**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.

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

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Community Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318) **(CMRBC)**.

Camden charges a [fee](https://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3630462&) 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.

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 CMPdoes 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**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)**.**”

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please 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

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Planning Permission granted**

**0ommunity liaison**

**Appoint principal contractor**

**Begin community liaison**

**Work can commence if CMP is approved**

**Council response to second draft**

**Submit draft CMP**

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

**Resubmission of CMP if first draft required further development**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

# Contact

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

Address: Land adjacent to Pegasus Court, 105 St. Pancras Way, London, NW1 0RA

Planning reference number to which the CMP applies: 2015/2810/P

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

Name: Anish Patel

Address: 7 The Crossway, Mottingham, London, SE9 4JJ

Email: anish\_p7@hotmail.com

Phone: 07904 330 691

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: Ranjot Singh

Address: 69 – 75 Boston Manor Road, Brentford, Middlesex, England, TW8 9JJ

Email: ranjot@westwayconstruction.co.uk

Phone: 07496 591 199

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [**Community Investment Programme (CIP)**](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en), please provide contact details of the Camden officer responsible.

Name: Ranjot Singh

Address: 69 – 75 Boston Manor Road, Brentford, Middlesex, England, TW8 9JJ

Email: ranjot@westwayconstruction.co.uk

Phone: 07496 591 199

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: Ranjot Singh

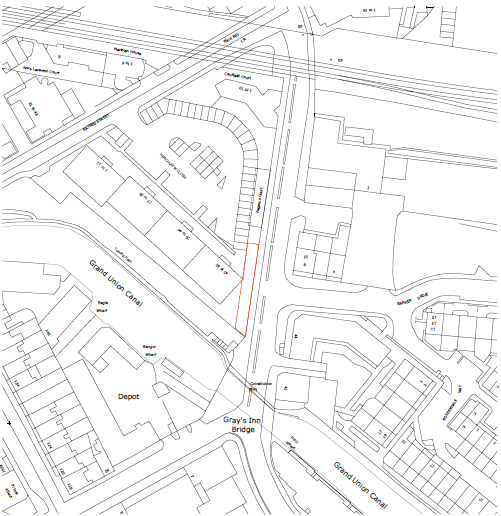
Address: 69 – 75 Boston Manor Road, Brentford, Middlesex, England, TW8 9JJ

Email: ranjot@westwayconstruction.co.uk

Phone: 07496 591 199

# 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.



Erection of a single storey, 1-bed dwelling house. Drawing Reference Number: 10118.01. The site is located on St. Pancras Way within the London Borough of Camden. In this North West region of London, the site in question is surrounded by a highly developed residential market. There are areas of nature and greenery that is to be strictly retained. The site has trees that are located within site boundary and have a high interest of being protected during and after construction.

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 site is located directly adjacent to a two-way segregated cycle track on a one-way street. Additionally, a public foot path is between the cycle track and the site.

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).

30/09/2019 – Start date

02/03/2020 – End date

Refer to Programme of Works: ***Please refer to PDF attached to e-mail.***

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

Monday to Friday = 08:00 to 18:00

Saturday = 08:00 to 13:00

Sunday = No work including 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.

**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 surrounding buildings are residential flats and garages. There is a railway bridge at a near proximity. In relation to the works the only affected persons will be those in the residential flats during the course of the day otherwise no other potential affects to occur.

The noise generated by the construction works has been considered and its impact on neighbouring properties will be mitigated with measures such as:

* Noise/vibration reduction techniques have been given to operatives on a regular basis through training/tool boxes;
* Smaller construction plant and equipment will be used to reduce noise and vibration levels;
* All construction plant and equipment will comply with EU noise/vibration emission limits;
* Plant will be serviced regularly to minimise adverse noise/vibration impacts;
* All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers and maintained in good efficient working order;
* Vibrating equipment, plant, will be located as far as practicable from sensitive receptors;
* When necessary and practicable the working hours for potential noisy/vibrating activities will be restricted from 9:00 to 12:00am and 14:00 to 17:00pm from Monday to Friday;
* Noisy and vibrating works will be avoided on Saturday Mornings when necessary and practicable;
* Selection of inherently quiet plant where appropriate;
* Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum;
* Materials will be handled with care and be placed, not dropped;
* Materials will be delivered during normal working hours;
* Plant reversing near dwellings having banksmen in place of ‘beepers’.

**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.

A consultation letter has been written and delivered to the local residents in St. Pancreas Way. A list of addresses below identifying the properties delivered to:

13 to 28 Burges Place, Camden, London, NW1 0TY

29 to 44 Burges Place, Camden, London, NW1 0TY

45 to 60 Burges Place, Camden, London, NW1 0TY

1 Pegasus Court, 105 St. Pancras Way, Camden, London, NW1 0RA

2 & 3 Pegasus Court, 105 St. Pancras Way, Camden, London, NW1 0RA

4 Pegasus Court, 105 St. Pancras Way, Camden, London, NW1 0RA

8 & 10 Baker Drive, Camden, London, NW1 0JW

44 Baker Drive, Camden, London, NW1 0QY

**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.

We will present a clean, professional and presentable image to staff, visitors and local residents and indeed anyone passing by the site, if only a visitor to the area. Safety and cleanliness are at top of our agenda and a good neighbour policy will extend to holding open evenings or local residents and issuing regular newsletters and notices to keep the neighbours up to speed with what is happening now and what is being planned for the future.

Following the residents letter drop, we have provided the residents with 3 contact details for them to use should they wish to engage with us during the development programme. Any written correspondence will be processed within 5 working days.

The hoardings will have the site project managers contact details on subject to consent provided to carry out the works.

**13. Schemes**

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](https://www.ccscheme.org.uk/construction-logistics-and-cyclist-safety-clocs/) that includes CLOCS monitoring.

Contractors will also be required to follow the “[Guide for Contractors Working in Camden](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

CCS Reference Number: **CRO12180**

**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.

Currently there is not existing or anticipated construction sites within the local area where this project is being proposed.

# Transport

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

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

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550016&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550014&).

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:

Name: Ranjot Singh

Address: 69 – 75 Boston Manor Road, Brentford, Middlesex, England, TW8 9JJ

Email: ranjot@westwayconstruction.co.uk

Phone: 07496 591 199

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550016&) and [Q18 example response](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550015&)).

**The site shall:** - In respect to the project scale:

1. Have clearly marked access and egress points and, Lantra qualified traffic marshal to control vehicle movements / unloading operations.

2. Allow for loading/unloading on site where possible.

3. Be suitable for a vehicle fitted with underrun bars.

4. Comply with our CMP.

**Our operators shall:** - In respect to the project scale:

1. Only use vehicle routes agreed with us and the London Borough of Camden to service your site.

2. As a minimum be accredited to bronze level Fleet Operator Recognition Scheme (FORS) or equivalent.

3. Have additional safety equipment fitted to vehicles over 3.5t.

4. Only use drivers who have received additional training e.g. Safe Urban Driving, e-learning, Van Smart, on cycle awareness, vehicle safety equipment training etc.

5. Perform driver licence checks.

6. Record, investigate and analyse collisions.

7. Ensure that they have written to their supply chain informing them of the need to comply with the above requirements.

Deliveries and traffic management will be managed by the on site management team who will operate a carefully coordinated delivery schedule. Our normal procedure is to agree a series of time slots using a booking in system providing 48 hours’ notice. Deliveries will be carefully coordinated to avoid the busy times during the working day.

Due to the nature of the site and limited parking facilities available, contractors will be encouraged to use local transport to travel to and from the site.

All deliveries will be accompanied by a Lantra qualified banksman who will ensure any vehicle manoeuvres across the footpath are supervised at all times. Apart from a few exceptional items, all deliveries will occur between 09.30am and 15.30pm, in order to reduce the peak time traffic.

A Traffic Management Plan will specify the details of how deliveries will be safely undertaken and the supervision required to ensure safety to delivery drivers, site staff and members of the public.

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

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

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](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (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 travel to the site via Camden Road and St. Pancras Way.

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.

Vehicles will depart from Georgiana Street (off-load & up-loading operation) via St. Pancras Way, Royal College Street and Camden Road.

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

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

Vehicle movements to and from site will be restricted to the following hours during the working day:

* 09:30 – 15:00
* 08.00 – 13.00 Saturday (no bank holiday work)

|  |  |
| --- | --- |
| **Vehicle Type** | **No. visits (per week)** |
| Equipment deliveries (normal) | 2 |
| Equipment deliveries (large) | 1 |
| Waste Collection | 2 |

We anticipate that the maximum number of vehicles coming to site on any day would be 3

The estimated dwell times would be:

* Concrete 30-45 minutes (pumped by trailer mounted pump)
* Material’s 15-20 minutes
* Skip ‘wait and load’ 60 minutes

Control of site traffic, particularly at peak hours

All deliveries will be managed by an on/off system. Due to the sensitive nature of the site due to size and location, materials will be delivered in conjunction with the programme of works to ensure that site traffic remains at a minimum and there isn’t a build-up of materials.

Typical size of vehicles

Concrete Lorry 6m3 – 7.8m (L) 2.5m (W) 3.75m (H);

Large Rigid Lorry (deliveries) 9.0m (L) 2.3m (W) 2.4m (H);

Skip Lorry 6.36m (L) 2.5m (W) 3.6m (H);

Transit Panel Van - 5.2m (L) 2.3m (W) 2.1m (H);

Trailer mounted concrete pump – 4.22m (L) 1.54m (W) 1.90m (H)

Plant/Machinery Hire Lorry – 8.2m (L) 2.3m (W) 2.2(H)

b. Cumulative effects 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.

N/A

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

The site has restricted access due to the low archway. Therefore, all logistical operations will be undertaken from the carriageway of St. Pancras Way.

St. Pancras Way is a wide one-way street. The road width is measured at 9.94m wide. Therefore, we have sufficient road space adjacent to the site entrance to accommodate all of our construction vehicles whilst maintaining free flowing traffic movements. Additionally, there is no existing bus stops near the site which helps reduce traffic build-up.

There is a pedestrian footpath, two-way cycle lane & a one-way vehicle system directly outside the main site gates. A traffic marshal will always be located at the main site gate during materials delivery or removal of material from site. The traffic marshal will manage the main gate when materials are being hand delivered to site. Therefore, we do not require any parking bay suspensions as everything will be ordered (on demand) and material deliveries off-loaded on Georgiana Street, which is than manually handled to the site. The site entrance cannot be used to undertake loading/unloading operations.

Additionally, Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle off-loading or uploading on Georgiana Street at any one time. The site manager will detail out weekly deliveries, so all the site team are aware of what will be arriving. Traffic Marshals will be instructed to turn away any un-scheduled delivery should they occur. All suppliers will be provided with copies of our Traffic Management upon contractual agreement.

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.

Deliveries will be scheduled as such that we do not anticipate the need for off-site holding areas. Should the need arise to break down larger deliveries into smaller loads so that they can be unloaded for a shorter duration on site we have off site facilities in both North and West London.

e. Delivery numbers should be minimised where possible. Please investigate the use of [construction material consolidation centres](https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=0ahUKEwi5hKjPiLjRAhVqLcAKHQduC_gQFggkMAE&url=http%3A%2F%2Fcontent.tfl.gov.uk%2Fdirectory-london-construction-consolidation-centres.pdf&usg=AFQjCNFhB34aaqw3M3fmDpJYUUBw_PjbdA&sig2=KXhGnTR3slzf0kN4XMOcQg&bvm=bv.143423383,d.ZWM), and/or delivery by water/rail if appropriate.

Due to the nature of the works, and the small number of deliveries expected we do not anticipate the need for any construction material consolidation centres. We will be working with our supply chains to ensure that materials are delivered “just in time” for use on each site.

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).

Acknowledged.

**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.

Vehicles will travel to the site via Camden Road and St. Pancras Way to arrive on Georgiana Street.

The reasons for using Georgiana Street to off-load and up-load materials is so no interruptions are caused to the pedestrian footpath, the two-way cycle lane & one-way vehicle traffic system. Further to this Georgiana Street has a single yellow line to allow construction vehicles to off-load and up-load materials. Georgiana Street has a lower traffic flow compared to St. Pancreas Way along with a wider road to allow vehicles to go around park construction vehicles keeping a consistent flow as normal. Temporary diversion signs and footpath/cycle lane closure signs are not required due to contractors carrying the light weight timber panel system to site on the same side of the footpath. A banksman/ traffic marshal will safely manage the flow of ingress and egress of contractors who are hand delivering materials to site at the main access gate. The banksman/traffic marshal will also prevent/divert members of the public along the footpath avoiding unauthorised access to occur during the construction process. Please see the attached (Reference: CMP-3 & CMP-4).

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.

No interruptions will be caused to the pedestrian footpath, the two-way cycle lane & one-way vehicle traffic system. All material drop-off and pick-up will operate on Georgiana Street. Georgiana Street has a single yellow line to allow construction vehicles to off-load and up-load materials. Georgiana Street has a lower traffic flow compared to St. Pancreas Way along with a wider road to allow vehicles to go around park construction vehicles keeping a consistent flow as normal.

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.

No vehicles will be accessing or egressing the site. No interruptions are to be caused to the existing pedestrian footpath, two-way cycle lane and the one-way vehicle flow. Please see the attached CMP-3 & CMP-4 Showing the vehicle paths off-loading and up-loading on Georgiana Street.

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.

Not required as our vehicles will not be entering the work site. However, loading / unloading operations will occur from the public highway. Therefore, site staff will be responsible for ensuring that the carriageway and footway will always be kept clean and clear of debris. Any spillages of spoil or rubbish will be immediately swept up.

**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.

N/A

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.

Kindly refer to drawing reference: CMP-1, CMP-3 & CMP-4.

**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.

Full set of plans and report has been provided.

**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)](http://camden.gov.uk/ccm/content/transport-and-streets/traffic-management/temporary-road-restrictions/) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

N/A

**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.

N/A

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.

Hoarding will be within the site boundary and not on the highway. The site entrance and exit will be maintained by a traffic marshal. If required other site workers and banksmen will additionally be tasked with ensuring that pedestrian access can be safely provided whilst works are taking place and unloading is in progress. Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. Any vehicles exiting the site will be guided by a traffic marshal.

There are no highway structures required. Minor traffic management will be used to provide safe working areas for loading/unloading operations.

All door or gates in the hoarding will open inwards into the site.

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.

Not applicable to this project.

**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.

N/A.

# Environment

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

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

The following stages have been considered and the noise source are listed below along with time restrictions. Sources have not been listed by works stages, as there would be undue repartition:

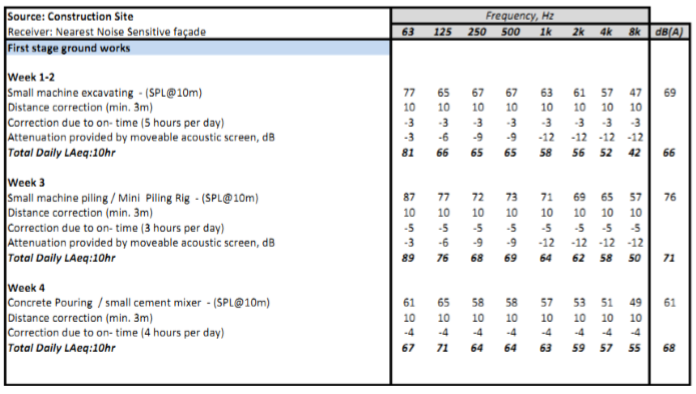
* Demolition – Not applicable for this application.
* Ground Works
* Construction
* Fitting Out

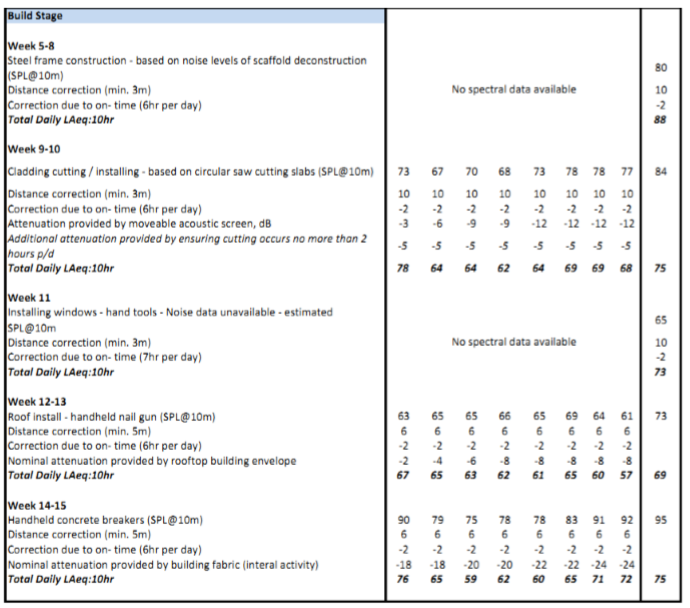
|  |  |  |
| --- | --- | --- |
| **Noise Source** | **Methods** | **Time** |
| Plant & Machinery | * Cement mixers * Generators * Stihl saws * Nail guns * Hammers * Power Tools * Concrete Pumps | Mondays to Fridays 08:00 to 18:00  Saturdays 08:00 to 13:00 |
| Manual /mechanical handling of materials and equipment | * Use of waste shuts * Demolition activities * Erection of scaffolding * Loading of skips * Unloading / Loading | Mondays to Fridays 08:00 to 18:00  Saturdays 08:00 to 13:00 |
| Vehicles moving on & off site | * Mini diggers * Mini diggers with breakers * Powered wheel barrows * Dumper Trucks * Vibrating Plates * Rollers * Ram-Axe * Cranes | Mondays to Fridays 08:00 to 18:00  Saturdays 08:00 to 13:00 |
| Radios | * Likely replaced with mobile phones for communication * Not allowed for use as entertainment. | Mondays to Fridays 08:00 to 18:00  Saturdays 08:00 to 13:00 |
| Pile Driving | * No pile driving * Bored piles only | Mondays to Fridays 08:00 to 18:00  Saturdays 08:00 to 13:00 |

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.

Noise Survey to be carried out after planning condition approval.

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





31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/demolition/) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Westway Construction Ltd shall ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to affect the reduction of noise transmitted from site using best practicable means, this will include:

• Coordinated delivery times and efficient traffic management to prevent queuing traffic accessing the site • Ensuring all plant has sound reduction measures (mufflers, baffles or silencers) • Utilising construction techniques that minimise the production of noise • Utilisation of baffle system during the demolition process • Strict adherence to the site working hours • Using acoustic hoarding where necessary • Carry out daily noise surveys at perimeter of site and record findings • Implement action plan where noise levels exceed acceptable level • Positioning plant away from properties • Machines in use will be throttled down a to a minimum • Cutting operations will be kept off site as much as possible by prefabrication • Localised shrouding of plant in accordance with BS5228

Further recommendations from Acoustics Survey Companies may include:

* Choice of methodology/technique for operations (including site layout) will be

considered in order to eliminate or reduce emissions at sensitive locations.

* Where possible all noisy operations including light weight piling, cutting, or drilling, will be undertaken using portable noise barriers at all times.
* Fixed items of construction plant will be electrically powered in preference to diesel

or petrol driven

* If any specialise fabrication is required, this will be undertaken off-site if possible
* Noisy plant will be kept as far away as possible from sensitive areas
* Each item of plant used will comply with the noise limits quoted in the relevant European Commission Directive 2000/14/EC/United Kingdom Statutory
* Instrument (SI) 2001/1701 [3] where reasonably available
* Equipment will be well-maintained and will be used in the mode of operation that minimises noise and shut down when not in use
* Vehicles shall not wait or queue on the public highway with engines running (unless the engine is required to power the operation of the vehicle e.g. concrete wagon)
* Where possible deliveries will be arranged on a just-in-time basis in order to prevent vehicles queuing outside site.
* All materials will be handled in a manner that minimises noise

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

Noise awareness will be cascaded via toolbox talks.

The Westway Construction site manager will have attended the site managers safety training scheme as run by the CITB. All sub-contractor supervisors will have attended the site supervisor’s safety training schemes as run by the CITB

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

A dust and smoke plant emissions control programme will be implemented to keep a safe working environment, improve air quality levels, minimise nuisance for surrounding residential areas/dwellings and protect damaged to existing flora.

The potential sources of dust emissions and smoke plant emissions are outlined below:

* Site clearance;
* Wind blowing on the site during dry weather;
* Cutting and grinding;
* Stockpiling of waste materials;
* Filling waste contractors skips;
* Accidental spillage and loss of load from vehicles carrying loose material;

We will implement the following measures to significantly reduce the potential for dust and smoke plant emissions generation:

Construction Traffic - All construction traffic will follow specifically designated routes, those routes will be agreed with all suppliers/waste contractors before the start of works, speed limits will be put into place on site for all vehicular movements, all vehicles carrying loose material will be covered, wheel wash facility to be used for vehicles leaving site, all vehicles to be used on site to have low carbon dioxide emissions;

Highways – Roads, pathways will be swept hand and washed down as necessary.

Dust and smoke plant elimination – Hoarding will be used to ensure reduction in dust migration and smoke plant elimination, cutting and gridding operations to be performed in ways to reduce risk of dust migration, such as:

* Use of stand-alone extractor units;
* Use of collector bags attached to powered hand tools;
* Doing wet cutting when solid materials as thermal blocks, bricks and ceramic tiles are needed to cut;
* Trying to carry out work activities in the open rather than in enclosed spaces;
* Stopping work at regular intervals;

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.

Due to the nature and layout of the site it isn’t envisaged that there is a potential for significant amounts of dust being generated from our activities. Unlike “normal sites” vehicles will not drive on and off the site, this will eliminate drag out of dust and debris of vehicle tires.

The contractor (Westway Construction Ltd) will ensure that the public highway adjacent to the site is kept in a clean and tidy state at all times.

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

Camden Council/GLA SPG will be completed prior to start – Link to the Camden document: https://www.camden.gov.uk/ccm/cmsservice/stream/asset?asset\_id=3347562&

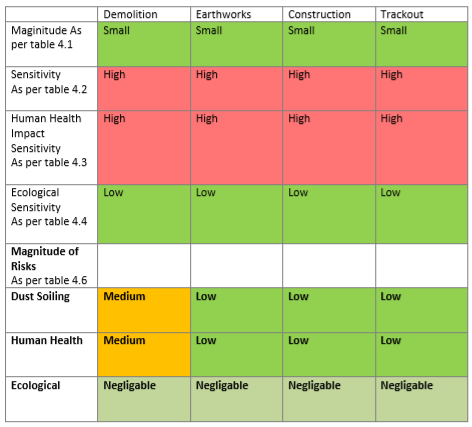
The above checklist has been completed and is included at the end of this CEMP.

Vibrations will be monitored and kept to a minimum as described in ‘Camden’s Minimum Requirements for Building Construction’ document which states The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 ‘Noise and Vibration Control on Construction and Open Sites’.

Any vibratory tasks will take place during our normal working hours with correspondence and communication of these works being sent out/discussed with all that may be affected. The site manager and supervisors will monitor all vibratory tasks to ensure that where possible they are performed as far from the building as possible and where not possible others are notified of the works.

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)](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP), 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 find below table prepared in line with The Control of Dust and Emissions During Demolition and Construction 2014 (SPG). Nox Data from LAQN Annual mean for site >32ug/m3.



37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist.](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and)

This has been completed and is attached in the report under dust mitigation measures.

38. If the site is a ‘High Risk Site’, 4 real time dust monitors will be required. If the site is a ‘Medium Risk Site’, 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site is a low risk site.

39. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Where a pest control contractor is already in place and contracted by the client we will endeavour to work with this company for continuity and experience and prior knowledge of current site conditions.

The site manager will carry out daily inspections of the site to ensure that cleanliness in the toilet and welfare areas are always kept at a high standard. Site labourers will be employed to clean welfare and toilet areas daily to ensure there is no build-up of food waste. All skips will be emptied on a regular basis, building waste and food waste will always be separated. Upon Contractual commencement a BPCA registered company will provide a surveyed report.

We will reasonably follow the Chartered Institute of Environmental Health – Pest minimization ‘Best practice for construction industry’ guidance. http://www.urbanpestsbook.com/downloads/Best\_practice\_for\_the\_construction\_ind ustry.pdf

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

A Refurbishment and Demolition Survey that conforms with the Control of Asbestos Regulations 2012 will be conducted before works commence. The findings and actions from the survey will be forwarded to all relevant parties.

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.

We do not tolerate any bad language or unnecessary shouting on our sites. We operate a “red card” system whereby any operative found to be acting in an anti-social way or smoking outside of designated smoking area will be given a “red card” and asked to leave the site immediately.

Site staff will be given a site induction which will include a code of conduct for behaviour.

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

**From 1st September 2015**

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

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

**From 1st September 2020**

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

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

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

1. Construction time period (mm/yy - mm/yy): **06/2019 – 11/2019**
2. Is the development within the CAZ? (Y/N): **No**
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **All machinery will be 37kW.**
4. Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **This will be provided after the final contractual agreement with the construction company.**
5. Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: **Confirmed.**
6. Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: **Confirmed.**

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:** …………… R. Singh ……………………………………………………

**Date:** ………03/05/2019……………………………………..

**Print Name:** …………… Ranjot Singh ………………………………………..….

**Position:** ……………… Construction Manager & Director …………………………

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

End of form.