

# Construction Management Plan

pro forma v2.3

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
01/04/18	V1	Edward Faldo

## Additional sheets

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

Date	Version	Produced by

# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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 nature 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 Community Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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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 during construction. 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 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, 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 only provide the information requested that is relevant to a particular section.

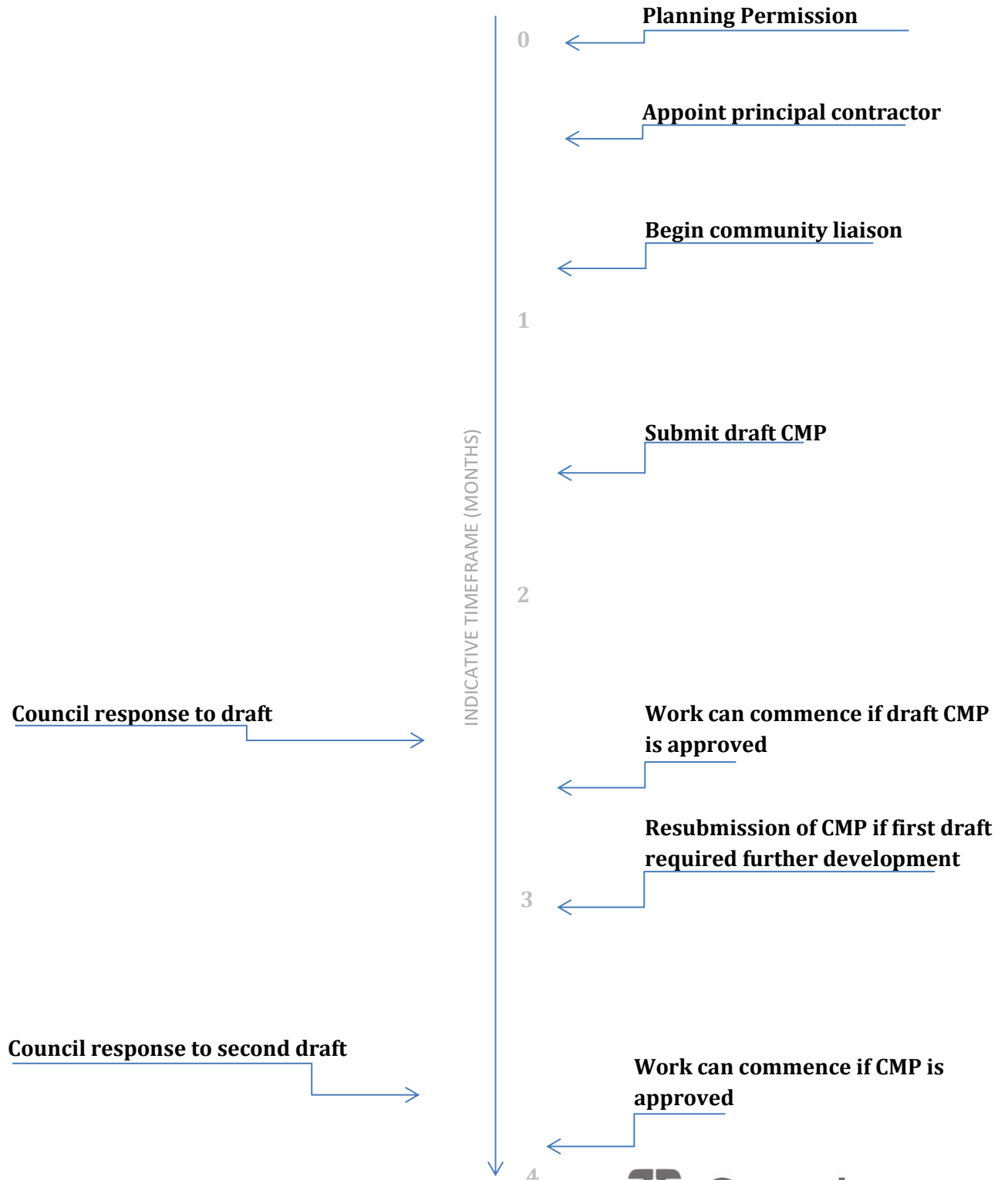
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

# Timeframe

## COUNCIL ACTIONS

## DEVELOPER ACTIONS



# Contact

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

Address: 57 Camden Mews, NW1 9BY

Planning reference number to which the CMP applies: N/A

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

Name: Edward Faldo

Address: 241 The Broadway, London, SW19 1SD

Email: e.faldo@elliottwood.co.uk

Phone: **020 8544 0033**

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 confirmed, contractor has not been appointed

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. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

Name: To be confirmed, contractor has not been appointed

Address:

Email:

Phone:

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.

Name: To be confirmed, contractor has not been appointed

Address:

Email:

Phone:

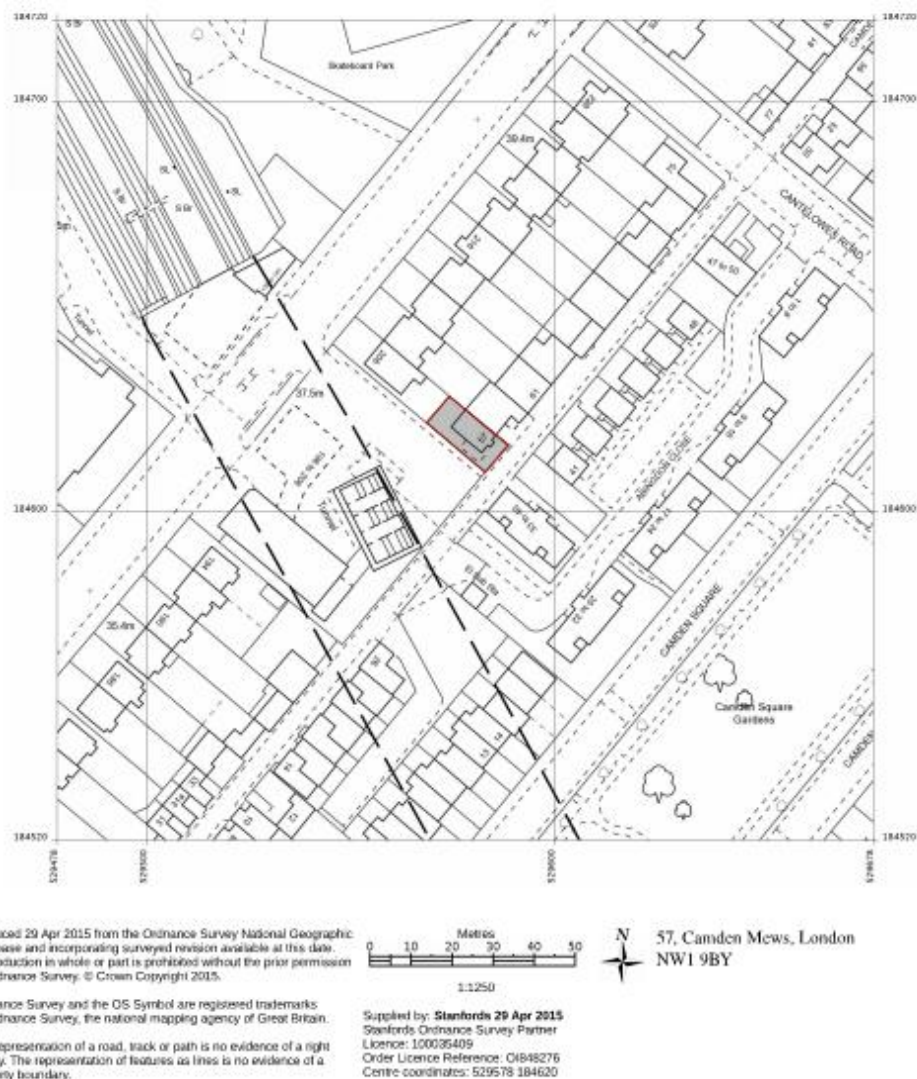


# Site

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 site is located on Camden Mews, a street running parallel to Camden Road (A503) running between Camden Town and Holloway Road.

The site is located on Camden Mews with residential properties to the east, a Tesco Express carpark to the west and gardens to properties on Camden Road to the rear. Beneath the Tesco carpark to the west of the site runs a Thameslink Rail tunnel owned and operated by Network Rail. The tunnel is located approximately 17m away from the site at its closest point. Camden Mews is approximately 4 metres wide and is not within a parking permit zone.



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).

The proposed works involve demolition of the existing two storey detached house and construction of two new semi-detached homes with a single storey basement. The proposed basement extends beneath the full footprint of the proposed house which covers the full width of the site and extends approximately 3.2m below ground level at its deepest.

Planning permission for the upper floors has been sought and details for this can be found under application reference **2015/5046/P**.

8. 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).

Estimated construction period of 54 weeks, to be confirmed following the appointment of the main contractor.

9. 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 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

These working times will be adhered too throughout the works

# 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 granting 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.

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## Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

**The Council can advise on this if necessary.**

## 10. Sensitive/affected receptors

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 site is bordered by private dwellings namely 59, 61, 41 and 42, there are no businesses or commercial buildings in the immediate area.

There will be limited noise in terms of noise and possible vibrations to the neighbouring residents and those opposite the site, if there is too be any drilling then neighbours will be contacted.

No noisy works will be undertaken prior to 08.00am or after 18:00pm Monday to Friday.

## 11. 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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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.

Consultation of the CMP will be carried out as follows:

The CMP has been issued to the client for review and comment.

The CMP Will be presented to the local residents and ward councillors

If necessary further consultation will be carried out if planning permission is granted once the main contractor has been appointed, to review the proposed construction arrangements with local residents.

## 12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

A construction working group headed by the site manager will be set up with local residents to answer any questions residents might have during the duration of the construction works.

## 13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring.

Contractors will also be required to follow the “[Guide for Contractors Working in Camden](#)” also referred to as “[Camden’s Considerate Contractors Manual](#)”.

At this stage there is no contractor on board, however when appointed they will register with Considerate Constructors Scheme and adhere to the CLOCS standards. The contractor will also adhere to the Camden’s considerate Contractors standards.

SITE ID number: To be clarified once contractor is on board

## 14. 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 currently an application for number 59 has been submitted. The proposals are for the for the demolition of the existing two storey dwelling and the subsequent construction of a new two storey dwelling.

Before any works begin discussions will be conducted with the neighbouring contractors to mitigate any potential issues on Camden Mews

# 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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, 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](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 Contractual Considerations

### 15. Name of Principal contractor:

The main contractor has not been appointed and will be confirmed at a later date.

### 16. 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](#) and [Q18 example response](#)).

All vehicles arriving at the site will be FORS registered and will adhere to the CLOCS standard  
All Delivery companies will complete Camden's self-assessment form.

Contracts FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible.

Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all Vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training.

CLOCS Compliance will be included as a contractual requirement. Checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide. Site checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale.

These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained and enforced upon accordingly. Where the contractors own vehicles and drivers are used the above approach will be modified accordingly. Collision reporting data will be requested from operators and acted upon when necessary

### 17. 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:

This will be confirmed once a contractor has been appointed

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.

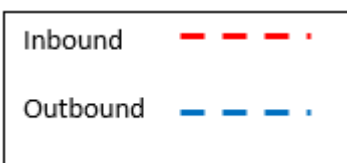
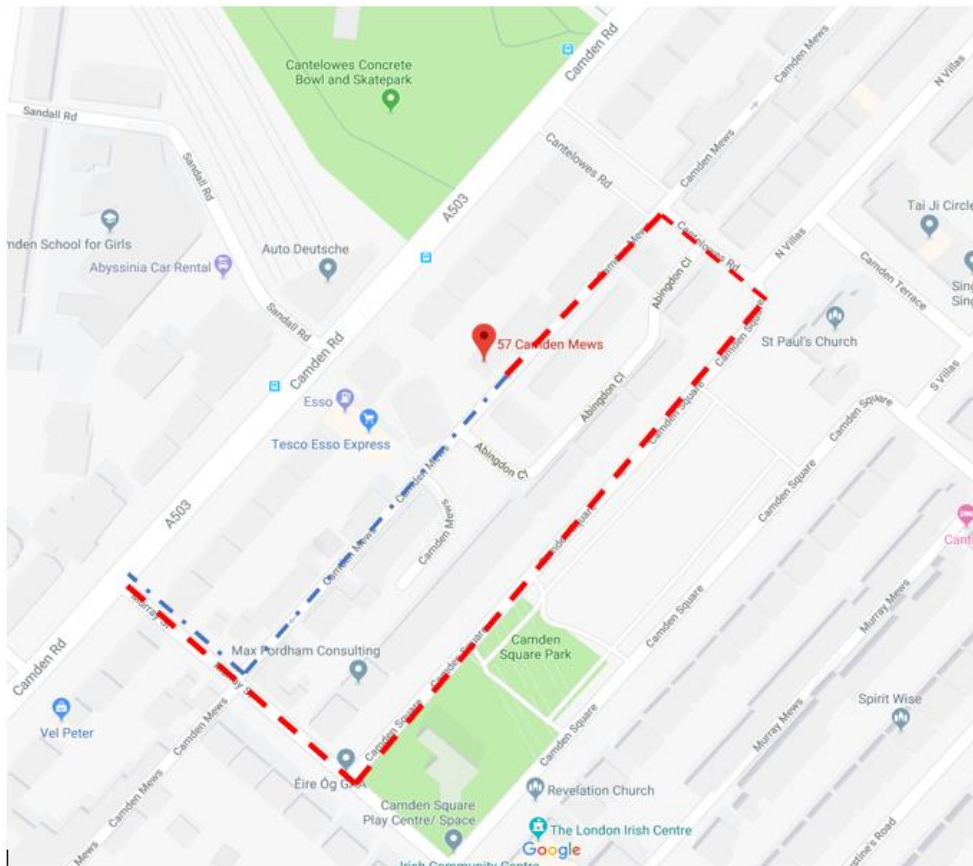
**18. Traffic routing:** *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the [Transport for London Road Network](#) (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.



Vehicles will access the site by coming off Camden Road and turning left onto Camden Square which is a one- way road. Vehicles will continue along Camden Square which eventually leads onto Cantelows Road.

Vehicles will then turn left off Cantelows Road onto Camden Mews and continue along to the site entrance.

Vehicles exiting the site will continue down Camden Mews. At the end of Camden Mews vehicles will turn right back onto Murray Street and onto Camden Road.

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

The route for deliveries will be sent to all companies before they are due to arrive.

Furthermore, the contractor will display access and egress routes onsite by all site gates. Delivery vehicles will be controlled to ensure that unloading only takes place within designated times and in the correct location.

All subcontractors will be required to produce a procurement schedule for their materials which will be monitored at their weekly or fortnightly meetings and must book delivery slots with our traffic controller. "Just in Time" scheduling of deliveries where possible will minimise storage capacity required, double handling and congestion around the site. Restricted delivery times based around the school times will be discussed and detailed with all suppliers and contractors.

Where "Just in Time" deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones to particular trades. Detailed plans of the site will be drawn up outlining areas available for moving and storing materials during the various stages of the contract.

**19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

When the contractor is appointed they will ensure that the increase in construction traffic will be kept to the minimum.

Due to Camden Mews being a narrow road there will be a limit of what vehicles can access the site

During the planning of the works it is estimated the following vehicles will be required:

- 1.5 Tonne Mini Excavator - Excavation and Groundworks **(2 trips over course of construction period)**
- 1 Tonne Loader - Excavation and Groundworks Small dumper truck or forklift **(2 deliveries/day for duration of project)**
- Concrete Lorry (typical dimensions 2.5m wide and 7.1m long) and Pump – Groundworks **(3 deliveries/day for duration of project)**
- 3.5t van: **(2 deliveries/day for duration of project)**

Camden Mews is predominantly a residential road which is approximately 4 metres wide outside the site. The contractor will provide trained and qualified traffic marshals, zig zag barrier will be deployed to protect pedestrian and cyclist when vehicles are being directed by out traffic marshals.

Contractors and suppliers are required to notify the site logistics co-ordinator to agree delivery dates and times based around the peak time restrictions such as school pick up and drop off times.

Due to the extent of works it is envisaged the most essential vehicles being concrete lorries during large concrete pour and muck away Lorries during the bulk excavation.

The latter will be naturally restricted due to the turn round times of early loading and the journey to and from the selected landfill site. Any abnormal loads to be delivered will be notified in advance to the Local Authorities.

Suppliers and subcontractors will be notified in advance of the desired location for delivery. Specific traffic maps and rules indicating the required traffic route with peak delivery restriction times clearly printed on the maps, these will be included in all subcontractors and suppliers orders. All site traffic will be directed to Site entrance by use of directional signage and a qualified traffic marshal.

Following consultation with local schools and businesses, we will establish peak periods when will minimise our site traffic. We currently envisage this as being between 8.30am and 9.30am and 4.30 and 6pm to accommodate peak local vehicle movements, therefore we will minimise site traffic during these time and will continue to monitor this and make adjustments if required.

All Deliveries will be allocated delivery time slots of 1hour. Deliver times will be restricted to 9.30am to 4.30am where possible, further reduction will be made to these hours if required due to road works or heavy traffic. All deliveries to site will be scheduled by the Site Logistics co-ordinator and any unscheduled or non-agreed deliveries will be turned away. Site management will take necessary action against any defaulting contractors or suppliers to ensure corrective action plans are put in place and implemented to ensure there is no further default.

Having interrogated the Camden planning website no nearby sites are currently under construction

[illegible]

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

There are many areas on Murray Street and Camden Square where construction vehicles can pull over and phone ahead.

e. Delivery numbers should be minimised where possible. Please investigate the use of [construction material consolidation centres, and/or delivery by water/rail](#) if appropriate.

Due to its location neither water or rail deliveries are

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

Vehicles will not remain idle when vehicles are loading and unloading

**20. 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)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be



equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.



b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Vehicles will not enter the site. Marshals will be located in front and behind the vehicles to guide pedestrians safely round the vehicles and onto the opposite side of the road.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Vehicles will not enter the site



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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

No vehicles will enter the site, therefore wheel washing will not be required

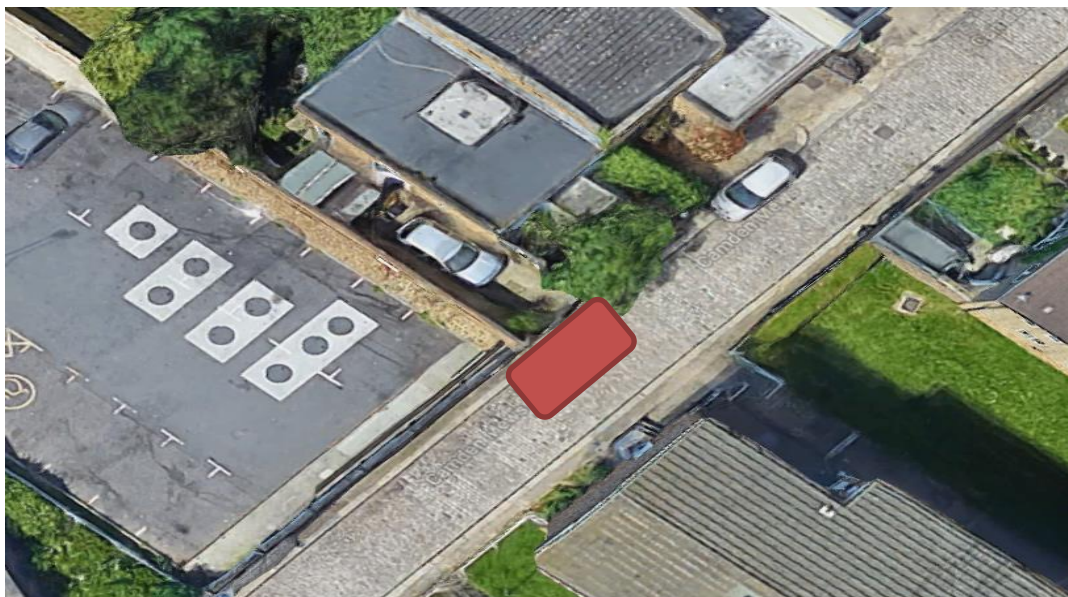
**21. Vehicle loading and unloading:** *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

A skip is to be located on site for the duration of demolition with all materials and equipment to be stored on site.

Delivery times will be managed and limited to ensure that roads are not blocked during deliveries and a clear route is maintained along the mews for passing vehicles. To manage this the contractor will ensure construction vehicles pull over to the side of the road to allow vehicles to pass (subject to width of vehicles).



b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

## Street Works

**Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.**

**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.**

**Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.**

**If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.**

**If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.**

### **22. Site set-up**

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.



### 23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

We will not require any parking suspensions. All footpaths and walkways surrounding the perimeter of the site boundary will remain open from construction activities at all times, except for any such emergency requiring the full evacuation from site unless alternative arrangements have been agreed with the LBCC Highways Department.

All site hoardings will be within the site boundary and will not impede on the established foot paths and cycle routes. All access gates will be locked with either chains/padlocks or biometric fingerprint access.

Full direction signage will be used on the external of the hoarding. Barriers will be used when vehicles are accessing the entry and exit gates.

## **24. Occupation of the public highway**

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. 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 justification of proposed occupation of the public highway.

No public highway will be used for storage

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

Not required

## **25. Motor vehicle and/or cyclist diversions**

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

No diversions are required at this stage.

## 26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

All site activities are to be contained within the hoarding line and a comprehensive traffic management plan will be implemented to ensure no disruption is caused to traffic or pedestrians on the adjoining roads or walkways. Specific loading and unloading areas have been designated inside the site boundary, and a traffic marshal will be permanently present and different stages of the job (as required).

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

No structures will overhang the public highway

## 27. Services

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.

No changes to services are proposed



# Environment

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

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

To be filled in when contractor is appointed

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 will be undertaken following or subject to the receipt of planning approvals/permissions for the proposed works.

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

To be confirmed prior to construction following appointment of main contractor

31. 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.



Below are some measures which could be implemented on site to control noise levels.

Control at source:

- noise emissions limits for equipment brought to site.
- retrofitting controls to plant and machinery.
- use of acoustic screens.
- Administrative and legislative control,
- Control of working hours,
- Control of delivery areas and times,
- Careful choice of compound location,
- Physically screening site,
- Noise Monitoring, to check compliance with noise level limits, cessation of works until alternative method is found.
- Many of the activities which generate noise can be mitigated to some degree by careful operation of machinery and use of tools. This may best be addressed by tool box talks and site inductions.

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

contractors will be vetted for knowledge of BS 5228:2009 and with “Toolbox Talks” being used to inform all site personnel of noise and vibration control.

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

Use of hoarding around the entire perimeter of the site to assist in the screening of dust generation from low-level sources.

Off-site pre-fabrication to be used where practical.

Loading and unloading of vehicles, dismantling of site equipment such as equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas.

Deviation from approved method statements to be permitted only with prior approval from the Main Contractor and other relevant parties.

The contractor will carry out regular brushing and water spraying of heavily used site hard surfaces and access points.

Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter.

Burning of wastes or unwanted materials will not be permitted on-site.

Dust complaints reported by neighbours will be immediately investigated by the contractor.

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.

During the enabling and demolition period all vehicles will be cleaned thoroughly by a wheel wash and jet wash prior to leaving site, when required a road sweeper will be used.

Once the groundworks and RC frame works commence the vehicle movements will increase we will then install a dedicated wheel wash with rumble strip to dislodge dust and mud.

Road sweepers will be used on very wet days to clear any debris that have been transferred onto the highway.

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

Noise during construction and building work can be a nuisance to local residents or businesses. Restrictions may be put in place by a local authority to help control the noise levels emitting from the construction site. Noise monitoring systems provide measurements and reports

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

A Risk Assessment will be under taken prior to each element of works, evidence can be issued following assessments.

A mobile crusher will be used for crushing demolition material the permit for these works will be sought prior to the delivery of the mobile crusher.

Diesel generator will not be used and mains power will be used where practicable.

No bonfires will be allowed onsite at any time.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

All Supplementary Planning Guidance will be followed through of the project.

- 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](#). 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.

Live dust monitoring stations will be installed, all data will be stored and accessible for the duration of the project.

39. 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).

The Site manager will undertake regular checks for rodent activity, this includes inspecting for chewed cables and pipework, rat droppings and nests.

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

An asbestos survey will be undertaken once planning permission has been granted and work is to be undertaken.

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.

All contractors will attend a detailed site induction where by all areas of conduct are explained and the expectation of the considerate constructors scheme.

Throughout the scheme there will be Tool Box Talks addressing all subjects relating to the construction site. Within the site compound we would have designated facilities for all trades including canteen, wc, drying rooms smoking areas.

Any operative flouting the site rules will be given a warning and their employer notified, should the offence continue the operative will be removed from site

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 1<sup>st</sup> 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 1<sup>st</sup> 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:


- a) Construction time period (mm/yy - mm/yy): **XX-XX**
- b) Is the development within the CAZ? (Y/N): Yes
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- d) 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: **All contractors will be instructed to use the NRMM website and manage the delivery and removal off all non- road mobile machinery via this tool.**
- e) 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: **The contractor will be required to adhere to the NRMM practical guide throughout the project.**
- f) 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: **The contractor we will be required to adhere to the NRMM practical guide throughout the project.**

 SYMBOL IS FOR INTERNAL USE

# Agreement

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

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

Signed: P.P. 

Date: 1.4.2019

Print Name: E. FALDO

Position: Senior Transport Planner

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

End of form.