

# Construction Management Plan

pro forma v2.3

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

## 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.

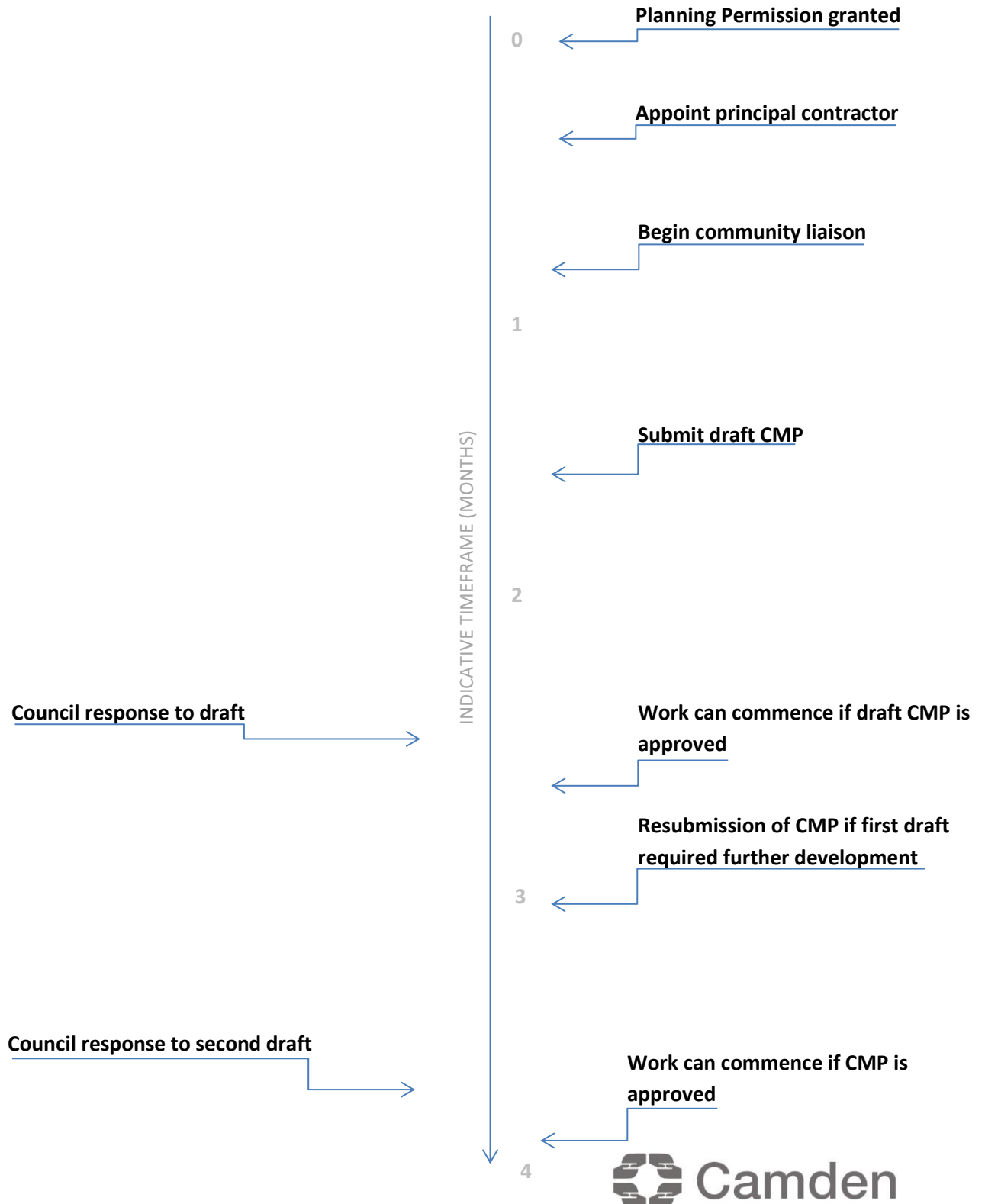
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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: 6 Kentish Town Road, London, NW1 9NX

Planning reference number to which the CMP applies: TBC

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

**TUR Building & Construction**

janusz@turbuilding.co.uk

+44 7966 519620

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.

**TUR Building & Construction**

janusz@turbuilding.co.uk

+44 7966 519620

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.

**TUR Building & Construction**

janusz@turbuilding.co.uk

+44 7966 519620

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.

**TUR Building & Construction**

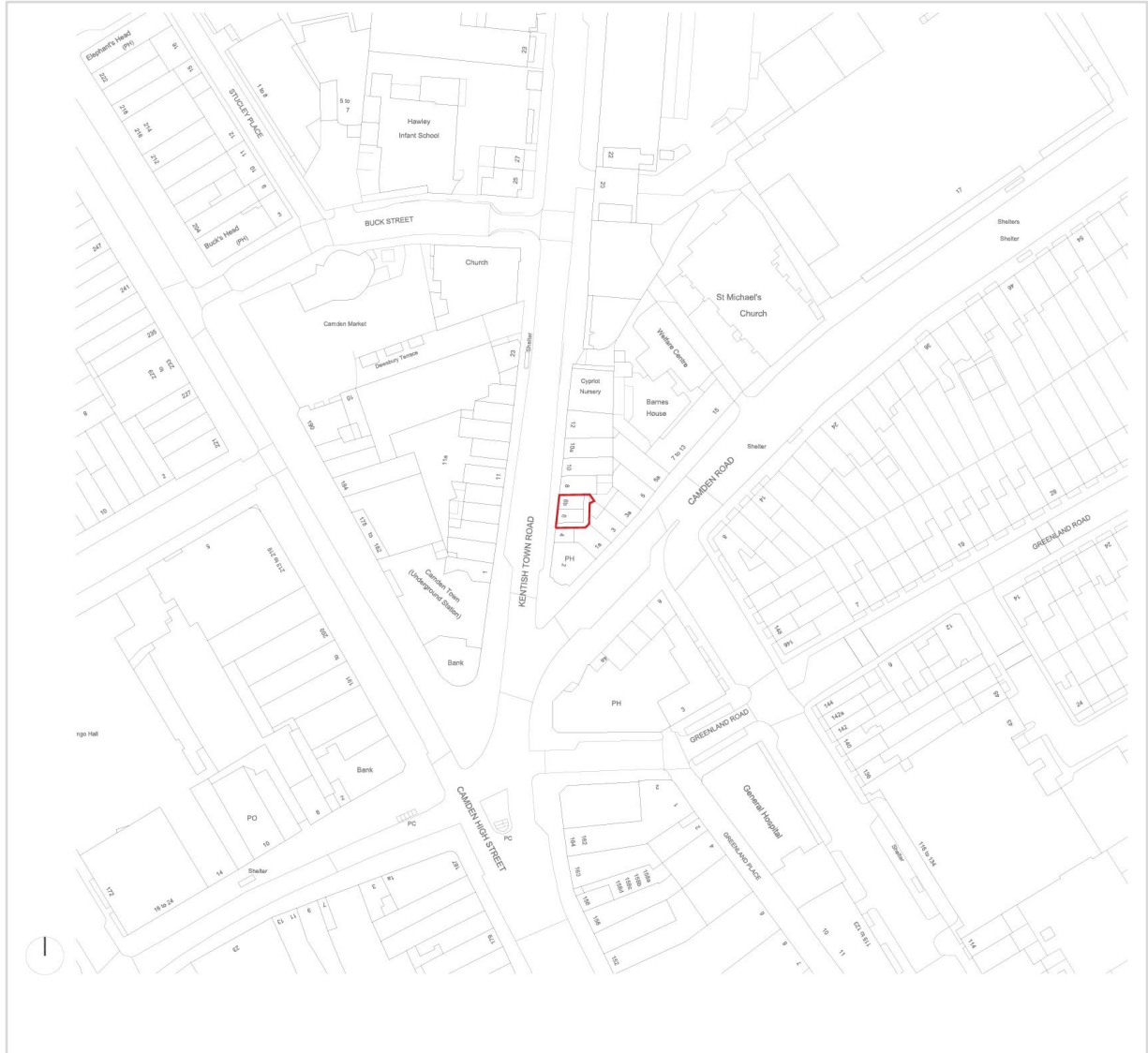
janusz@turbuilding.co.uk

+44 7966 519620



# 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.



Site and surrounding area:

The application site is located on the east side of Kentish Town Road, close to its junction with Camden High Street. The site is part of a wider terrace of buildings located within a secondary frontage as identified by the Camden Policies Map 2017.

The terrace largely embraces the linear form of late Victorian commercial development and its principal façade is characterised by a distinguished neoclassical architectural composition. The ground floor unit at the application site is currently occupied by a Chinese restaurant (Use Class A3) whilst the upper floors are understood to be in residential use. The shopfront has a single point of entrance with an additional entrance dedicated to the upper residential floors.

The surroundings are largely characterised by a varied mix of commercial, residential, leisure and community uses. The wider terrace includes numbers 4 and 8-12 Kentish Town Road, and is bookended by the Camden Eye Public House to the south and a single storey unit to the north which is in use as a gym.

To the south west is Camden Town Underground Station, to the north of which are no's 1-23 Kentish Town Road which embrace the 19th century terraces of three storeys with shops at ground floor level. Several of these properties have been insensitively altered and are poorly maintained.

The site is located within the Camden Town Conservation Area which lies central to the Borough of Camden. The Conservation Area is divided into two sub areas of distinctly different character, a busy commercial and retail area, and, a quieter more formal residential area. The application site forms a part of the commercial sub area.

Development proposal:

Full planning permission is sought for the extension of the existing basement depth, where the footprint of the building will remain the same. The proposed basement will form ancillary space to the existing ground floor use.

The proposed basement will extend to approximately 4.9m depth beneath the ground floor and will not be visible in the public domain.

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 construction works involve excavation works to deepen the existing basement. The proposed basement will extend to approximately 4.9m depth beneath the ground floor.

The main issues and challenges relate to the site's location on a road with relatively high vehicular and pedestrian activity and the sites proximity to residential uses on nearby upper floors to neighbouring properties.

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).

Start Date	End Date	Description
23/09/19	16/03/20	See appendix 1

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

Standard working hours:

The standard working hours for this site will follow Camden Council's prescribed working hours for construction sites, these being:

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

# 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 nearest potential receptors likely to be affected by the activities on site are the residential uses on upper floors at the application site, the adjacent neighbouring properties and the properties opposite the site. The nearest commercial premises that are likely to be affected are the restaurants, cafes and public house adjacent and to the south of the site and on the opposite side of Kentish Town Rd.

The project manager will ensure that an effective communication strategy is in place to give neighbours advance warning of any noisy, or potentially disruptive work, and will seek to coordinate such work with the owner/occupiers of these neighbouring properties. In order to address any adverse effects on neighbouring properties, the following methodology will be used as a central control strategy to mitigate this. A hierarchy process to control the emissions of dust and other emissions and reduce human exposure through the following steps:

1. Prevention
2. Suppression
3. Containment

These steps are embodied within this document to mitigate any adverse impacts on neighbouring properties. Noise generated by the construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

- Standard construction hours;
- The use of quieter alternative methods to mechanical plant, where reasonably practical;
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical;
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical;
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties;
- During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. High pressure hoses will be used to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal.
- Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times;
- All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any spillage onto the highway;
- The project manager will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt;
- Burning of materials on site will not be permitted in order to prevent smoke emissions.

## 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.

All affected neighbours will be consulted and record of this will be provided in once it has taken place.

## 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.

The community liaison officer for the project is:

Simon Mackinnon-Rutherford

Building 2 30 Friern Park, London, England, N12 9DA

simon@turbbuilding.co.uk

+44 7759 294662

This information will be displayed on site. Any significant changes in the CMP or advanced warning will be communicated through a newsletter/letter drop to neighbours.

### 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](#)”.

TUR Building & Construction is registered with the Considerate Construction Scheme with company ID C2226

### 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.

The site at no.8 Kentish Town Road was granted planning permission in August 2018 (2018/3613/P) for the excavation of a single basement floor to accommodate retail space associated with the existing use of the ground floor. A further application at no.8 was granted permission in April 2018 (2018/0907/P) for the erection of a roof extension with first and second floor rear extension and fenestration alterations. These works have commenced.

Furthermore, the site at 10 – 12 Kentish Town Road was granted planning permission in August 2017 (2017/2852/P) for the erection of roof and rear extensions and the change of use of the upper floor to a hotel. These works have commenced. A further application for planning permission (2018/2425/P) has been sought for the excavation of a single basement at this property although the application has yet to be determined.

Most recently, an application for planning permission (2019/0474/P) has been submitted to consolidate all previous approvals at 8, 10 and 12 Kentish Town Road including an increase in roof height and fenestration alterations. The application has yet to be determined by the Council.

The same contractor will be used in the development of this site so the same construction management practices will be followed.

## 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:

TUR Building & Construction

janusz@turbuilding.co.uk

+44 7966 519620

### 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](#)).

CLOCS Compliance will be included as a contractual requirement.

#### 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 (e.g. 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 be included as a contractual requirement.

#### Desktop checks

Desktop 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

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 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.

Useful links that would be referenced:

FORS operator database – lists accredited operators.

FORS driver training database – lists drivers that have undertaken approved additional driver training (required by CLOCS). Please cross reference this with the FORS list of approved course (link below).

FORS list of approved courses – Practical courses to have been completed within the last 3 years, e-learning courses to have been completed within the last year.

Example letter to suppliers – Contains some contractual clauses that may be helpful when writing contracts, if this hasn't been done already.

CLOCS Managing Supplier Compliance – Outlines method for ascertaining compliance check frequency using suggested risk scale given on P24 – 26.

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site.

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 is confirmed.

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.

Please refer to appendix sheet 2

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.

We will use their contractor selection process and tender process to select contractors who are members of FORS (or similar), by doing this we would rely on using drivers who are aware of the demands of driving large vehicles in central London in particular the awareness of cyclists.

Proposed routes for Vehicles between the site and TFL Network Details of agreed access/egress routes will be issued to all our suppliers and subcontractors. This will be checked as far as practical but it must be recognised that we have no jurisdiction over the vehicles once they have left our site.

By using suppliers and subcontractors who are FORS (or similar) members then all delivery vehicles should have:

- i. Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- ii. 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.
- iii. Have a Class VI Mirror
- iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

All contractors will be made aware of the controlled zone restriction timings and will place restrictions on when peak school arriving and leaving times.

All deliveries will be pre booked and all delivery times will be known.

**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

TUR Building & Construction will assess all possible haulage routes around the site to take into account current restrictions and road closures introduced in recent months. The programme for the project demands that there will be a variety of vehicles coming and going from the site – the approximate vehicle movements and types will be as follows:  
Stage 1: Scaffolding & Soft strip/demolition/structural alterations - There will be a maximum of 5 lorry movements per day.  
Stage 2: Main Construction Works/Fit out - there will be a maximum of 3 lorries per day. Deliveries of material for core fit out.

*Roll on/off skips are not permitted in Camden and they will not be used on this project.*

#### **Size of Vehicles**

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Debris/ rubble/ waste 8 yard skip or load skip lorries. These will include standard 8 yard skips for waste (approx size 7m long and 2.4m wide. (Dwell time 30min per load)
- Ready mix concrete Lorry 9m x 2.5m (Dwell time 20min per delivery)

Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc.

- Delivery vehicle type 1: 5m x 2.15m (Dwell time 20min to 1hour)
- Delivery vehicle type 2: 7m x 2.15m (Dwell time 20min to 1hour)
- Delivery vehicle type 3: 8.5m x 2.45m (Dwell time 20min to 1hour)

It will not be necessary for a vehicle larger than an 8 wheel flat-bed or 8 wheel roll on off lorry to attend site.

We have reviewed all deliveries and will maintain a clear path down Kentish Town Road.

Delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Please refer to completed question 14 highlighting neighbouring developments.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

Please see appendix sheet 3

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.

It is envisaged that parking suspensions will not be required.

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 the site location and scale of the development, there will be no requirement for any construction material consolidation centre.

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).

All drivers will be made aware of the necessity to reduce delivery, vehicle engine idling both on and off site by a note included on the route map that all drivers to/from the site will be forwarded.

**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.

Please see appendix sheet 4

The construction site forms part of a terrace of properties fronting onto Kentish Town Road. The vehicle access onto the site is not possible. Vehicle routing arrangements have been presented under question 18 above.

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.

N/A

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.

N/A

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.

It is not considered necessary to provide any wheel washing facilities. In the event that any mud/debris is deposited on the highway (eg during the loading of the wait & load skip) then it will be removed as quickly as practicably possible.

**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.

Short term parking takes place in the loading bays which can accommodate vans immediately in front of the site and opposite. Day to day deliveries take place from these locations.

Bulk deliveries and waste collection takes place directly in front of the site.

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.

When activity takes place directly in front of the site marshals will direct pedestrian movements, and supervise the loading/unloading activities to maintain a safe environment for all highway users and particularly pedestrians and other vulnerable user groups.



# 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.

Please see appendix sheet 5

## 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](#).

Given the site's location, the small scale of the project and the availability of on street loading bays in close proximity to the site it is not considered necessary to implement any parking bay suspensions.

## **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.

Site accommodation / welfare facilities will be provided on site and will therefore not affect the public highway.

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.

N/A

## **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.

N/A

## **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.

See previous answers relating to the loading/unloading arrangements

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.

See previous answers relating to the loading/unloading arrangements

## 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.

**Services:**

No major changes to services are proposed to the site and currently discussions have commenced with some utility companies such as Thames Water, National Grid, UKPN and BT. Any potential excavations or works beyond the site will be co-ordinated to fall under the same traffic management proposal.

Thames Water, National Grid, UKPN and BT – TUR Building & Construction intend to discuss installation dates with the utilities suppliers, agree trenching details with them and coordinate installation dates. UKPN have already indicated that the main power supply coming into the site might be sufficient but tests to the power supply still need to be done. Confirmation on the pathway of main power supplies still need further investigation and confirmation on route. After this information has been received a full drawing will be issued as addendum to this CMP.

# 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.

Details of the times of noisy operations and how the construction works are to be carried out. We understand the limitations of noisy works within a mixed use environment and ensure all subcontractors are aware of the site restrictions on noisy work as detailed within subcontract orders and the site rules.

Noisy work will be covered under our permit to work system which will identify the activity, its location, the duration and any applicable control measures necessary to mitigate its effect.

We will ensure that neighbouring uses are informed in advance of any noisy or disruptive activities that we may be undertaking and to allow time for the agreement of any reasonable mitigation measures that may be required.

In general, construction activities would coincide with site opening hours which are 8.00am to 6.00pm during working weekdays, 8am-1pm on Saturdays and the site will closed on Sundays and Bank holidays. However, we will restrict noisy activities within our operations to the following times:

- In two time-slots for breaking out concrete – 10.00 to 12.00 and 14.00 to 16.00
- Cutting and high noise level will follow the same timing.

In addition, delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays. All in accordance with Camden's Guide for Contractors Working In Camden.

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.

The noise survey will be taking place in August and a copy will be provided.

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

Due to the moderate scale of the development, the noise levels that could be generated are not considered to be significant. It is likely that any noise and vibrations would be at a peak during the excavation works.

The construction activities will involve only hand operated tools, no plant breaking equipment will be used to deconstruction materials. The greatest noise and or vibration will be from use of petrol cutters or medium electric breakers. Both of which will be of high quality and modern kit, Hilti breakers and Stihl cutters

The project manager will respect any reasonable request to reduce the duration of noisy activities further if required. Our Health and Safety advisor will undertake noise surveys during their regular site inspections. However, operatives will be informed that as a general rule, if they need to raise their voice when standing 2 metres away from a noise source, it is too loud and hearing protection must be worn.

Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical. Should noise levels reach 80dB (A) operatives will be informed of the risks to their hearing and supplied (if requested) with either appropriately attenuated ear defenders or earplugs. Should noise levels reach 85dB (A) or above operatives will be informed of the risks to their hearing and supplied with appropriately attenuated ear defenders or earplugs and instructed to wear them during noisy operations. The contractors are to ensure compliance by carrying out regular active monitoring. Contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features. To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk. Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependant on the results, further control measures will be required.

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.

Where the potential for noise exists, 'Best Practicable Means' will be used to reduce the noise to achieve compliance consistent with the recommendations of BS5228 and may include:

- Careful selection of plant items, construction methods, programming, implementing a 'noise and vibration protocol', which outlines monitoring frequency and action levels etc.
- Design and use of site hoarding and screens/noise barriers to provide acoustic screening at the earliest convenience where possible
- Choice of routes and programming for the transport of construction materials.

We will hold environmental tool box talks, produce an environmental plan and review our subcontractors impacts and produce full assessments of each activity which involve noise levels which are above normal.

We will also ensure that the demolition works will only be carried out within normal working hours.

Our health and safety advisor will carry out noise level checks throughout the demolition to maintain the correct noise levels.

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

The project manager will ensure that all contractors meet all statutory requirements, and are fully competent to carry out these types of work. The correct training will be in place to cover all aspects expected of this standard.

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

The main construction activities that will generate dust are typically excavation, structural installation and external works. We will add shielding to cutting equipment.

When activities are being carried out that risk generating large volumes of airborne dust, the project manager will employ dust suppression measures. This will normally take the form of damping down and dust screens.

Good site management will be strictly enforced to ensure work areas are always kept clean and tidy to prevent the migration of dust throughout the site. We will erect a full site boundary, keeping away from sensitive receptors, and there will be a fully trained Manager on site throughout the construction period. We will be using water as a dust suppressant where applicable, and muck-away trucks will be covered to prevent wind effects on contents.

The following measures will be employed:

- Appropriate handling of equipment and plant
- Damping down surfaces during dry weather
- The use of dust screens

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.

Given the nature of the works and the working practices described previously, we do not consider that the construction project is likely to result in any significant amount of dirt or dust being deposited on the public highway.

We will insist that all muck away lorries are fully sheeted before leaving the site.

The following steps will also be taken:

- Hose and pressure washer at the loading/unloading point to prevent dirt/dust leaving the site;
- Road sweeper used to clean all possible debris from the public highway as needed.

Particular care will be taken to ensure that the pedestrian route passing in front of the site is maintained to a high standard.

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

While noisy works are in operation we will monitor noise levels to ensure the levels are within specified limits. Noisy work will be covered under our permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.

Sub-contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features. To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk.

We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the of the works requirement.

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.

Please see appendix 6



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](#).

TBC

UNABLE TO ACCESS DOCUMENTATION

Please see appendix 7

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.

N/A

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).

A specialist contractor will be appointed to carry out a site inspection and remove rodents if they are found on-site. Further inspections/visits will be carried out as necessary. Other initiatives we will implement are as follows:

- No waste on site
- Capping of drains
- Traps installed

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

Please see appendix sheet 8

The survey will be carried out in August and a copy will be provided.

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.

The project manager will provide a smoking area away from the site to ensure limited health risks to local residents.

Site personnel will not be permitted to loiter outside the site.

Any personnel found to be acting in a manner we deem unacceptable 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): TBC
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): TBC
- 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: TBC
- 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: TBC
- 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: TBC

● SYMBOL IS FOR INTERNAL USE

# Agreement

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

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

**Signed:** .....

**Date:** .....

**Print Name:** .....

**Position:** .....

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

End of form.