **23rd June 2017** | **2** | **Burd Haward Architects, Odyssey Markides &**  **PL Civils (Eastern) Limited** |

**Additional sheets**

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

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Drawing 1590\_HW\_03 - Proposed Construction Vehicle Access Route  
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Appendix A Outline Construction Programme

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**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](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Cyclist Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318) **(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 CMPdoes 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**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)**.**”

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, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion.**

(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**

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Post app submission**

**0ommunity liaison**

**Appoint principal contractor**

**Requirement to submit CMP**

**Begin community liaison**

**Work can commence if draft CMP is approved**

**Council response to second draft**

**Resubmission of CMP if first draft refused**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

**Submit draft CMP**

**Contact**

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

Address: Garages and land adjacent to 25-26 Wolsey Mews, London, NW5 2DX

Planning ref: 2015/3741/P

Type of CMP - Section 106 planning obligation

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

Name: Mr Buddy Haward

Address: Burd Haward Architects, United House, North Road, London, N7 9DP

Email: buddy@burdhaward.com

Phone: 02072679815

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: PL Civils (Eastern) Limited

Address: 211A Shrub End Road, Colchester, Essex, CO3 4RN

Email: [Sam.lewis@pl-civils.com](mailto:Sam.lewis@pl-civils.com)

Phone: 01206 211 622

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. In the case of [**Community Investment Programme (CIP)**](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en), please provide contact details of the Camden officer responsible.

As Q.3

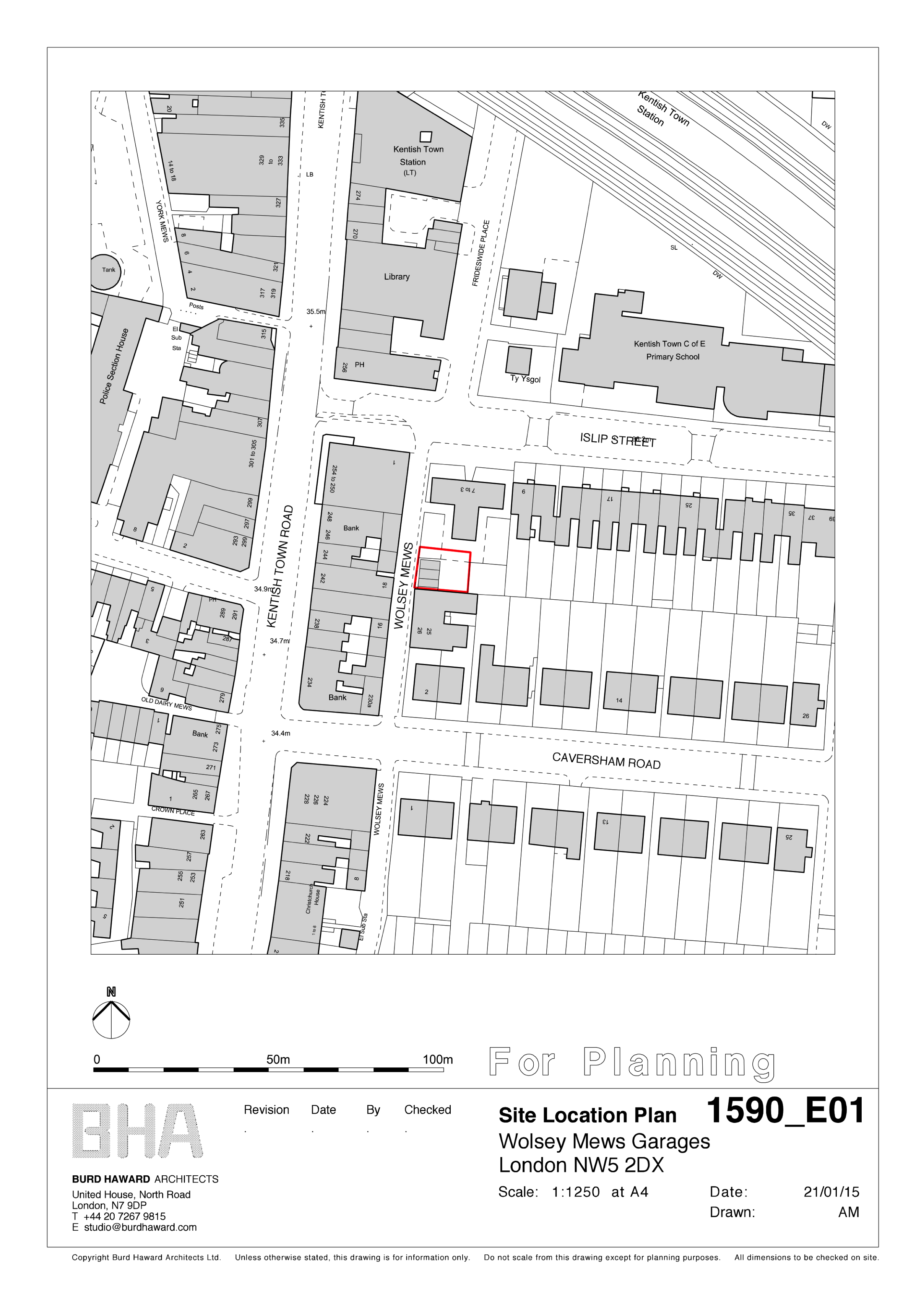
5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

As Q. 3

**Site**

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

The project is the development of 2 No. dwellings on a mews street



7. 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, etc.)

Works include the demolition of the existing single storey garage building and the construction of 2no residential units comprising basement, ground and first floor. The development site lies between two existing buildings (No 25 Wolsey Mews and 3-7 Islip Street) and whole footprint of the site is to be constructed upon.

All deliveries will be via Wolsey Mews, which is a narrow one way street, with 3.45m between pavement lines, and 6.70m between building faces.

The adjacent buildings are a mixture of residential and commercial premises.

8. 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.).

3-7 Islip Street, 25-26 Wolsey Mews which are adjacent to the site and 19 and 20 Wolsey Mews opposite the site.

9. 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.

**Drawing 17-061-101** presents the existing highway arrangement in the vicinity of the site.

**Drawing 17-061-107** presents the proposed temporary highway arrangement associated with each stage of the construction works.

10. 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).

An Outline Construction Programme is attached (see **Appendix A**) which presents the following proposed construction stages:

* Stage 1: May 2017 (week 1) – July 2017 (week 12);
* Stage 2: July 2017 (week 13) – February 2018 (week 41);
* Stage 3: February 2018 (week 42) – April 2018 (week 53).

Base on the above, the currently proposed overall timescale is 53 weeks from the first week of May 2017 to the last week of April 2018.

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

* 8.00am to 6.00pm on Monday to Friday
* 8.00am to 1.00pm on Saturdays
* No working on Sundays or Public Holidays

Standard Hours are 08:00 – 17:00 Monday to Friday and 08:00 – 13:00 on Saturdays.

12. 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.

New utility services for the development will be required as follows:

Water - Thames Water

Drainage Connection - Thames Water

Gas – National Grid

Electricity - UK Power Networks

The installation of these services has been grouped as closely as possible, and all occur within Stage 2 of the construction work, so that they share the same traffic management proposals.

**Community Liaison**

**A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.**

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.**

**13. 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.

Burd Haward Architects have undertaken extensive consultation on the contents of this draft CMP with both residential and commercial owners of premises within Wolsey Mews and adjacent streets.

Separate meetings have taken place with all the business premises within the mews, with the dates, attendees and comments noted in the Community Consultation Record (see **Appendix B**). As there has been universal support for the arrangements in this draft, no changes to the plan have been made as a result of these meetings. The occupants of No 25 requested that the mews be closed to through traffic for the duration of the work rather than just part, however, it was felt that Camden would not wish the closure to be in place for any longer than necessary.

In addition, BHA have arranged for mail drops to all other residents in the mews and adjacent streets including Kentish Town CofE Primary School on Islip Street, informing them of the development, including hours of work, the period of temporary road closure, contact details etc (see **Appendix B**). The details of properties contacted and comments received have been noted in the Community Consultation Record. As all comments received supported the proposals, no changes to the draft were considered necessary.

**14. 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 contact details of the main contractor have been forwarded to all residents in Wolsey Mews and the surrounding area and will be available at the site compound.

**15. 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](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

PL Civils (Eastern) Limited has registered the site with the Considerate Constructors Scheme: ID number 60659

**16. 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.

There is one local construction site at 42 Caversham Road, and contact has been made with Freed Construction Ltd who are managing the development site in order to understand how the works are being managed and assess any cumulative impacts. Following discussions with FCL and a review of their CMP, due to the scale of work and the timing on both sites, it is not anticipated that any significant disruption to traffic or other impacts will occur as a result of the work on both sites.

Having reviewed the Council’s Planning portal, we are not aware of any other significant development sites where work may commence in the near future.

**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.](http://www.clocs.org.uk/wp-content/uploads/2014/09/CLOCS-Standard-v1.2.pdf)

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345819&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345820&).

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

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

**CLOCS Considerations**

17. Name of Principal Contractor:

PL Civils (Eastern) Limited

18. 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).

All suppliers, drivers and vehicles will be accredited to the Fleet Operators Recognition Scheme (FORS), with Bronze accreditation required as a minimum. Gold and Silver operators will automatically be complaint with CLOCS, and these will be appointed where possible. Written Assurance will be sought from contractors with a Bronze accreditation to confirm that all vehicles over 3.5t are equipped with additional safety equipment and that all drivers servicing the site have undertaken approved additional training in order to operate larger vehicles, eg. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc. CLOCS compliance will also be included as a contractual requirement.

All contractors and sub-contractors vehicles over 3.5t will be subject to inspection and the details recorded on the CLOCS Key Checks form to ensure compliance. This ensures that all vehicles associated with the construction of the development must:

• Have Side Guards fitted unless it can be demonstrated to the reasonable satisfaction of the Contractor that the vehicle will not perform the function for which it was built if Side Guards are fitted;

• Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver’s planned manoeuvre;

• Have a Class VI Mirror;

• Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

In addition, site checks will also be undertaken to ensure all drivers of vehicles over 3.5t have a valid driving license for the vehicle they are driving, and must be able to prove they have undertaken approved vulnerable road user training. Generally, such vehicle and driver checks should be carried out for all deliveries that are unfamiliar to the site, with the frequency of license checks to an approved risk scale or as a minimum every 6 months.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](http://www.clocs.org.uk/wp-content/uploads/2015/05/CLOCS-Standard-v1.2-APRIL_15.pdf) and included it in your contracts. Please sign-up to join the [CLOCS Community](http://www.clocs.org.uk/links-to-partners/) 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:

PL Civils (Eastern) Limited confirm that they will comply with the CLOCS Standard and ensure that all suppliers or sub-contractors attending site are aware of and will abide by these standards.

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

**Site Traffic**

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

**20. 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 (i.e. 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](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (TLRN).

A proposed construction vehicle routeing plan is indicated on **Drawing 1590\_HW03**.

All construction vehicles will approach the local area from the North Circular Road (A406) before turning onto the A1 heading east to Archway roundabout. From here they turn right onto Junction Road and proceed southbound to Kentish Town Road until they take a left turn onto Islip Street and then a right turn onto Wolsey Mews to access the site.

In egressing the site vehicles will depart southbound via Wolsey Mews and turn right onto Caversham Road, then right again on Kentish Town Road. From here they will head north back towards the North Circular Road on the same route.

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 (as indicated on **Drawing 1590\_HW03**) and all other measures detailed in this plan prior to journeys being undertaken.

**21. 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*](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)).

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.

The Outline Construction Programme (see **Appendix A**) includes an estimated frequency of construction vehicle movements for each week during the proposed construction period. Information relating to construction vehicle movements for each Stage are included at the Table below:

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Period** | **Key Activities** | **Duration (weeks)** | **Estimated Number of Construction Vehicle Movements per week** | **Maximum Average Number of Daily Construction Vehicle Movements** | **Largest Construction Vehicle to access the site during this Stage** | **Average Dwell Times (minutes)** |
| **Stage 1** | 05/17-07/17 | Enabling and Ground Works | 12 | 5 – 15 | 3 | 32t Tipper Truck (9.1m length) | 20 |
| **Stage 2** | 07/17-02/18 | Ground Works and Main Works | 28 | 5 – 35 | 7 | 32t Tipper Truck (9.1m length) | 20 |
| **Stage 3** | 02/18-04/18 | M&E and Internal Fitout | 11 | 2 - 3 | 1 | Light Van (4.7m length) | 20 |

As indicated in the Table, vehicle dwell times will be a maximum of 30 minutes for all vehicles, but more typically no more than 20 minutes.

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

Discussions with the Highway Authority during the preparation of the Plan, identified no major works in the vicinity of the development site which were required to be included in the consideration of construction traffic. As such, and owing to the relatively minor scale of the works considered here, no co-ordination of construction traffic has been considered.

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

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

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 any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Not applicable

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](http://content.tfl.gov.uk/directory-of-london-consolidation-centres.pdf)).

*Vehicle Call Up Procedure/ Vehicle Holding Areas*

Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. The above requirement will form part of all contract documentation with suppliers. In view of the above procedure, no ‘wider’ off-site vehicle holding areas are proposed in association with the proposed works.

*Co-ordination with Other Construction Activity*

The site manager will at regular intervals during the construction, check for other local construction activity for the purpose of liaising with those sites on matters relating to construction activity (including vehicle movements). Camden Council should inform the Site Manager of any other construction activity in the vicinity of the site.

*Co-ordination with Domestic Waste Collections*

The LB Camden’s website states that domestic rubbish and recycling collection activity in the vicinity of the site takes place on Wednesdays. The Contractor, all sub-contractors and suppliers will be made aware of the existing collection activity and will ensure that waste collection vehicles are not unduly obstructed by the construction works. To this end, priority will be given by banksmen to waste collection vehicles where relevant.

*Wheel Washing*

A wheel washing facility will, in accordance with good practice, be provided at the site for use throughout the construction period. Any mud or debris that might find their way onto the public highways will be removed by a dedicated member of the Contractor’s staff.

*General Management*

The following general measures will be in place:

* Deliveries to site will be restricted between the hours of:

- 09.30 – 15.00hrs Monday to Fridays during school term time;

- 09.30 – 16.30hrs Monday to Fridays during school holiday time;

- 08.00 – 13.00hrs Saturdays and no other times, including Sundays and Public Holidays;

* Trade Contractors are to submit material delivery requests to the Site Manager a minimum of 24 hours in advance;
* The Principal Contractor, is to liaise with all sub-Contractors to inform them of the agreed vehicle route to and from the site;
* The Contractor is to notify all suppliers that no waiting or queuing is permitted on local roads;
* No vehicles will be left unattended. No stacking of vehicles or parking within parking bays is permitted. Vehicles not adhering to the above can and will be turned away by the Contractor;
* The Contractor is to maintain safe control of traffic and deliveries across the public highway in the vicinity of the site;
* Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

*Construction Management Plan Review*

The site manager will deal with any complaints from local residents and businesses. To this end, contact details of the project team will be displayed at the site entrance on the hoarding.

The site manager will also review the CMP and will update the Plan as and when required. This will take into account local resident, business and Council views on how the operation may be improved. Any significant changes to the CMP will be reported to the Borough’s Department of Planning and Borough Development by the main Contractor. It is highlighted that the main Contractor will be a member of the ‘Considerate Constructors Scheme’. The Principal Contractor shall follow the recommendations and requirements set out in LB Camden’s *“Guide for Contractors Working in Camden”*.

**22. 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

**Drawing 1590\_HW03** includes the proposed inbound and outbound routes for construction vehicles accessing the site.

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

**Drawing 1590\_HW04** presents proposed access arrangements within the vicinity of the site for the three Construction Stages. A summary of the access arrangements for the three stages are provided below:

* *Stage 1:* All construction vehicles access the on-site area to carry out loading/unloading activities. All site welfare facilities and materials stored within site.
* *Stage 2:* All construction vehicles load/unload from the carriageway adjacent to the site at Wolsey Mews. The on-site area will be required for construction. Due to the limited width of the Mews, a temporary road closure is proposed on Wolsey Mews between the hours of 9.30am to 4.30pm weekdays only to minimise road safety risks associated with vehicles attempting to pass through restricted width adjacent to construction vehicle. Access for deliveries to other properties and refuse collection will be maintained. A temporary suspension of single yellow line adjacent to the site is also proposed to ensure that adjacent carriageway space is not limited by any loading/waiting that is not associated with the site or coordinated with the contractor;
* *Stage 3:* All construction vehicles load/unload from the carriageway adjacent to the site at Wolsey Mews. The largest vehicle accessing the site during this stage will be light vans (max. 4.7m x 1.7m). **Drawing 1590\_HW04** demonstrates that some 4m clearance will be available at the carriageway adjacent to the loading/unloading vehicle and will not result in a significant obstruction to through traffic. The temporary suspension of the single yellow line adjacent to site is also proposed for this Stage.

All vehicle movements to and from the temporary loading area will be supervised by a minimum of 2 trained traffic banksmen in order to manage the interaction between pedestrians, cyclists and other road users. These banksmen will also help guide vehicles off Kentish Town Road and onto Islip Street, and from Wolsey Mews onto Caversham Road and then onto Kentish Town Road, on their approach and departure.

*Contractor’s Vehicles*

The Principal Contractor will actively manage use of on-site parking. All staff and sub-contractors will be informed that on-street parking in the vicinity of the site is restricted. It is thus anticipated that the amount of staff-related traffic resulting from the construction works at the development will not result in any material impact on the operation of the public highway.

All construction staff will be encouraged to use public transport, with the nearest rail and tube station being Kentish Tow. Buses operating on Kentish Town Road along the site frontage additionally provide access to the site which has a PTAL of 6a.

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).

**Drawing 1590\_HW04** presents proposed access arrangements within the vicinity of the site for the three Construction Stages.

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.

An on-site wheel washing facility will be provided during Stage 1 of construction. Any mud or debris that might find its way onto the public highway will be removed by a dedicated member of staff.

Liquid or spoil run-off will be controlled on site via regular inspections and protecting mats. The site will also contain a store for diesel generator oil, fuel and other similar liquids.

Due to the constrained nature of the site it is not anticipated that any vehicles will be entering the site During Stage 2 and Stage 3 of construction. Vehicle access to the site, during these construction phases, will be limited to the adjacencies of the site on Wolsey Mews. As such, it is not anticipated that there will be risk of this activity generating detritus that would be transferred onto the highway. Nonetheless, a wheel washing facility will be provided in case the proposed construction vehicle loading area becomes dirty from construction activity.

**23. 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 24 if any parking bay suspensions will be required.

**Drawing 1590\_HW04** presents proposed vehicle access arrangements within the vicinity of the site for the three Construction Stages.

All materials and plant will be stored on site and deliveries will be on a ‘just-in-time’ basis so as to minimise the storage requirements on site. Welfare facilities and site office will also be provided on site, as indicated on the attached Site Layout Drawing in **Appendix C**.

Further details of loading and unloading site vehicles can be found in PL Civils Method Statement for Muck Away Operations - MS077 in **Appendix D**.

**Highway interventions**

**Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won’t be granted until the CMP is signed-off.**

**24. Parking bay suspensions and temporary traffic orders**

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order (TTO)](http://camden.gov.uk/ccm/content/transport-and-streets/traffic-management/temporary-road-restrictions/) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO’s which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

A length of single yellow line space adjacent to the site on Wolsey Mews (some 14.5m in length) will be temporarily suspended to accommodate the temporary loading area. This suspension is proposed for Construction Stages 2 and 3 (July 2017 – April 2018) as indicated on the Outline Construction Programme included in **Appendix A**.

**25. 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).

**Drawing 1590\_HW04** presents proposed access arrangements within the vicinity of the site for the three Construction Stages.

During Stage 1 of construction, after demolition of existing garages and clearing of the site (week 1), vehicles will be able to access the on-site area and load/unload away from the carriageway on Wolsey Mews.

During Stage 2 and Stage 3 of construction it will not be possible to accommodate a loading area on site as the full envelope of the site will be required to construct the proposals and accommodate material storage.

During Stage 2 of construction the largest vehicle that will be accessing the site will be a 32t Tipper Truck. Due to the limited width of the Mews, a temporary road closure is proposed on Wolsey Mews to minimise road safety risks associated with vehicles attempting to pass through restricted width adjacent to construction vehicle. Access for deliveries to other properties and refuse collection will be maintained. A temporary suspension of single yellow line adjacent to site is also proposed to ensure that adjacent carriageway space is not limited by any loading/waiting that is not associated with the site or coordinated with the contractor.

During Stage 3 the carriageway adjacent to the site will provide sufficient width for a construction vehicle to wait adjacent to the site whilst maintaining a minimum clearance in excess of 4m on Wolsey Mews.

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

The site is enclosed by timber hoarding and lockable gates. Further signage to be provided as shown on **Drawing 1590\_HW04**.

**26. 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).

As indicated on **Drawing 1590\_HW04,** temporary use of all of the footway adjacent to the site will be required to facilitate construction, as the building extends to the boundary of the site, and there is insufficient footway width to allow construction access and a pedestrian route. During this time, pedestrians will therefore not be able to continue along the footway on the east of the mews past the site, and will have to cross to the footway opposite.

As mentioned earlier in this CMP, during Stage 2 a temporary road closure is proposed along Wolsey Mews between the hours of 9.30am to 4.30pm weekdays only. Proposed signage associated with this temporary road closure has been shown at an indicative location at the junction of Islip Road and Wolsey Mews on **Drawing 1590\_HW04.** Should it be deemed necessary by the local Highway Authority, suitable additional signage can be considered at the junction of Hammond Street and Islip Street informing drivers of a temporary diversion in traffic.

**27. 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 at 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.

Banksmen will be on site, at all times when vehicles are planned to access the site, to manage the interaction of construction vehicles with pedestrians, cyclists and other road users.

If access along Wolsey Mews is required by other large vehicles when loading activity is being undertaken, the banksmen will manage vehicle movements and, if necessary, move construction vehicles to facilitate vehicle access. Spoil will be bagged up on site and transferred manually to the vehicle waiting in the temporary vehicle loading area. Banksmen will manage the transferral of spoil across the residual footway and will manage the interaction of construction activity with pedestrians, cyclists and other road users.

While pedestrians will not be able to use the eastern footway adjacent to the site during the construction period, it is not proposed to provide a controlled pedestrian crossing point, due to the scale of the mews, the impracticality of maintaining this crossing outside of site operating hours, and the low volumes of pedestrian and vehicle traffic. In order to reduce the risk to pedestrians, signs will be placed at the top of Wolsey Mews, warning road users of pedestrians in the road ahead, as indicated on **Drawing 1590\_HW04.**

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.

**Drawing 1590\_HW04** indicates the extent of the hoarding to be erected at the site for the three stages of construction.

Further details can be found on the Site Setup Plan in Appendix C.

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**Environment**

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318)**).**

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

Noisy works would be restricted to between 0800 and 1800 Monday to Friday and would not be permitted at the weekends, Sundays or bank holidays.

The predicted main sources of noise on the project will be:

* Piling
* Groundworks
* Demolitions
* Site Vehicles and Site Plant operating on the site

29. 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 was carried out on 22.06.17 (see Appendix H).

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

A Construction Noise Assessment has been undertaken by Ion Acoustics (see Appendix H).

Due to the method of piling proposed and other construction techniques adopted, it is not anticipated that there will be vibration levels that affect any local properties or businesses. Movement monitoring of adjacent properties will be undertaken in accordance with Party Wall Awards that are in place with individual adjacent owners.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

A variety of measures will be used to minimise the noise levels at the site, including:

* Coordinated delivery times and efficient traffic management to prevent queuing of traffic accessing the site;
* Ensuring all plant has sound reduction measures (mufflers, baffles or silencers);
* Utilising construction techniques that minimise the production of noise;
* Strict adherence to the site working hours;
* Implement an action plan where noise levels exceed acceptable levels;
* Positioning plant away from properties;
* Machines not in use will be throttled down to a minimum;
* Cutting operations will be kept off site as much as possible by pre-fabrication;
* Localised shrouding of plant in accordance with BS5228; and
* Toolbox talks to site operatives.

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

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 ‘Noise and Vibration Control on Construction and Open Sites’.

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

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

Further measures to reduce dust pollution and other airborne debris that will be taken, include:

* Ensuring that all materials transported to and from site are in enclosed containers or fully sheeted;
* Ensuring stock piles of topsoil etc. are kept below hoarding heights and kept damp in dry windy conditions;
* All vehicles removing dust generating materials or waste are to be completely sheeted with tarpaulin/ netting;
* Ensuring materials have a minimum of packaging;
* Ensuring all polystyrene and similar lightweight materials are weighted down;
* Making sure all dust generating materials are adequately packaged;
* Ensure that vehicles have been through the wheel wash if the proposed construction loading area becomes dirty and make sure that loads are covered where spoil or demolition material is being removed;
* Establish air quality procedures to minimise dust generation and control plant and vehicle dust emissions;

In addition to the above provisions, the following measures will be taken to reduce any further negative effects on the environment:

* Ensuring all contaminants on site are safely stored with the necessary procedures put in place for leaks and spillages etc.
* A waste management system will be implemented on site.

34. 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.

It is not anticipated that the works will generate any significant amounts of dirt or dust on the public highway. If this should occur, particularly during muck away operations, then road cleaning will be undertaken immediately to remove any mud or debris by a dedicated member of site staff.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels.

The site manager will monitor all noise and dust generating activities during the demolition and construction phases and will take appropriate mitigating or remedial action where necessary.

Further monitoring will be undertaken as necessary during regular site audits by the Heath & Safety Advisor.

36. Please confirm that a [Risk Assessment](http://www.hse.gov.uk/risk/controlling-risks.htm) has been undertaken at planning application stage in line with the [GLA’s Control of Dust and Emissions Supplementary Planning Guidance](https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and) (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 in line with GLA’s Control of Dust and Emissions Supplementary Planning Guidance (SPG) has been carried out and it has been determined that the project is **Low Risk**.

37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist.](https://www.camden.gov.uk/ccm/content/appendix-to-environment-section-question-37--dust-mitigation-measures.en)

The SPG Risk Assessment will be distributed to all contractors prior to the commencement of their works. A further copy will be made available in the site office. The information within the SPG Risk Assessment will be discussed during pre-start meetings and site inductions to ensure that its ‘highly recommended’ measures have been adopted.

Please see **Appendix E** for SPG Mitigation Measures checklist.

38. If the site is a ‘High Risk Site’, 4 real time dust monitors will be required. If the site is a ‘Medium Risk Site’, 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and). 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.

Not Applicable.

39. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), 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).

A rodent survey was carried out on 13.6.17 by Pest Professional, who are an approved BPCA contractor (see Appendix I). There was no evidence of rodents or rodent activity found on site.

In order to prevent the ingress or habitation of rodents the following measures will be implemented and monitored by the Site Manager:

Prior to any works commencing on site:

• All drainage and sewer connections identified and capped/sealed off

• All decomposable waste to be removed

Ongoing measures:

• Monitor drainage and ensure it remains sealed

• Inspect site weekly for ingress of rats/mice/foxes

• Inspect site weekly for roosting/nesting pigeons

If any evidence of vermin is found on the project, Pest Professionals will be employed to undertake any necessary treatment.

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

Asbestos Survey, Ref: ML-2863-001-1 by O C Consulting Ltd completed 18/5/16 (see **Appendix F**).

It records that Asbestos moulded cement roof sheets were found to be covering the garage roof, and these had a risk analysis category of VERY LOW (4).

A method statement and risk assessment for its removal has been undertaken by Country Contract Roofing Ltd, who will be employed to undertake its removal (see **Appendix G**).

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

As part of the Community Liaison process, contact names and telephone numbers of key site staff have been distributed to all neighbours. Regular communications will also be marinated with affected neighbours regarding site activity, deliveries and traffic. Should there be any complaints, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.

Other actions that will be taken include:

• Ensure that site lighting does not affect neighbours  
• Provide viewing apertures in the hoardings when practicable  
 • We will ensure that our workforce maintain a respectable standard of dress code  
• Provision of suitable smoking area for workers  
 • Implement a bad language policy and tackle unnecessary shouting on site  
 • Encourage operatives not to leave site in their dirty work clothes.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

**From 1st September 2015**

**(i) Major Development Sites** – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

**(ii) Any development site within the Central Activity Zone -** NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

**From 1st September 2020**

**(iii) Any development site -** NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

**(iv) Any development site within the Central Activity Zone -** NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

1. Construction time period (mm/yy - mm/yy ):
2. Is the development within the CAZ? (Y/N):
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
4. Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
5. Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
6. Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

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**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.

**Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.**

**Signed:**

**Date:**

**Print Name:**

**Position:**

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

End of form.