Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
	A	Caneparo Associates

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 the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

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.

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.**"

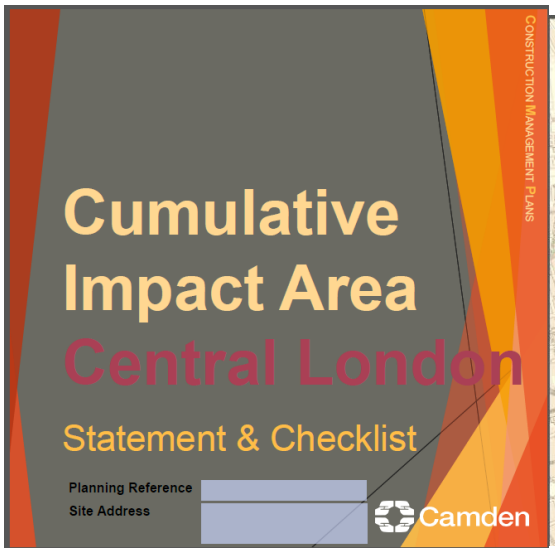
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

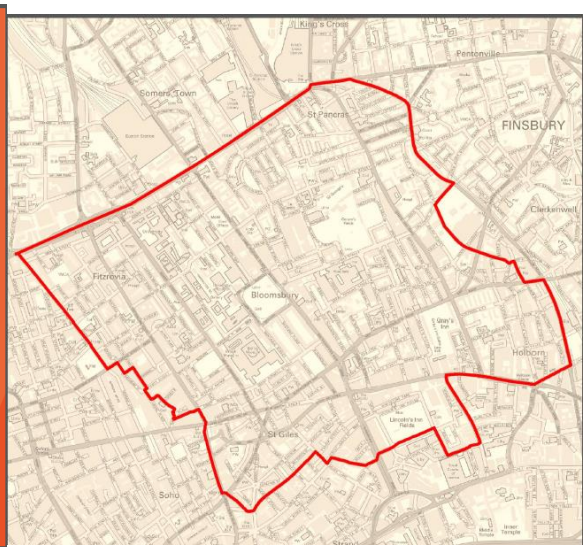
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

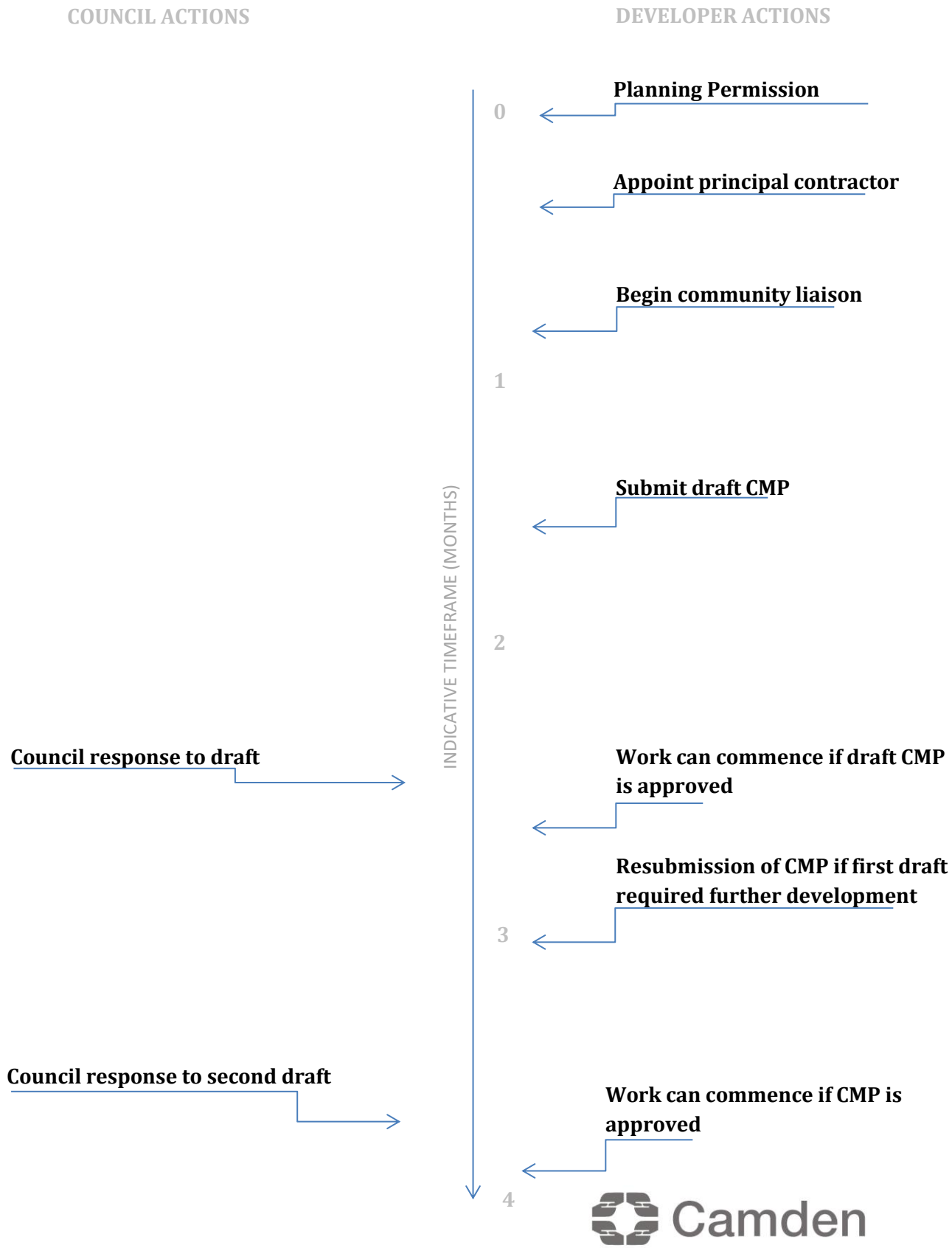
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans#sumf





Camden

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: 35 Templewood Avenue, Hampstead, NW3 7UY

Planning reference number to which the CMP applies: Accompanies a planning application. This CMP focuses predominately on the Transport and will be completed in full as part of the planning condition.

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

Name: Caneparo Associates

Address: 21 Little Portland Street, W1W 8BT

Email: dp@caneparoassociates.com

Phone: 020 3617 8200

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.

This will be provided in the final CTMP.

Name:

Address:

Email:

Phone:

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

This will be provided in the final CTMP.

Name:

Address:

Email:

Phone:

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

This will be provided in the final CTMP.

Name:

Address:

Email:

Phone:

Site

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

The site is located within the Hampstead Town ward, at the corner between West Heath Road and Templewood Avenue bound by resident properties to the south and west. The site is located 1.1km (14 minute walk) north-west of Hampstead Station. The site location with respect to the local highway network is shown in **Figure 1**.

Figure 1: Site Location

The area is within Zone CA-S of Camden's Controlled Parking Zone (CPZ), with controls in force Monday-Friday 12:30 to 14:30. Many of the parking bays on West Heath Road are shared resident permit / pay-by-phone bays in order to facilitate access to the Heath during the hours of control.

The existing house on the site has 3 bedrooms and a double garage accessed via a steep ramp from Templewood Avenue. The development currently proposes internal alterations to provide a 7-bedroom property including the creation of a new vehicular access on West Heath Road and

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).

A 2018 consent (2017/4498/P) covers the extension of the property, excavation of a new basement level and the incorporation of 4 car parking spaces with a turntable and a car lift accessed via Templewood Avenue.

This planning application consists of the following:

"Demolition of existing dwelling house excluding the existing statutorily Listed swimming pool building and roof structure. Refurbishment of retained listed swimming pool. Replacement of dwelling house comprising basement, ground, first and second floors. Creation of a new vehicular access to proposed basement level via West Heath Road. Associated landscaping including reinstatement of earth mound around retained swimming pool building."

The property forms a corner plot with frontages to both Templewood Avenue and West Heath Road. The key challenge will be to maintain sufficient pedestrian and cyclist safety along these frontages throughout the construction programme whilst allowing for loading / unloading of construction vehicles.

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).

An indicative start date for the proposed construction works is January 2021.

A construction programme as well as detailed phasing will be provided following planning approval and the appointment of a contractor.

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

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

The Applicant confirms that the below working hours are acceptable.

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.

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 following properties, 15, 17, 19 and 33 Templewood Avenue, Heath Park Gardens, 9-11 West Heath Road and Middleheath will be identified as the nearest potential receptors.

These receptors are detailed within **Appendix A**.

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.

The consultation process will be undertaken for the Final CTMP.

The consultation event on the Final CMP will cover the area detailed in **Figure 2**.

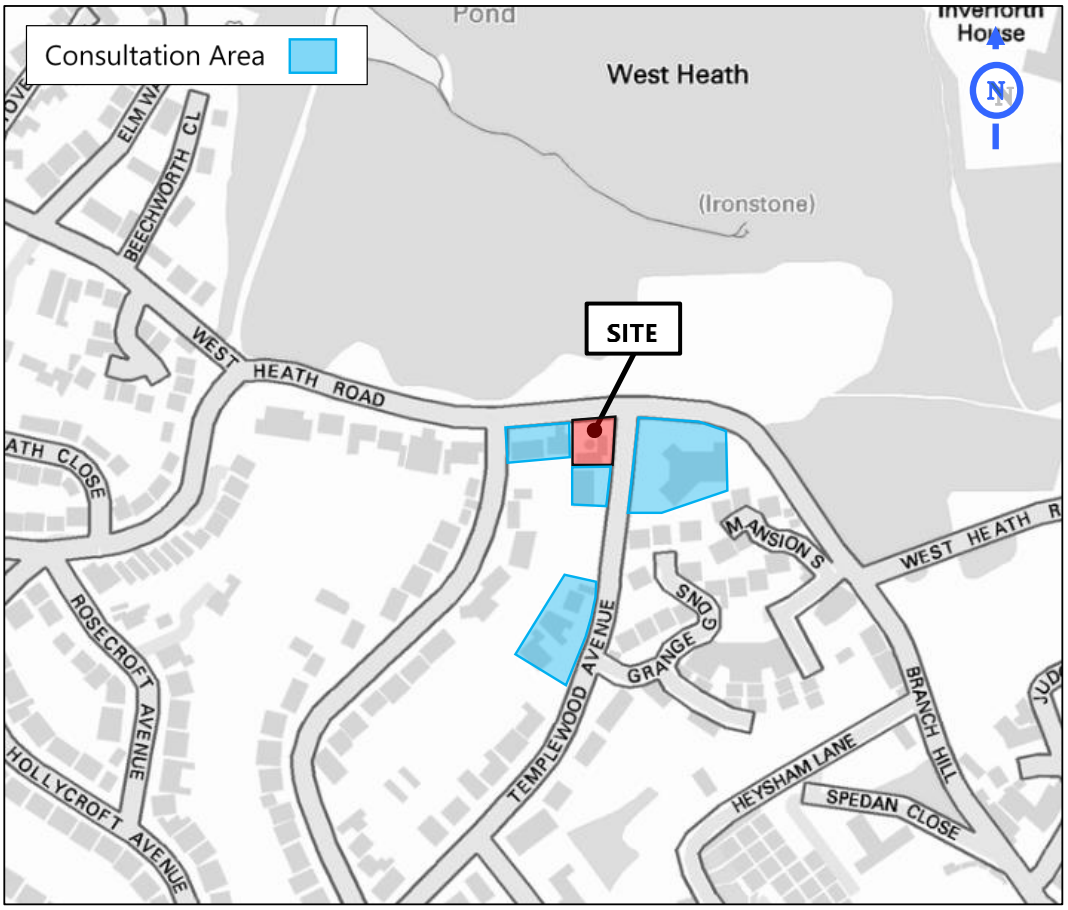


Figure 2: Consultation Scope

This area includes the following properties:

- Heath Park Gardens, 18 Templewood Avenue
- 15, 17, 19 and 33 Templewood Avenue
- 9-11 West Heath Road
- Middleheath

12. Construction Working Group

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

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

A community liaison group will be managed by the Site Manager / Contractor once appointed.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

To be provided following the appointment of a Site Manager / Contractor.

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.

This information will be provided in the Final CMP in order to take into account the latest schemes in the vicinity of the site.

Transport

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

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

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

Checks of the proposed measures will be carried out by 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.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

To be provided following the appointment of a Contractor / Site Manager.

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).

To be provided following the appointment of a Contractor / Site Manager. All vehicles and drivers will comply with CLOCS standards.

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.

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

To be provided following the appointment of a Contractor / Site Manager.

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

Site Traffic

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

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.

Figure 3 details the proposed vehicular route which aims to minimise the time construction vehicles spend on local / residential roads.

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

The Contractor will be directly involved in the preparation of the final CMP. The contractor will then disseminate the route and on-site restrictions to drivers via email and letter. All site operatives including drivers will be issued with the CMP when tendering for the project and will be fully aware of the aims of the document in terms of vehicular routeing and construction traffic management.

Drivers will be made explicitly aware of the potential risk to cyclists and pedestrians associated with construction movements in this area of London prior to any deliveries being undertaken.

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.

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

The site is located within the vicinity of St Margaret's School as well as various nurseries / primary schools on / near to Heath Street. Therefore, deliveries will be restricted between 9.30am and 3pm on weekdays during term time. Outside of term time general deliveries will be restricted to between 9.30am and 4.30pm.

In certain circumstances it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken, for example during the delivery of heavy machinery. Any special dispensation with regards to out of hours vehicle activity will require prior agreement with the local authority.

Numerous types of vehicles will be used to bring materials to and from the site. The main vehicle types will include:

- 10.2m length, 2.5m width Large Tipper;
- 10m length, 2.5m width Rigid Flatbed;
- 8.4m length, 2.4m width Concrete Mixer; and
- 5.3m length Panel Van.

The size of vehicles presented are considered worst-case and in fact the majority of vehicles will be transit van / panel van type vehicles, reflecting the scale of development.

A breakdown of expected vehicle movements and anticipated dwell times during each phase of construction will be provided within the final CMP and once a contractor has been appointed.

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.

This information will be provided in the final CMP in order to take into account the latest schemes in the vicinity of the site.

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

Please refer to **Appendix B**.

The swept path analysis identifies that the junction of Templewood Avenue and Redington Road can sufficiently accommodate a Large Tipper (10m) without impacting the existing highway network.

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.

The site will not receive large numbers of deliveries per day, being the extension of a single property, and therefore it is very unlikely more than one vehicle will attend the site at the same time. Furthermore, there are abundant parking bays on-street along Templewood Avenue which are underutilised and can act as temporary holding areas whilst the on-street loading bay is vacated.

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.

The scale of development, and quantum of material being delivered / removed, is such that material consolidation centres are deemed inappropriate. Furthermore, the site is not located near to any relevant water / rail delivery opportunities.

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).

The traffic marshals will be instructed by the Site Manager / Contractor to inform all construction vehicles which attend the site (bar concrete mixers) must switch off their engines when stationery along Templewood Avenue.

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 refer to **Appendix A**.

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.

Traffic marshals will be available during all vehicle arrival and departures to prevent any conflict between construction vehicles and pedestrians, cyclists and vulnerable road users. All Traffic Marshals / banksmen will be suitably qualified (LANTRA or equivalent).

Appendix A includes the location and number of traffic marshals for vehicle arrivals.

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.

Please refer to **Appendix C**.

All construction vehicles will access from the south of Templewood Avenue travelling northbound towards the site. Vehicles no greater than a 10m Flatbed will travel to site.

All Vehicles will egress in forward gear towards the northern junction between Templewood Avenue and West Heath Road.

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.

A vehicle wheel wash facility will be available for those vehicles making use of the on-site loading area for initial site set up. Following this arrangement no vehicles will enter the site itself and therefore a wheel washing facility is not required. However, site operatives will monitor site run-off and sweep any debris / spoil to be found on the footway surrounding the site, particularly along Templewood Avenue.

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.

See **Appendix D** of the CMP for the existing highway and **Appendix A** for the proposed site arrangements detailing the proposed vehicle loading areas, access points, hoarding and storage requirements, and traffic marshal locations. Further details will be confirmed by the contractor when appointed.

See **Appendix C** of the CMP for swept path analysis that demonstrates construction vehicles can access and egress the site's loading areas and maintain sufficient width for another vehicle to pass.

Loading Arrangement A

A total of 3 parking spaces (19.5m length of parking) will be suspended along Templewood Avenue on the western side of the carriageway. This will provide sufficient space to accommodate a proposed loading bay for construction vehicles. It is noted that the double yellow lines will not be suspended and all loading activity will take place in accordance with the agreed traffic hours of 9.30am and 3pm on weekdays during term time and 9.30am and 4.30pm outside of term time.

The remaining carriageway width on Templewood Avenue when a construction vehicle is placed within the suspended parking bays amounts to 3.8m which is sufficient to maintain traffic flow.

Loading Arrangement B

A secondary loading bay will also be located on-site accessed from the existing vehicular crossover on Templewood Avenue. This on-site loading bay will be able to accommodate vehicles up to and including a 3.5t Panel Van. Vehicles will approach from the south of Templewood Avenue and reverse into the loading bay and egress via Templewood Avenue travelling northbound.

It is noted that the majority of vehicles will make use of Loading Arrangement A.

Vehicles will be subject to a rigorous pre-booking system to ensure only one vehicle is at the site at any one time.

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.

There will be two traffic marshals located either side of the crossover access into the site from Templewood Avenue and the loading bay on Templewood, whenever in use. Traffic marshals will be present during the manoeuvring and loading of vehicles from both loading areas. Traffic marshals will also be present to manage pedestrian movement along the footway to prevent conflict with construction vehicles.

In the event a pedestrian wishes to pass by the site during loading activity, banksmen will hold the pedestrian temporarily (with the use of barriers) whilst loading activity is paused at a reasonable point before allowing the pedestrian to pass by.

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 refer to **Appendix A**.

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.

A total of 3 parking bays on the western side of Templewood Avenue will be suspended for the entire construction programme to allow for a suitable loading area. A TTO will be applied for as part of the final CMP in order to maintain exclusive access to the bay.

The Project Manager will agree the full extent of parking suspension requirements with the relevant suspensions team prior to commencement of works.

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.

Building material and equipment will not be stored on-street at any time.

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.

No highway works are necessary to enable construction works.

25. Motor vehicle and/or cyclist diversions

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

No diversions are required along the public highway to facilitate construction.

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.

A hoarding will be located around the frontage of the site to protect cyclists, pedestrians and vulnerable road users from any construction waste from being deposited on the footway. The footway will be retained throughout the construction process with traffic marshals situated along the footway to prevent any conflict between construction vehicles and pedestrians / cyclists.

A pedestrian route will be maintained along the western side of Templewood Avenue through a combination of traffic marshals and barriers. Traffic marshals will also be positioned in the vicinity of all construction vehicles to ensure cyclist safety during manoeuvring.

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.

The building is set back from the public highway and as such no temporary structures are required which would overhand / oversail the public highway.

27. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

No changes to services are proposed as part of the construction programme.

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.

This information will be provided following the appointment of the Site Manager / Contractor.

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.

This information will be provided following the appointment of the Site Manager / Contractor.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

This information will be provided following the appointment of the Site Manager / Contractor.

31. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

This information will be provided following the appointment of the Site Manager / Contractor.

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

This information will be provided following the appointment of the Site Manager / Contractor.

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

This information will be provided following the appointment of the Site Manager / Contractor.

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

This information will be provided following the appointment of the Site Manager / Contractor.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

This information will be provided following the appointment of the Site Manager / Contractor.

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.

This information will be provided following the appointment of the Site Manager / Contractor.

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.

This information will be provided following the appointment of the Site Manager / Contractor.

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.

This information will be provided following the appointment of the Site Manager / Contractor.

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).

This information will be provided following the appointment of the Site Manager / Contractor.

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

This information will be provided following the appointment of the Site Manager / Contractor.

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.

This information will be provided following the appointment of the Site Manager / Contractor.

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:

a) Construction time period (mm/yy - mm/yy):

b) Is the development within the CAZ? (Y/N):

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):

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:

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:

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:

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: ……..

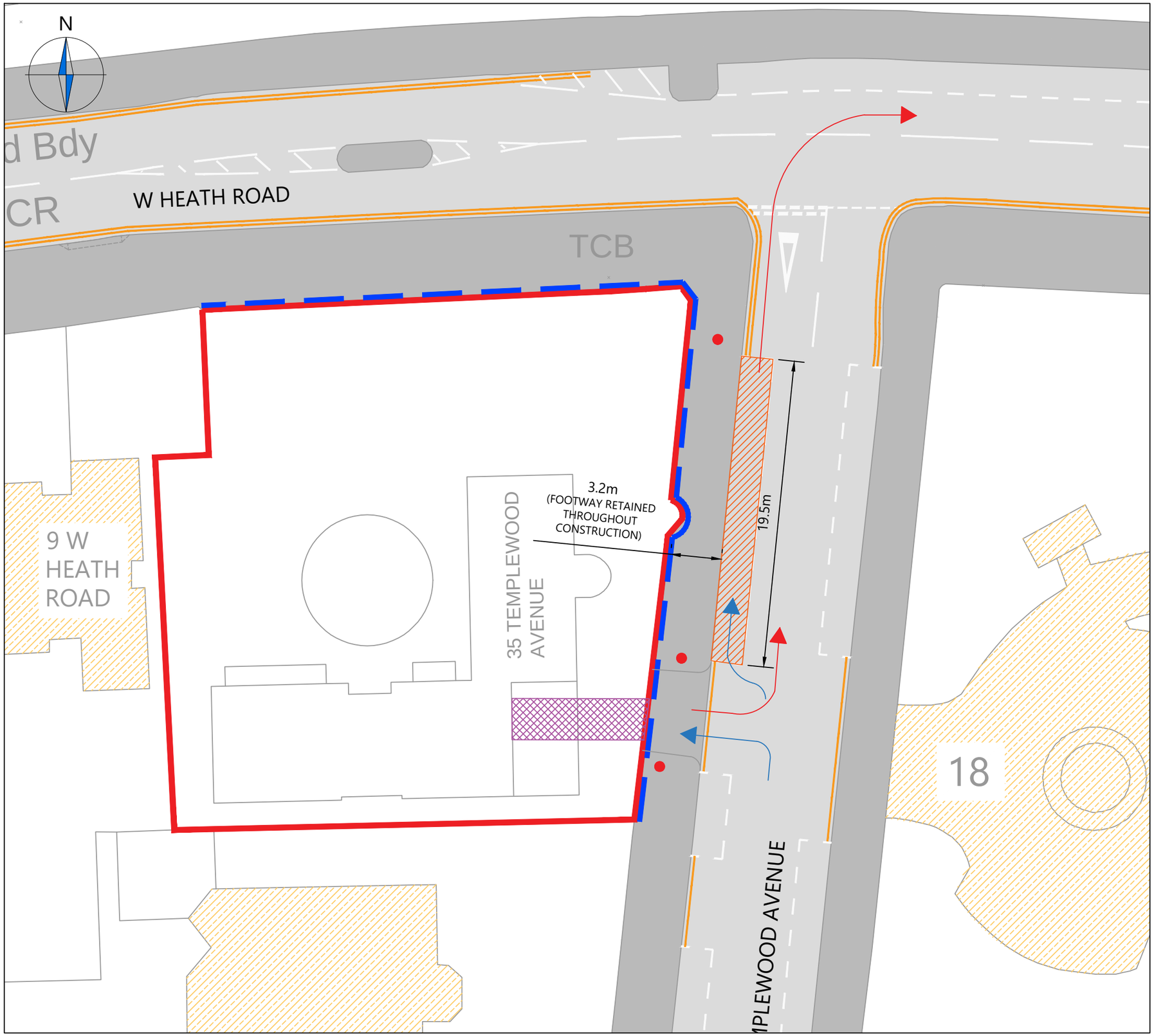
Print Name: ……..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY
	SITE HOARDING
	LOADING AREA A
	LOADING AREA B
	BANKSMEN
	SENSITIVE RECEPTORS
	VEHICLE ACCESS
	VEHICLE EGRESS

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Mr Bryan Coyne

Project:

35 Templewood Avenue

Drawing Title:

Proposed Construction Arrangement

Scale:	Size:
1:250	A3

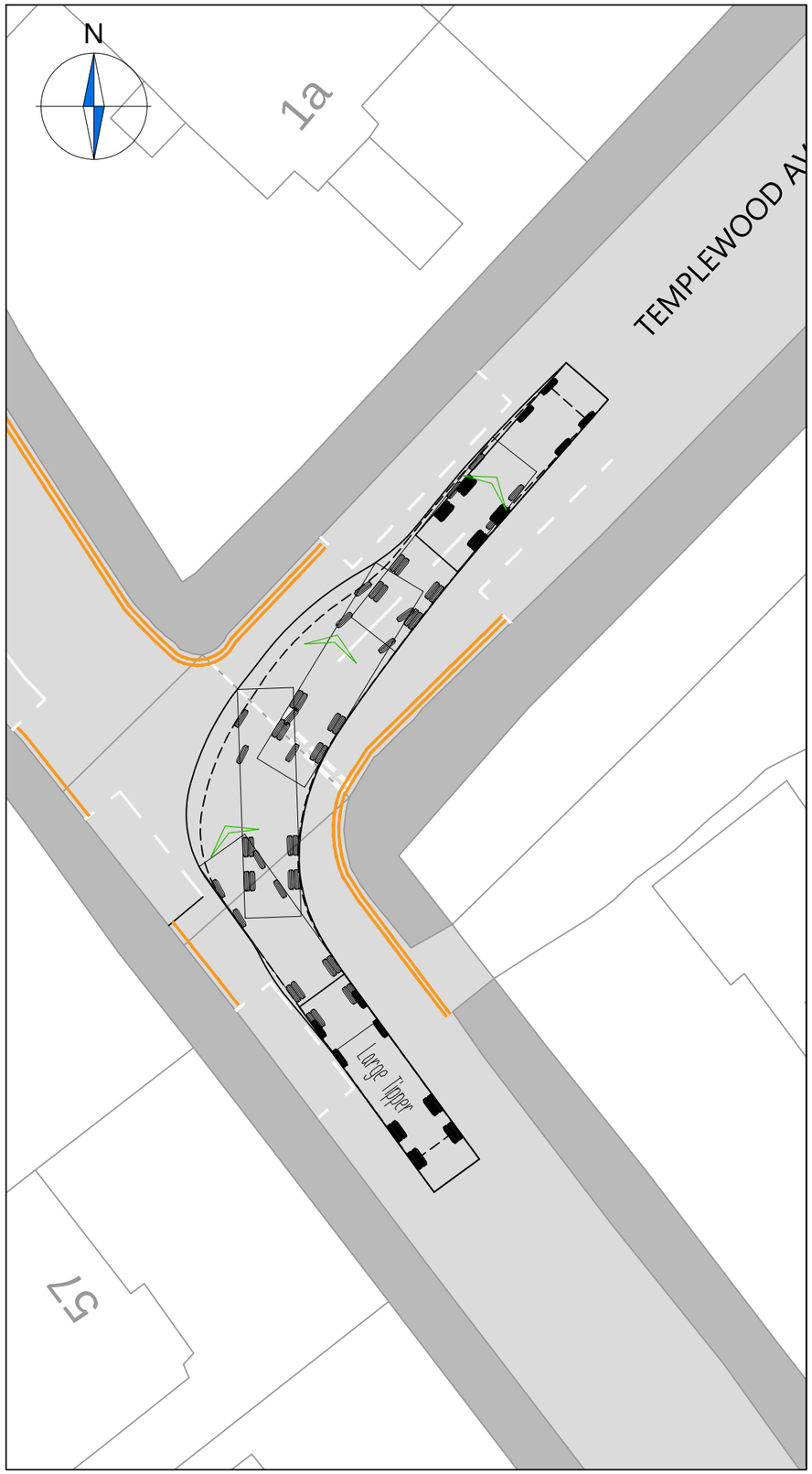
Drawn by:	Checked by:	Date:
RB	DP	28.01.2020

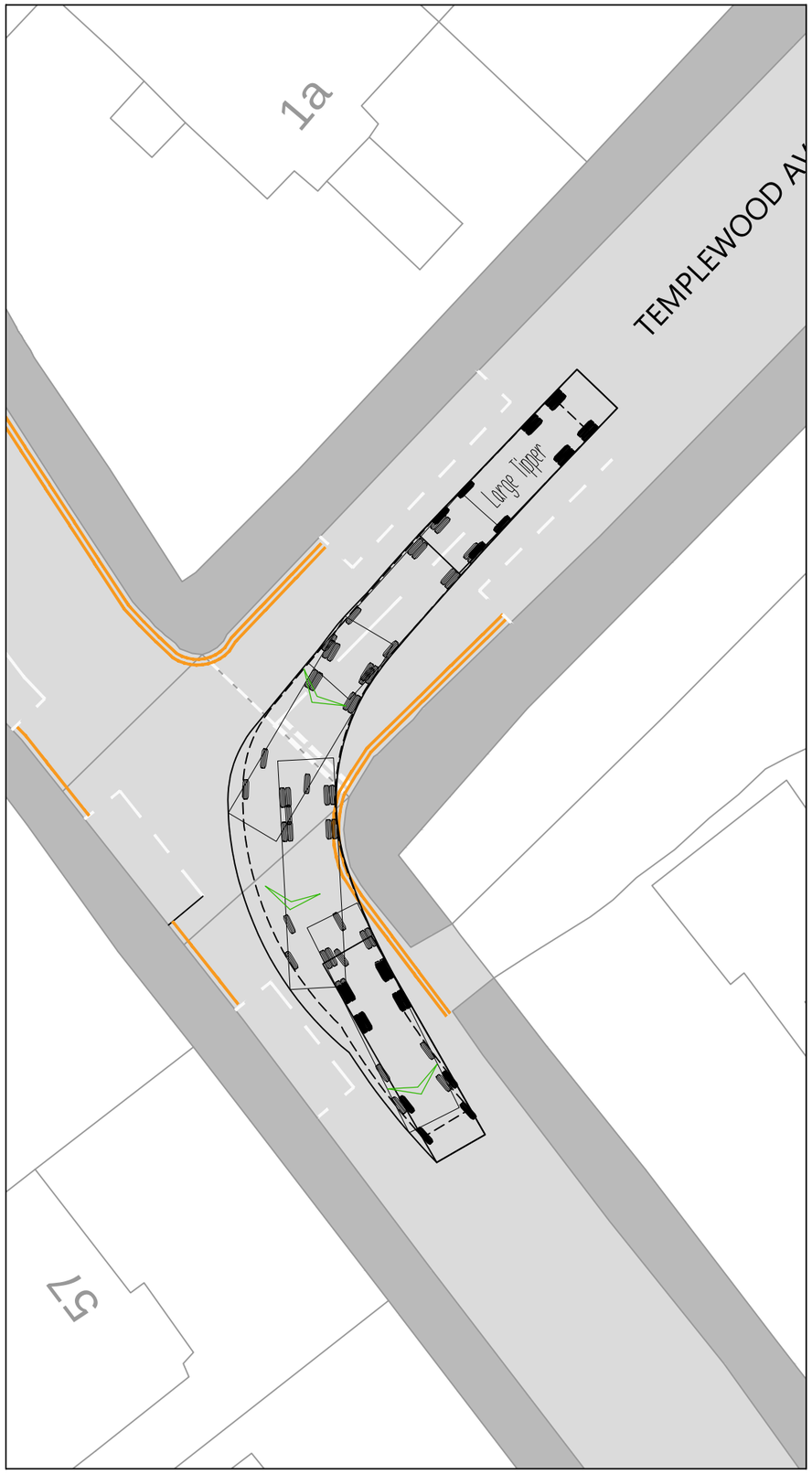
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4038	002	1 of 1	

CA_4038_002 - PROPOSED CONSTRUCTION ARRANGEMENT.DWG

Appendix B

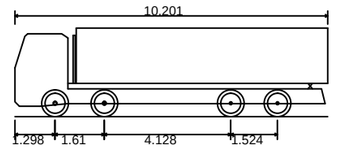




NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

LARGE TIPPER



Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Mr Bryan Coyne

Project:

35 Templewood Avenue

Drawing Title:

Vehicle Swept Path Analysis using a Large Tipper

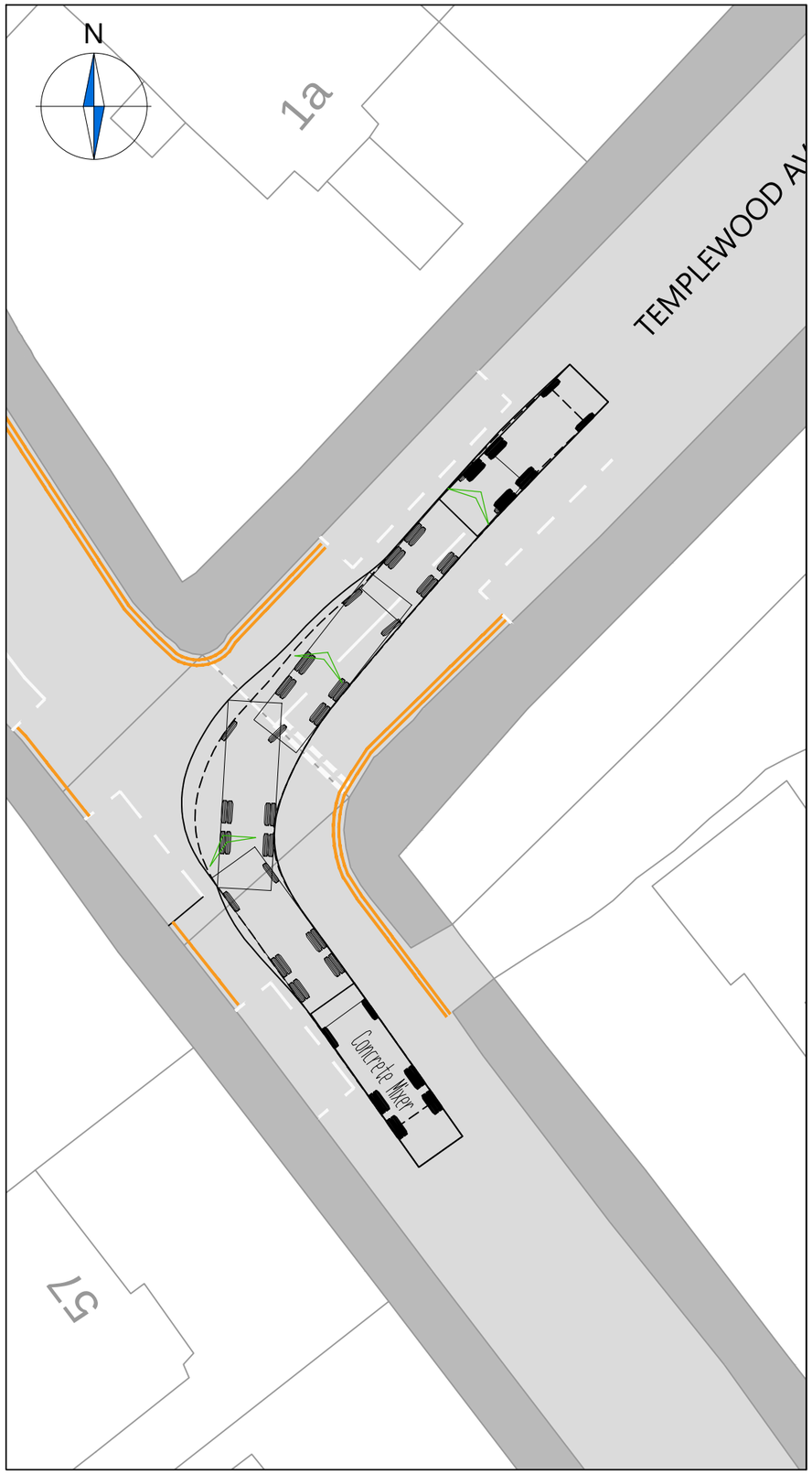
Scale:	Size:
1:250	A3

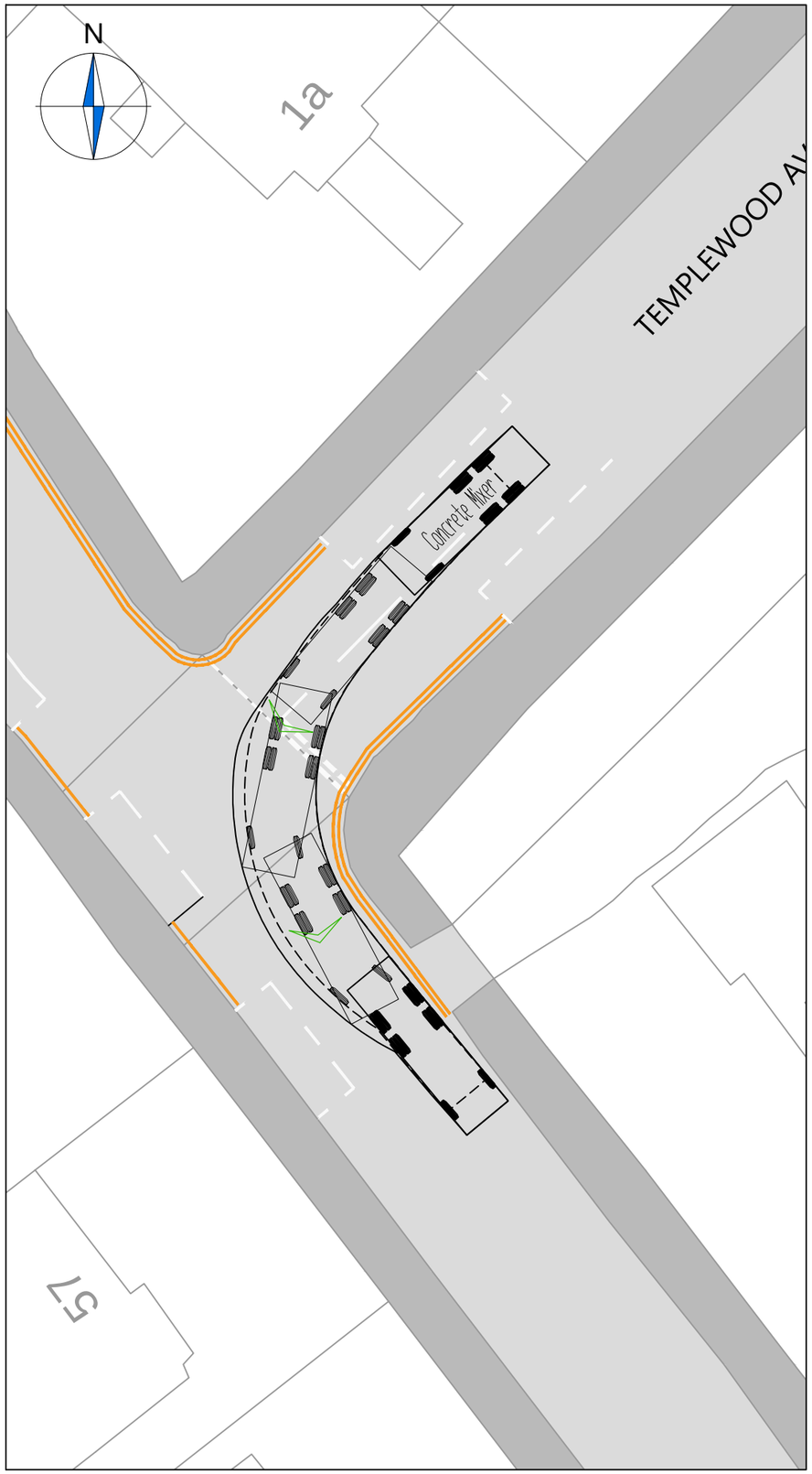
Drawn by:	Checked by:	Date:
RB	DP	28.01.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4038	TR002	1 of 3	

CA_4038_TR002 - VEHICLE SWEPT PATH ANALYSIS.DWG

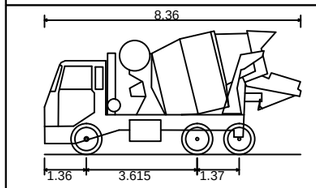




NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

CONCRETE MIXER



Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Mr Bryan Coyne

Project:

35 Templewood Avenue

Drawing Title:

Vehicle Swept Path Analysis using a Large Tipper

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	RB	DP	28.01.2020

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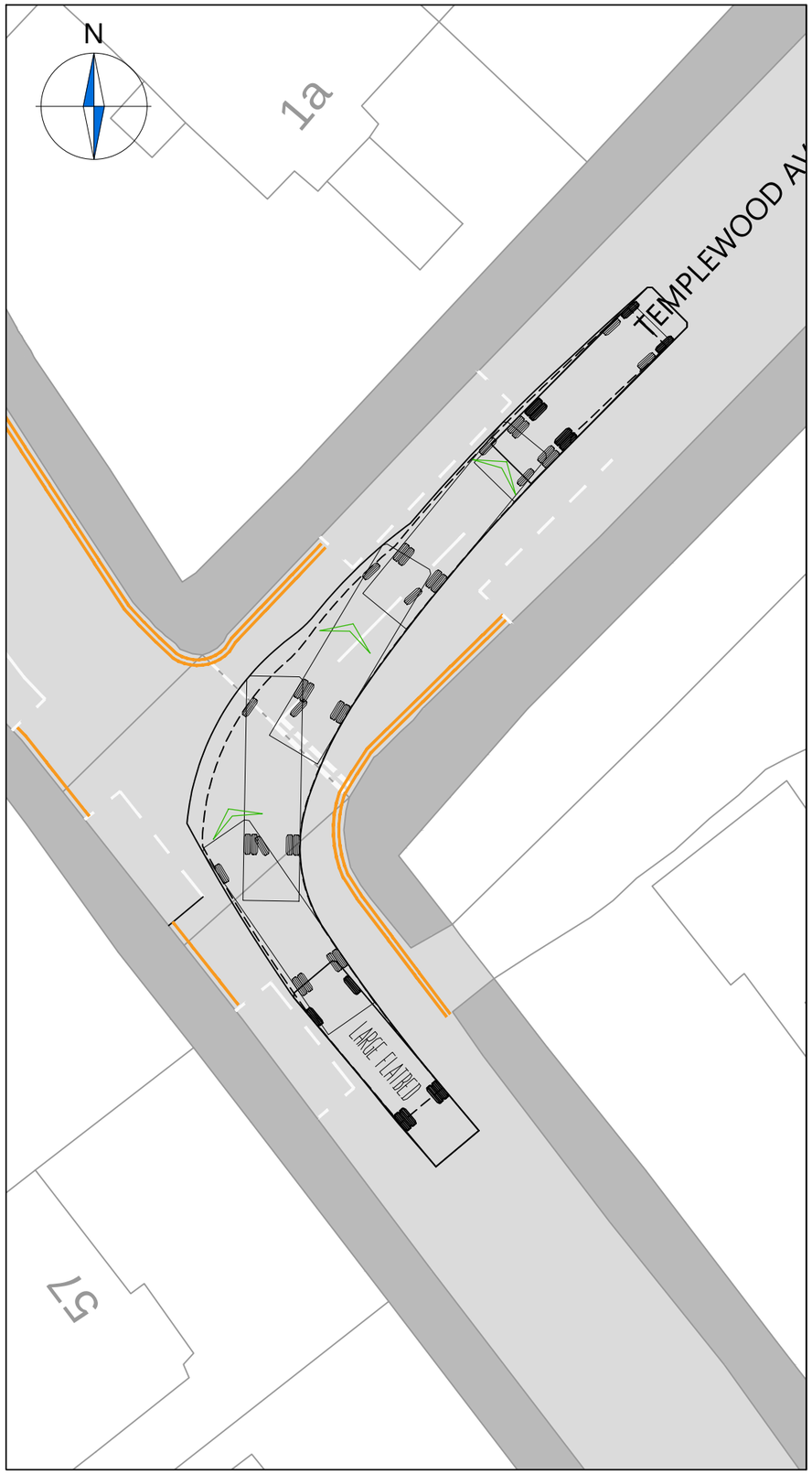
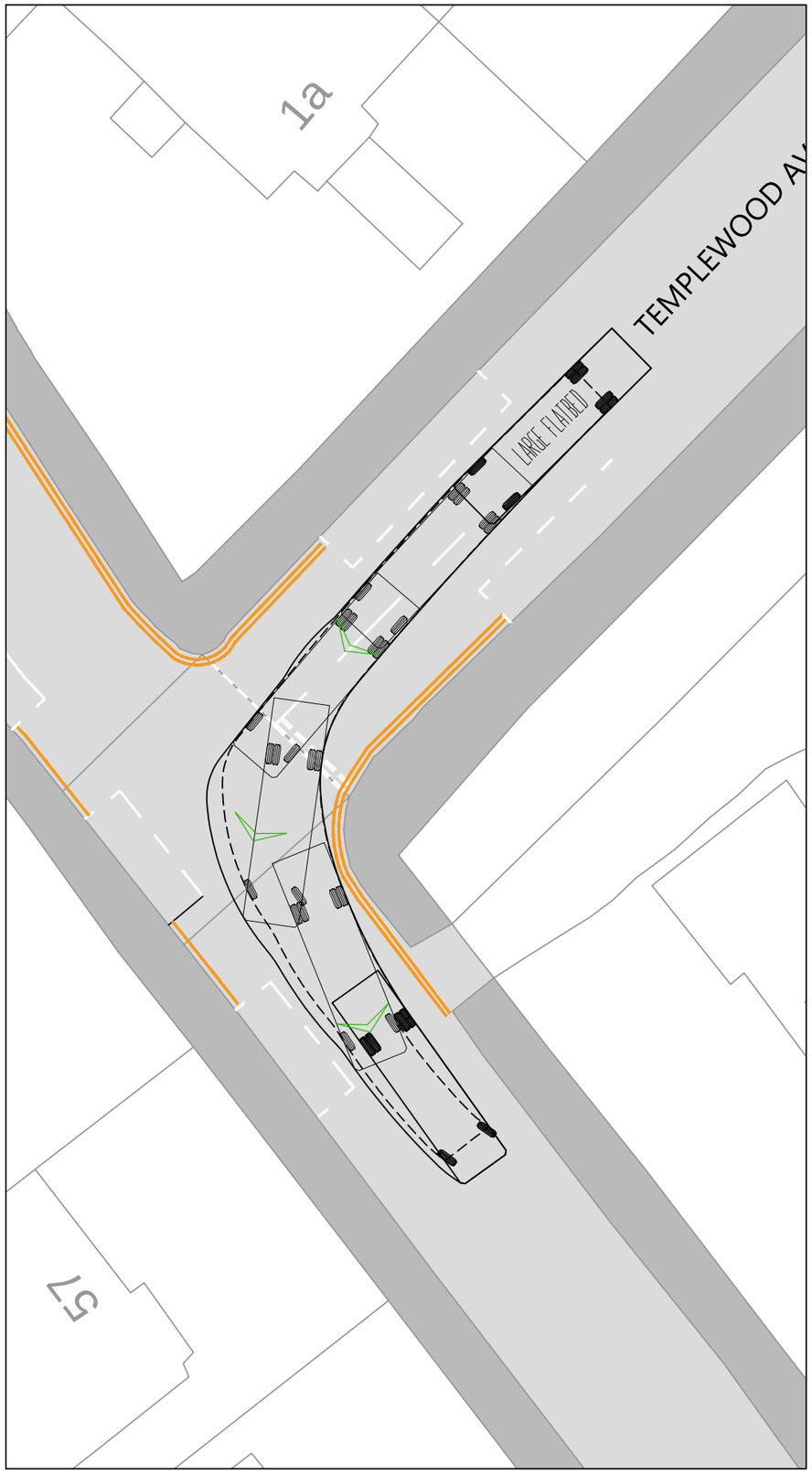
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4038	TR002	2 of 3	

CA_4038_TR002 - VEHICLE SWEPT PATH ANALYSIS.DWG





NOTES

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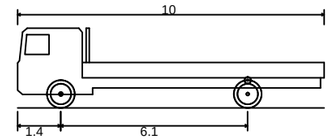
3. This drawing is for illustrative purposes only.

RIGID FLATBED



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	2.602m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Mr Bryan Coyne

Project:

35 Templewood Avenue

Drawing Title:

Vehicle Swept Path Analysis using a Large Flatbed

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	RB	DP	28.01.2020

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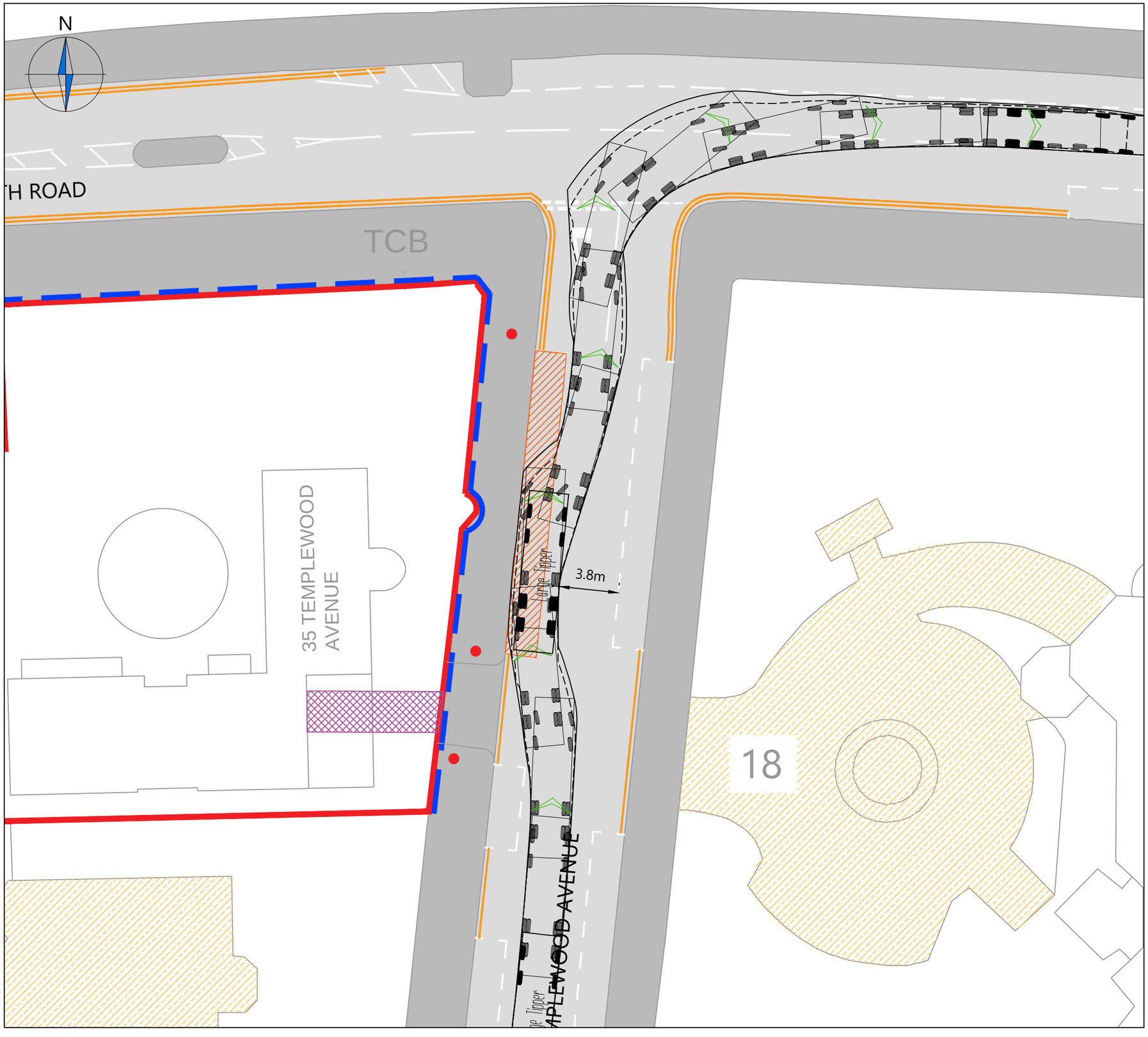
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4038	TR002	3 of 3	

CA_4038_TR002 - VEHICLE SWEPT PATH ANALYSIS.DWG

Appendix C



NOTES

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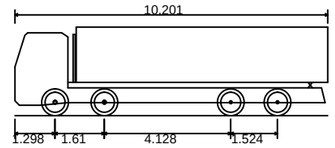
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

LARGE TIPPER



Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Mr Bryan Coyne

Project:

35 Templewood Avenue

Drawing Title:

Vehicle Swept Path Analysis using a Large Tipper

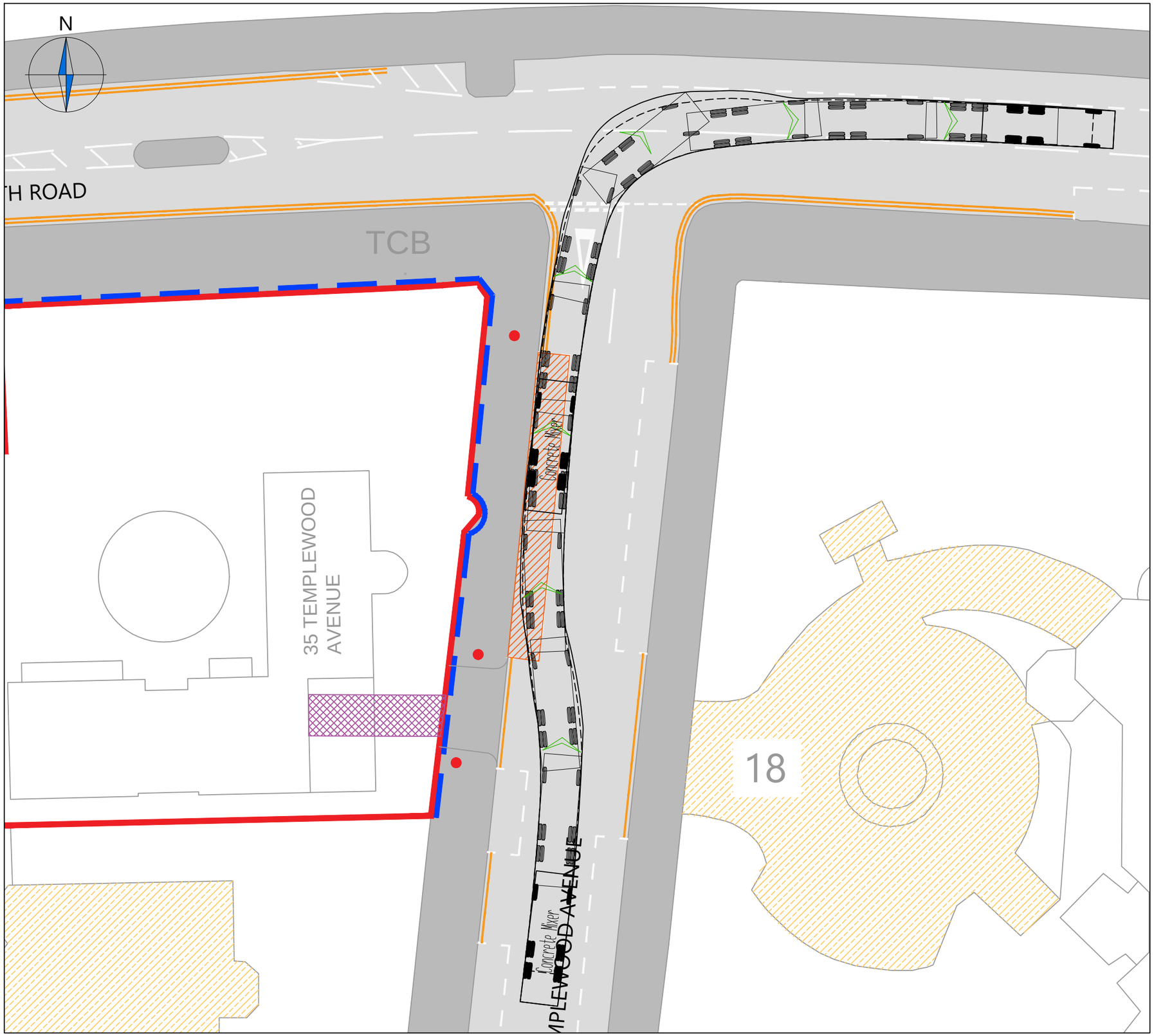
Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
RB	DP	28.01.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4038	TR001	1 of 4	

CA_4038_TR001 - VEHICLE SWEPT PATH ANALYSIS.DWG



NOTES

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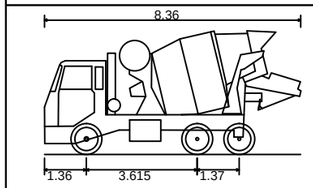
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

CONCRETE MIXER



Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Mr Bryan Coyne

Project: 35 Templewood Avenue

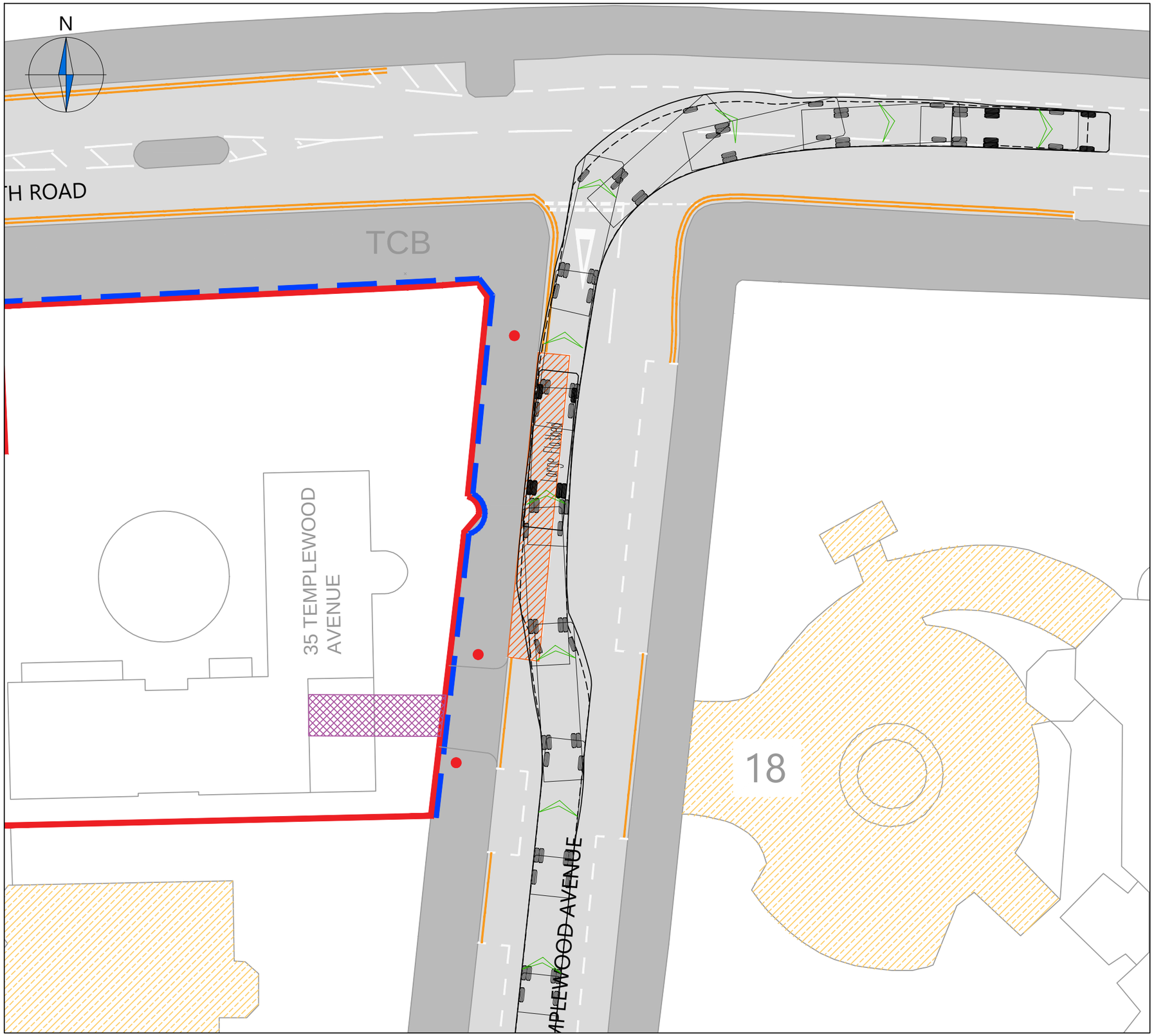
Drawing Title: Vehicle Swept Path Analysis using a Large Tipper

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	RB	DP	28.01.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4038	TR001	2 of 4	

CA_4038_TR001 - VEHICLE SWEPT PATH ANALYSIS.DWG



NOTES

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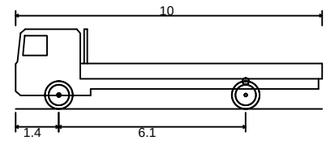
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

RIGID FLATBED



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	2.602m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Mr Bryan Coyne

Project: 35 Templewood Avenue

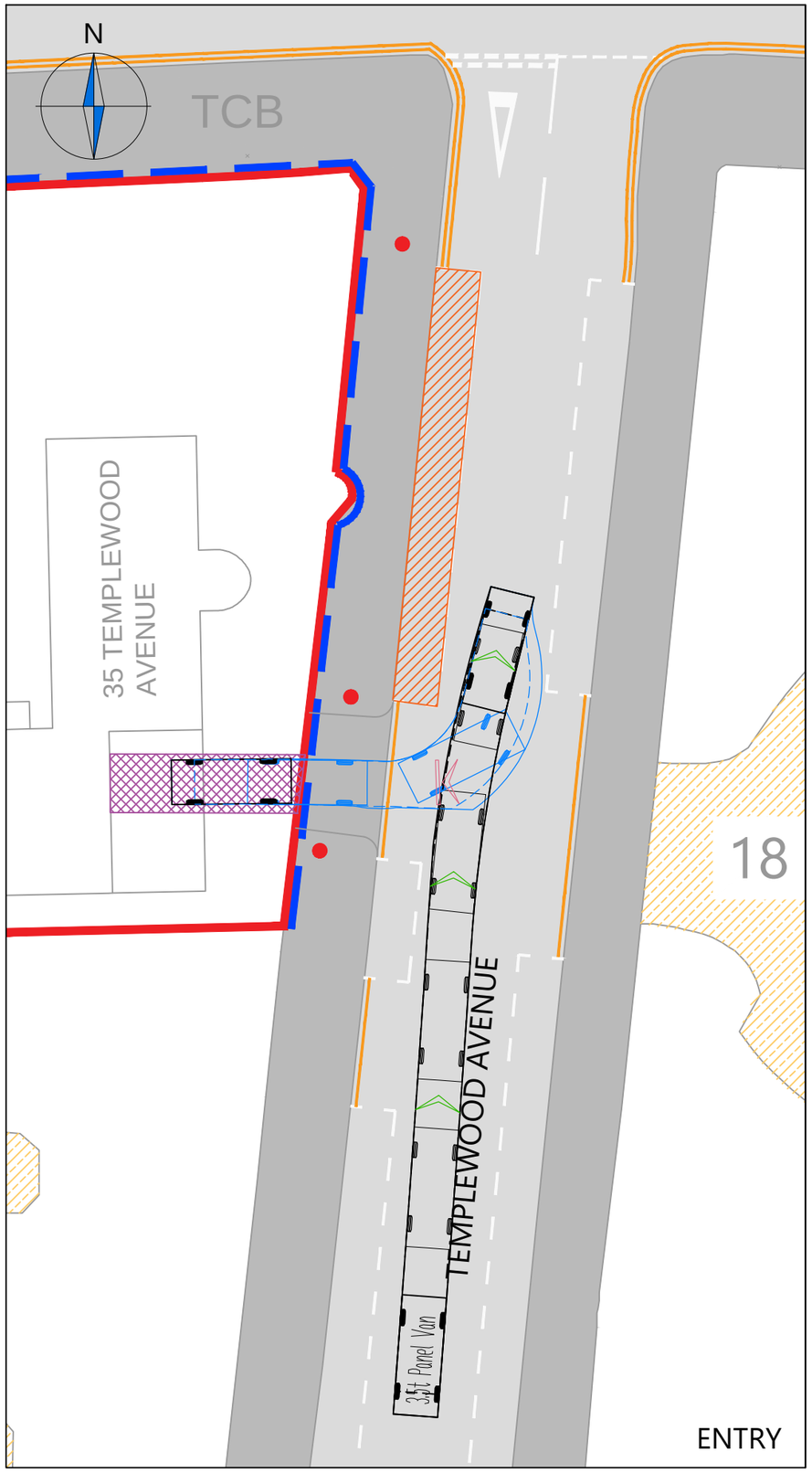
Drawing Title: Vehicle Swept Path Analysis using a Large Flatbed

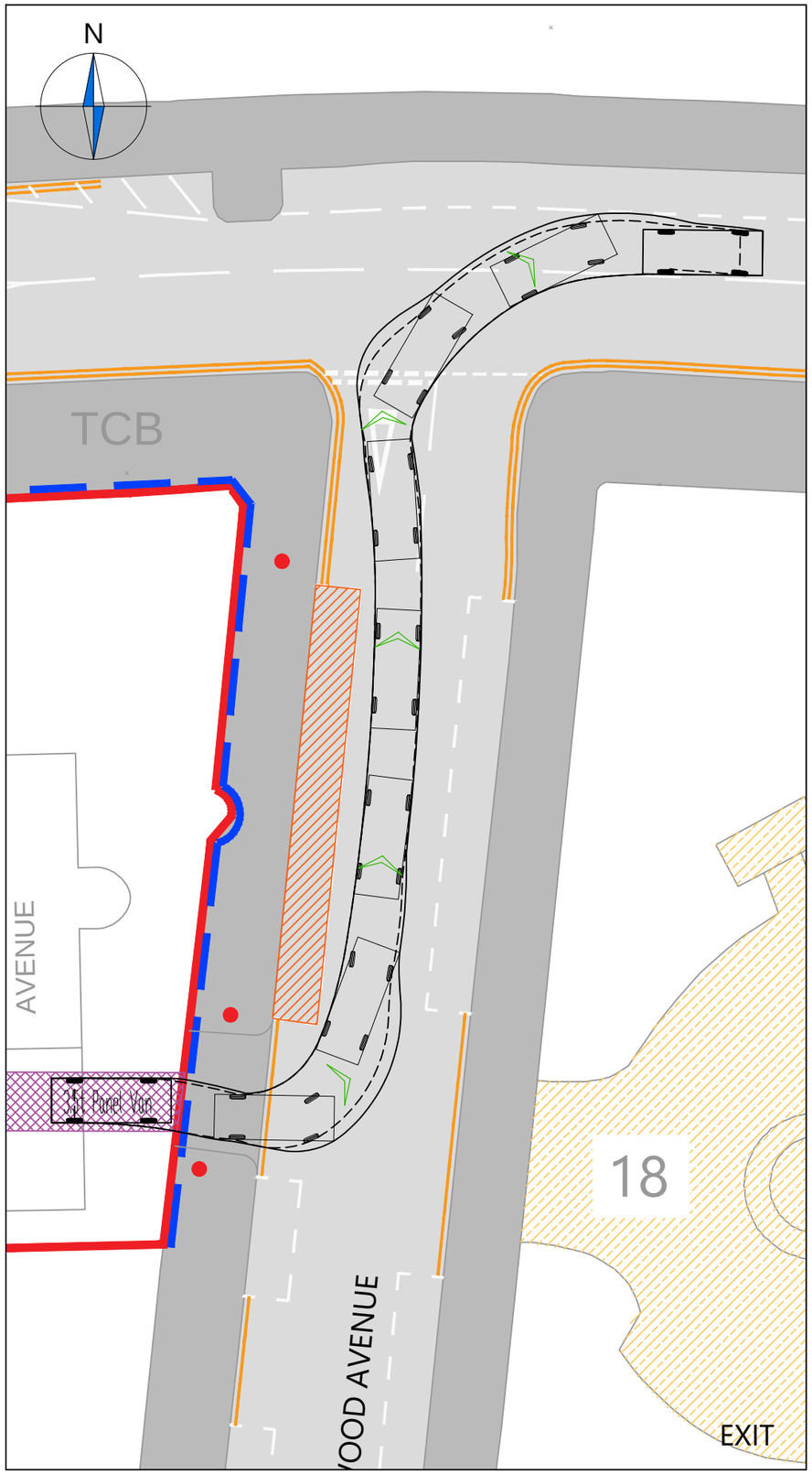
Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	RB	DP	28.01.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4038	TR001	3 of 4	

CA_4038_TR001 - VEHICLE SWEPT PATH ANALYSIS.DWG





NOTES

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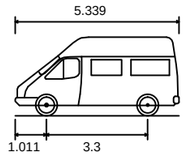
3. This drawing is for illustrative purposes only.

3.5T PANEL VAN



Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Mr Bryan Coyne

Project: 35 Templewood Avenue

Drawing Title: Vehicle Swept Path Analysis using a 3.5T Panel Van

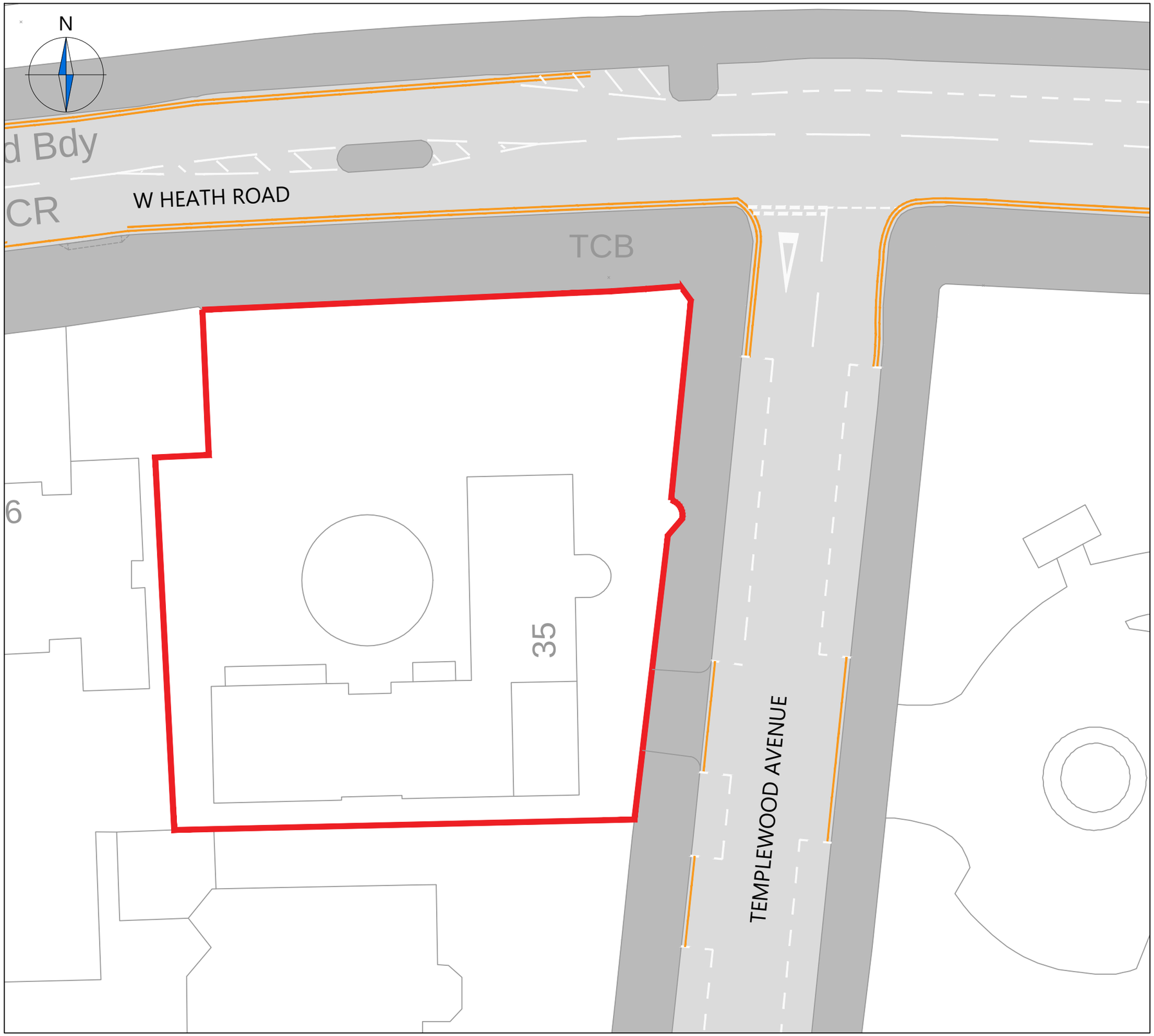
Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	RB	DP	28.01.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4038	TR001	4 of 4	

CA_4038_TR001 - VEHICLE SWEPT PATH ANALYSIS.DWG

Appendix D



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Mr Bryan Coyne

Project:

35 Templewood Avenue

Drawing Title:

Existing Highway Arrangement

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
RB	DP	28.01.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4038	001	1 of 1	

CA_4038_001 - EXISTING HIGHWAY ARRANGEMENT.DWG