

Draft Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
5 th November 2020	v1.1	A Roberts (Lime)

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 both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance ([CPG](#) [6: Amenity](#) and [CPG](#) [8: Planning Obligations](#)).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety](#) (**CLOCS**) scheme) and [Camden's Minimum Requirements for Building Construction](#) (**CMRBC**).

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

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

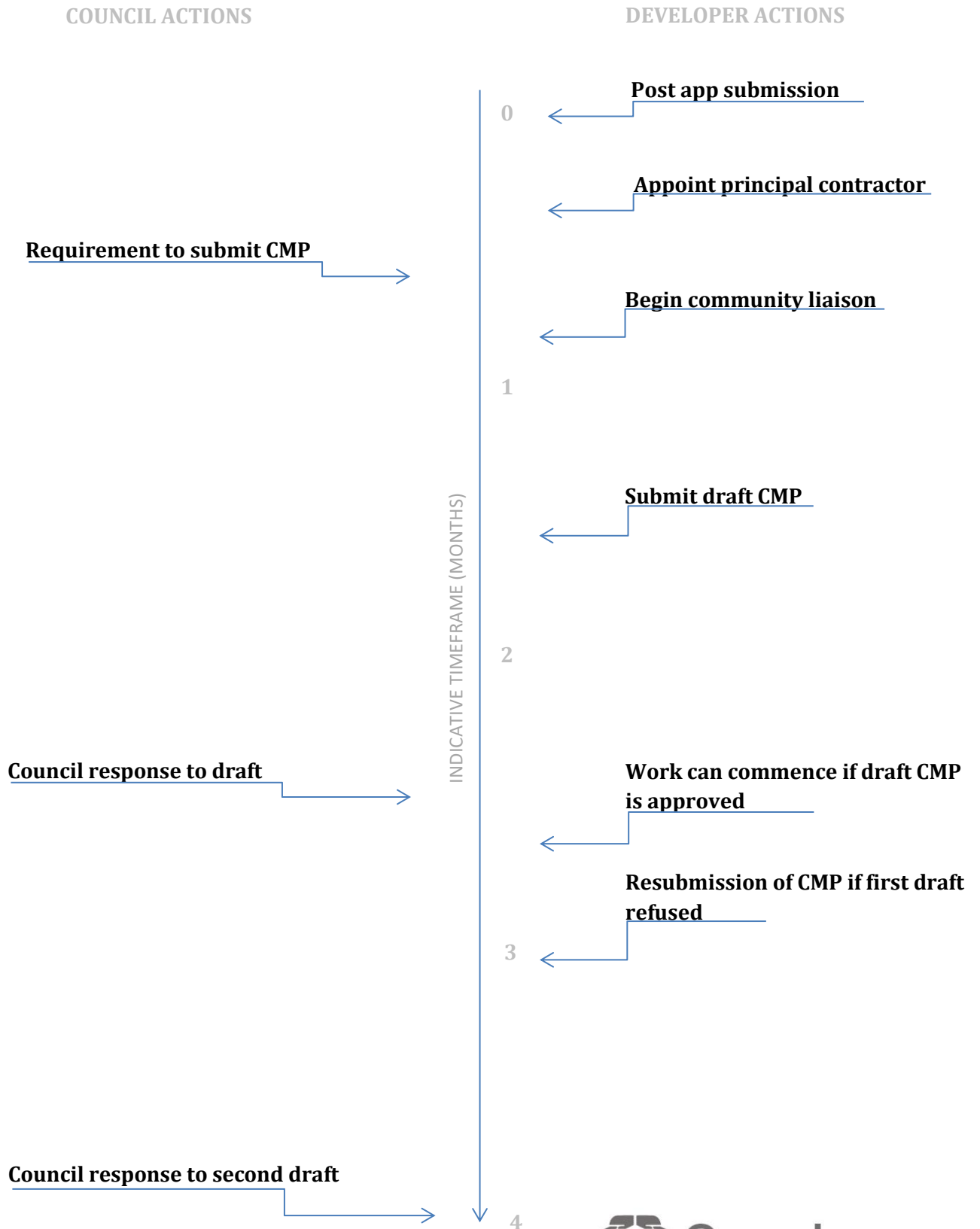
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address:

Planning reference number to which the CMP applies:

[The planning application has not yet been submitted.](#)

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

Name: [Andy Roberts BEng \(Hons\) MCIHT MSoRSA FFB](#)

Address: [5a Andrews Buildings, Stanwell Road, Penarth Cf64 2AA](#)

Email: Andy@LimeTransport.com

Phone: [02920 700924](tel:02920 700924)

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: [This will be confirmed once the principal contractor has been appointed.](#)

Address:

Email:

Phone:

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

Name: This will be confirmed once the Principal Contractor has been appointed.

Address:

Email:

Phone:

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

Name: This will be confirmed once the Principal Contractor has been appointed.

Address:

Email:

Phone:

Site

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

A site location plan (Figure 1) is provided at Appendix A:

The site is located at 551-557 Finchley Road, Fortune Green, and it is proposed to provide:

- 15 residential dwellings (including two wheelchair accessible), with:
 - 8 no. x 1-bedroom dwellings;
 - 5 no. x 2-bedroom dwellings; and,
 - 2 no. x 3-bedroom dwellings.
- 243m² of A3/Class E drinking establishment – (pub/wine bar/drinking establishments/pub with expanded food provision)

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).

It is anticipated that the existing two storey extension at the rear of 553 and 555 Finchley Road will be demolished, and the rear of the buildings will be remodelled to provide additional accommodation. The existing basement will be extended at lower ground level.

The main issues and challenges with the re-development are:

- The site is located on the Transport for London Road Network (TLRN), which has both a northbound and southbound bus lane;
- There is an existing northbound bus stop fronting the site;
- There is a pedestrian crossing (across Finchley Road) immediately south of the site; and,
- There is no access to the rear of the site.

This will be confirmed by the Principal Contractor once they have been appointed.

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

Residential and commercial properties fronting the western edge of Finchley Road (north and south of the site), residential properties fronting the eastern edge of Finchley Road, residential properties fronting Fortune Green Road.

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

See attached drawing (Dwg No. 19170.OS.101.01)

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

This will be confirmed by the Principal Contractor, once they are appointed.

It is anticipated that, subject to planning consent, construction can start on site in 2021, and that the works will take approximately 18 months to complete.

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

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

It is anticipated that the standard working hours for the site will be as per the standard working hours in Camden. However, this will be confirmed by the Principal Contractor.

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

companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

This will be confirmed by the Principal Contractor, once they have been appointed.

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.

13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation 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.

Once the Principal Contractor has been appointed, neighbouring properties will be informed of the proposed development and construction works, including the likely timescales to completion.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

This will be confirmed by the Principal Contractor, once they have been appointed.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

This will be confirmed by the Principal Contractor.

16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

The Applicant has undertaken an initial consultation on the proposed development by sending letters to neighbours with details of the overall proposals. Final construction arrangements will not be known until post-consent, once a contractor has been appointed and will, therefore, be consulted on at a later stage.

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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

Please contact 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

17. Name of Principal contractor:

This will be confirmed once the Principal Contractor has been appointed.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

This will be confirmed once the Principal Contractor has been appointed.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

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

This will be confirmed once the Principal Contractor has been appointed.

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.

20. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

The site is fronted by the A41 Finchley Road, which is part of the Transport for London Road Network (TLRN). It is anticipated that vehicles will access the site from the TLRN, with vehicles arriving from the south and departing via the north.

The anticipated route for construction vehicles is shown in Figure 2.

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

It is anticipated that this CMP will be appended to all tender documents, and each contractor/sub-contractor and delivery company will be informed of any restrictions/construction vehicle routes.

This will be confirmed once the Principal Contractor has been appointed.

21. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

It is assumed that the majority of vehicles will be 6 to 8 wheeled trucks, concrete mixers and HIABs. All vehicles will stop within the designated temporary loading bay on the western edge of Finchley Road (adjacent to the site). The loading bay will be created by suspending a section of the existing parking bay, which is located immediately north of the northbound bus stop fronting the site.

This will be confirmed once the Principal Contractor has been appointed.

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

TBC

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

As outlined above, there will be a designated loading bay along Finchley Road, and it is anticipated that the contractor/sub-contractor/materials suppliers will be informed of the appropriate access/construction traffic route(s) and any restrictions.

This will be confirmed once the Principal Contractor has been appointed.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

This will be confirmed once the Principal Contractor has been appointed.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

This will be confirmed once the Principal Contractor has been appointed.

22. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic 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 access and egress routes to and from the site

It is proposed that vehicles will travel northbound along the A41 Finchley Road to access the designated loading area fronting the site. When leaving the site, vehicles will also travel northbound along Finchley Road.

This will be confirmed once the Principal Contractor has been appointed.

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

To avoid congestion along Finchley Road fronting the site, the number of delivery vehicles allowed to access the site at any one time will be controlled. This will be achieved by implementing a call-up procedure, whereby any delivery vehicle will be required to contact the Site Manager and obtain permission, prior to arriving at the site.

A Gatesperson will be responsible for managing the use of the designated loading bay, and will inform the Site Manager when a delivery vehicle has left the site.

This will be confirmed once the Principal Contractor has been appointed.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

A vehicle swept path analysis for the larger tipper truck, HIAB vehicle and concrete mixer has been undertaken to demonstrate how vehicles will access the designated loading area. Each vehicle has been tested for two scenarios. In scenario 1, it is assumed that the bus stop is occupied, and vehicles cannot drive through the bus stop to access the loading bay. In scenario 2, it is assumed that the bus stop is not occupied, and the vehicles can drive through the bus stop to access the loading bay. These are set out in the following drawings, and appended to this CMP:

Access for Phase 1

- 19170.OS.101.02 and 19170.OS.101.03 – Swept-path analysis; 10.2m large tipper;
- 19170.OS.101.04 and 19170.OS.101.05 - Swept-path analysis; 8.36m concrete mixer;
- 19170.OS.101.06 and 19170.OS.101.07 - Swept-path analysis; 9.5m HIAB vehicle.

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.

It is not considered necessary to provide wheel washing facilities, as construction vehicles will not access the site.

This will be confirmed once the Principal Contractor has been appointed.

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

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

The construction site layout will be developed by the Principal Contractor. However, because of the constrained nature of the site, it is anticipated that all loading/unloading will be undertaken from a designated loading bay on the A41 Finchley Road (see drawing 19170.OS.101.08).

This will be confirmed once the Principal Contractor has been appointed.

Highway interventions

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

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.

24. Parking bay suspensions and temporary traffic orders

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

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

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

As outlined above, it is anticipated that the section of parking along the western edge of the A41 Finchley Road (up to the junction with Fortune Green Road) will need to be suspended for the duration of the works to enable plant and materials to be delivered to the site, and to enable excavated material to be transported from the site. (See drawing 19170.OS.101.08).

This will be confirmed once the Principal Contractor has been appointed.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

This will be confirmed once the Principal Contractor has been appointed.

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

This will be confirmed once the Principal Contractor has been appointed.

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

This will be confirmed once the Principal Contractor has been appointed.

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

This will be confirmed once the Principal Contractor has been appointed.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

This will be confirmed once the Principal Contractor has been appointed.

• SYMBOL IS FOR INTERNAL USE

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 will be confirmed once the Principal Contractor has been appointed.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A noise survey was undertaken on Monday 11th November 2019, and the results of the survey, together with a Noise Assessment Report will be submitted in support of the planning application.

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

This will be confirmed once the Principal Contractor has been appointed.

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 will be confirmed once the Principal Contractor has been appointed.

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

This will be confirmed once the Principal Contractor has been appointed.

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

It is considered that the contractor will ensure that the requirements of the Environment Protection Act 1990 are met, and that dust on the site is kept to a minimum. The measures taken to achieve this will include:

- Dust suppression techniques will be employed as necessary and available at all times to reduce the risk of dust settling on the public highway;
- Adequate sheeting of loads leaving the site;
- Regular road sweeping, clearing, washing and vacuuming will be implemented;
- Work area will be surrounded by hoarding to prevent the escape of dust.

This will be confirmed once the Principal Contractor has been appointed.

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

It is considered that the site operator will ensure that the site access and the public highway is kept clear at all times. The measures to achieve this will include the following:

- Regular road sweeping, clearing, washing and vacuuming etc. will be implemented to ensure that construction site is in good order and the public highway is kept clear and clear of dust and debris; and,
- Monitor cleanliness on the access route on a regular basis and assess if further measures are required to maintain cleanliness.

This will be confirmed once the Principal Contractor has been appointed.

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

This will be confirmed once the Principal Contractor has been appointed.

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 will be confirmed once the Principal Contractor has been appointed.

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 will be confirmed once the Principal Contractor has been appointed.

- 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 will be confirmed once the Principal Contractor has been appointed.

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 will be confirmed once the Principal Contractor has been appointed.

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

This will be confirmed once the Principal Contractor has been appointed.

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 will be confirmed once the Principal Contractor has been appointed.

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:

[This will be confirmed once the Principal Contractor has been appointed.](#)

Agreement

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

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

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

Signed:

Date:

Print Name:

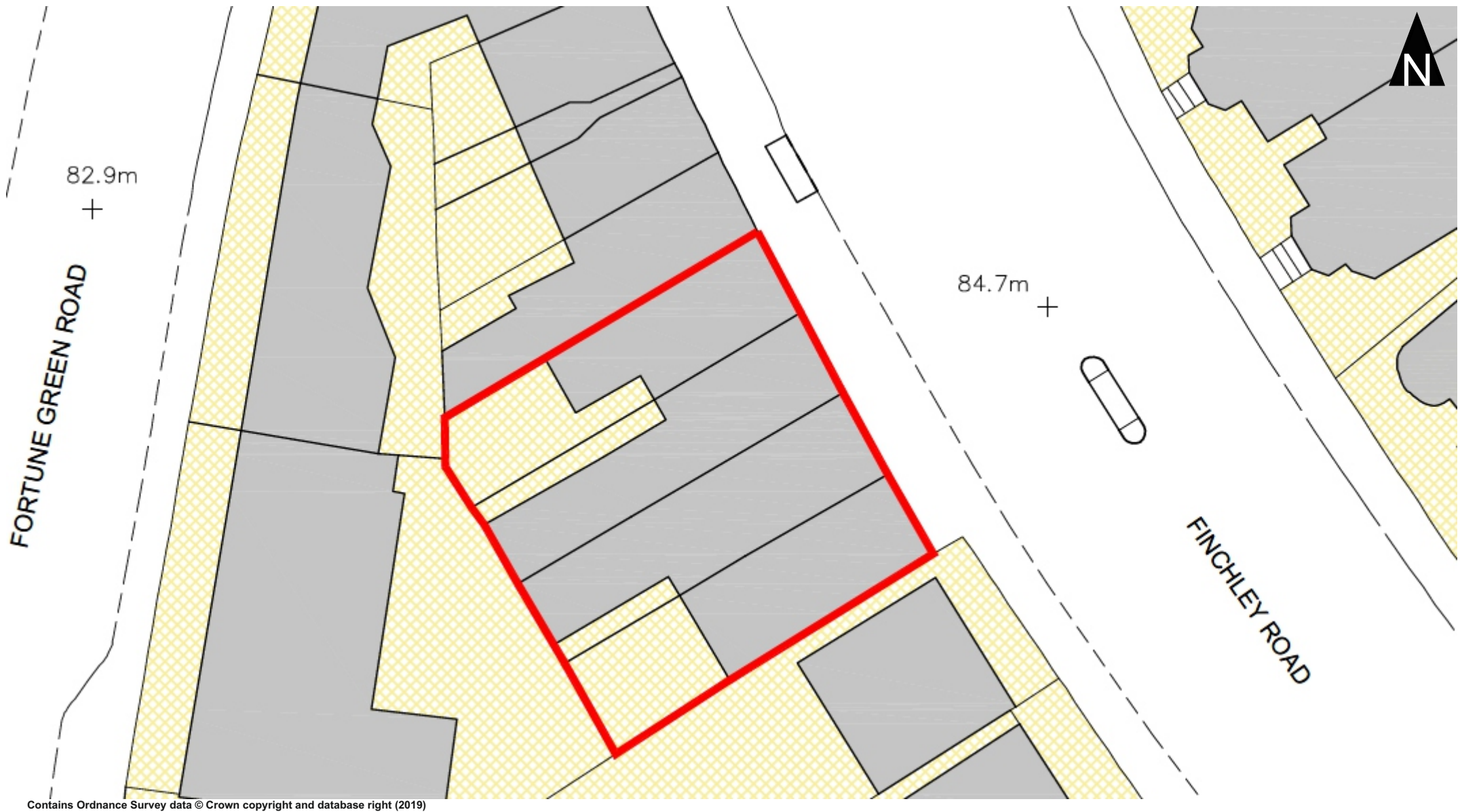
Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

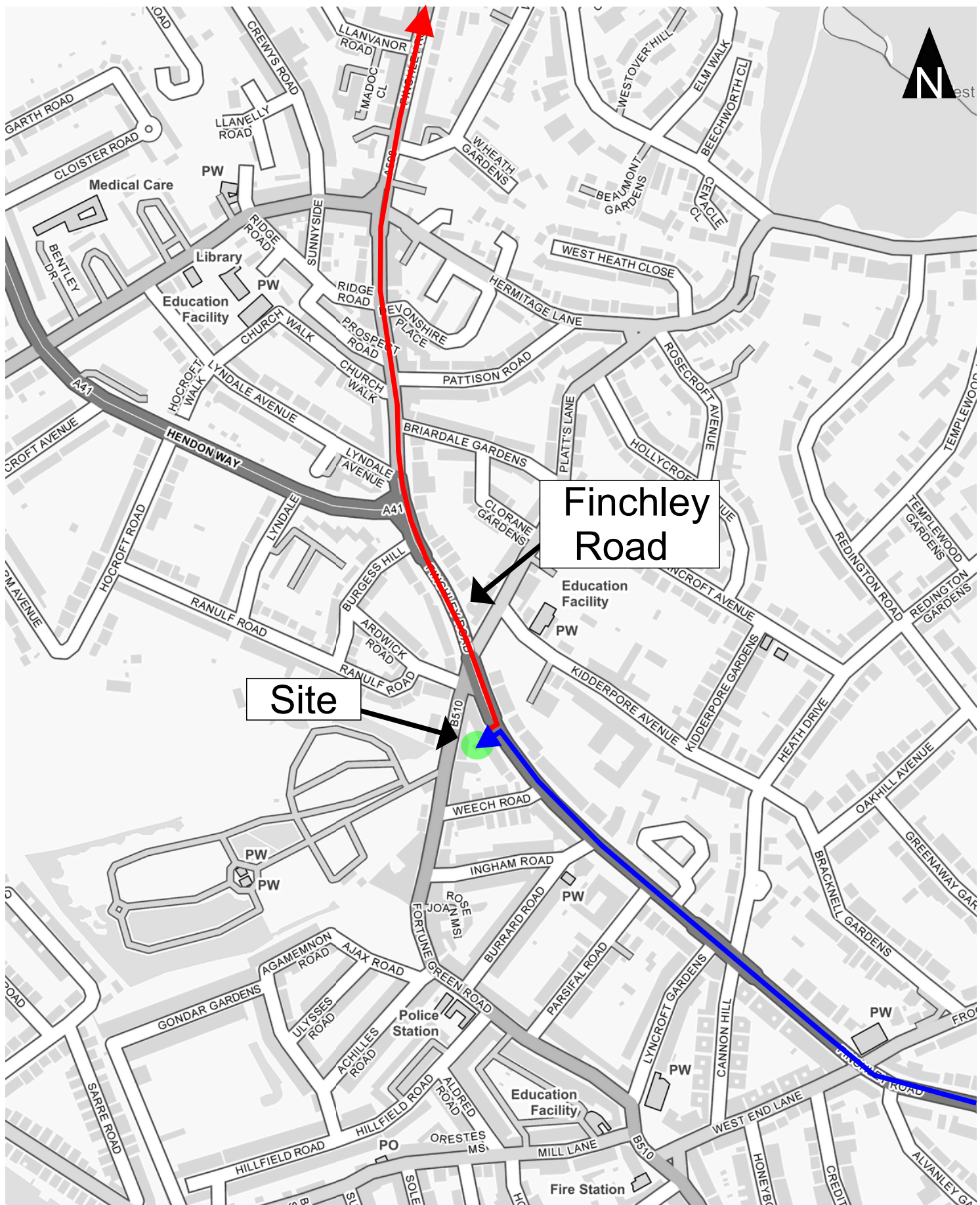
Figures





Project no.	19170
Prepared by	HIS
Checked by	ABR
Date	HLJ
Scale	NTS
Figure	N/A

Figure 1
Site Location



Contains Ordnance Survey data © Crown copyright and database right (2019)

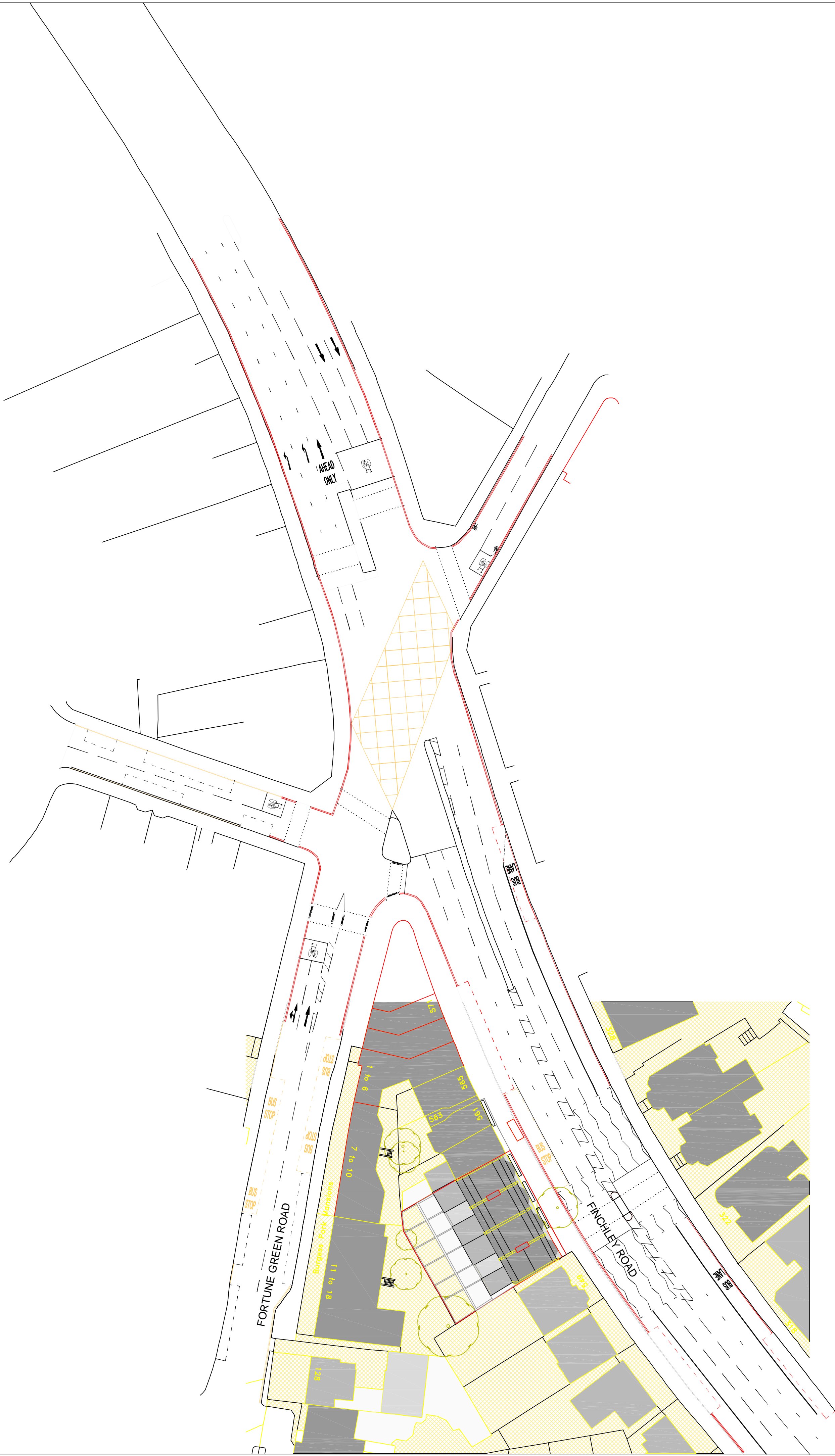
Project no.	19170
Prepared by	HIS
Checked by	HLJ
Date	November 2019
Scale	NTS
Figure	1

Figure 2

Construction vehicle routing

Drawings





NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

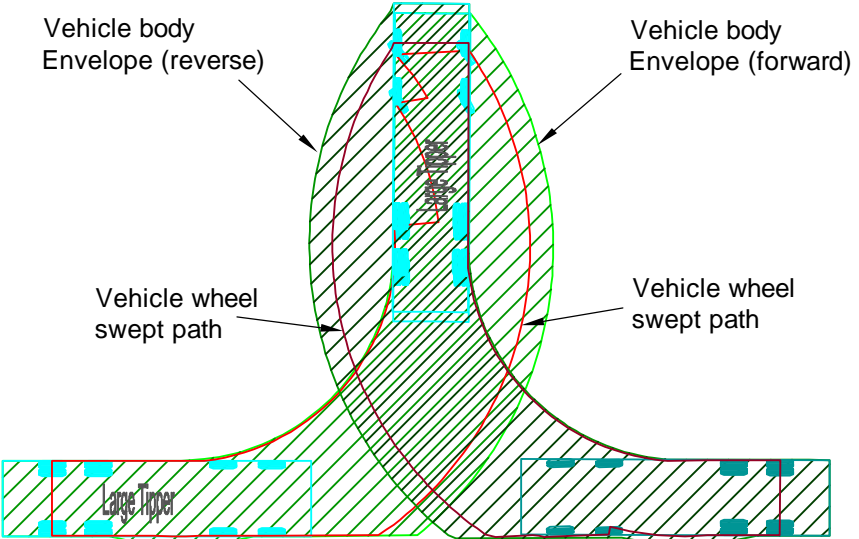
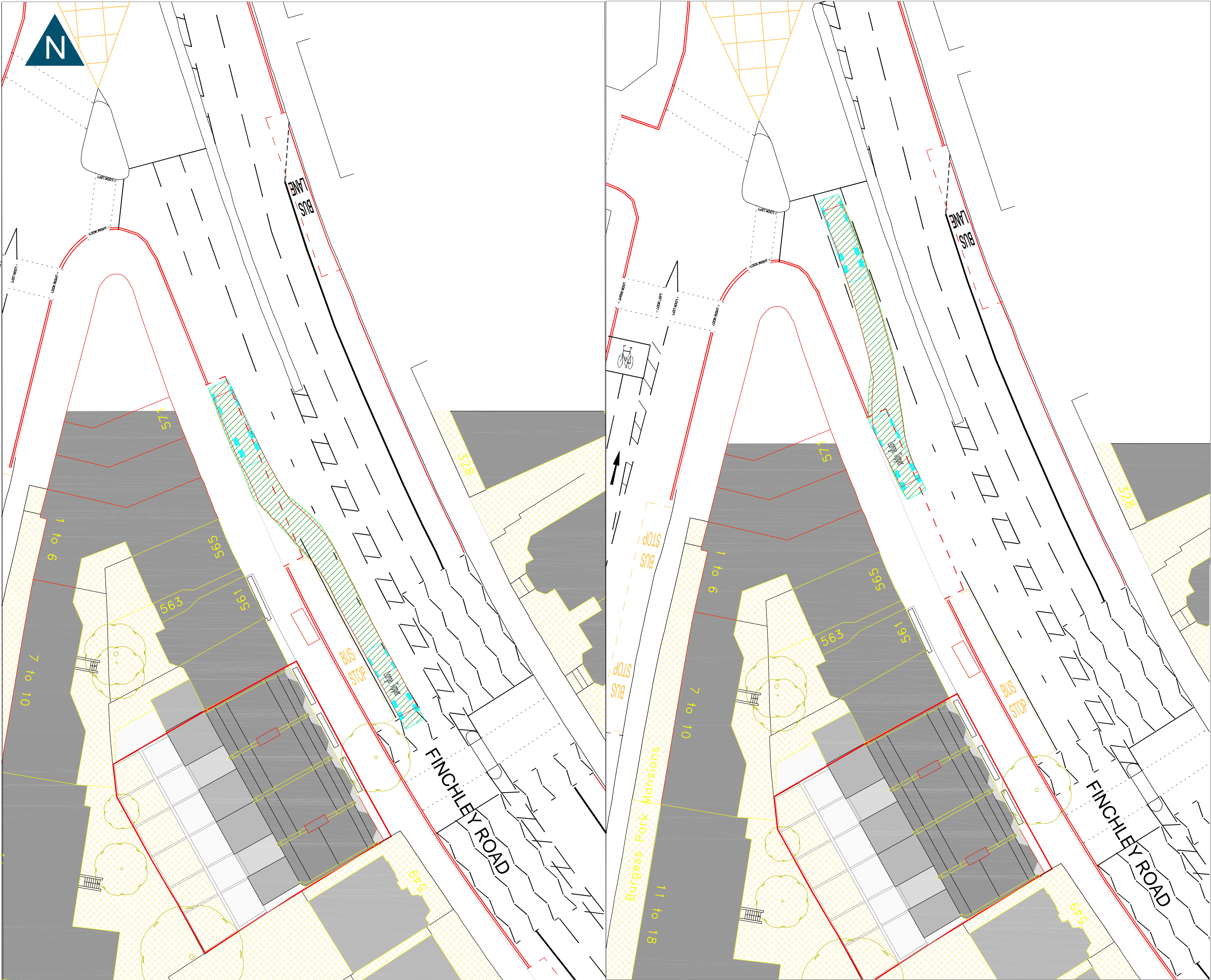
LEGEND

Rev	Date	Description	Drawn	Check
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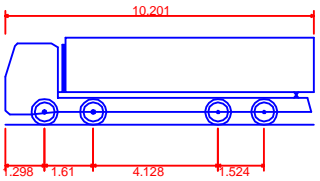
5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924
mail@limetransport.com
www.limetransport.com

Drawing Status	Date	19/11/2019
PRELIMINARY	Scale	1:500 @A1
Project	Drawn	RB
551-557 Finchley Road London	Checked	HLJ
	Project No	19170
Title	Client Project No	
Local highway network	Revision	
Drawing No		
19170.OS.101.01		



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Large Tipper
Overall Length 10.201m
Overall Width 2.455m
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

10.201m
2.455m
2.890m
0.341m
2.471m
6.00s
11.550m

NOT FOR CONSTRUCTION

GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check
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Drawing Status

PRELIMINARY

Project

551-557 Finchley Road
London

Title

Swept-path of a large tipper
avoiding the bus stop

Drawing No

19170.OS.101.02

Date

19/11/2019

Scale

1:200 @A1

Drawn

RB

Checked

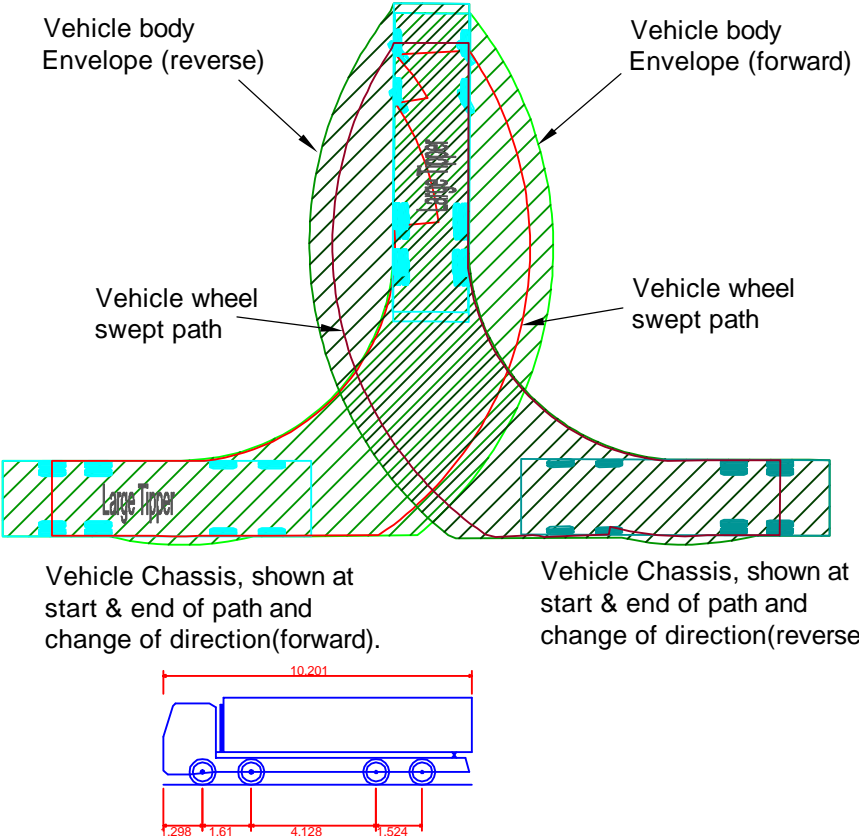
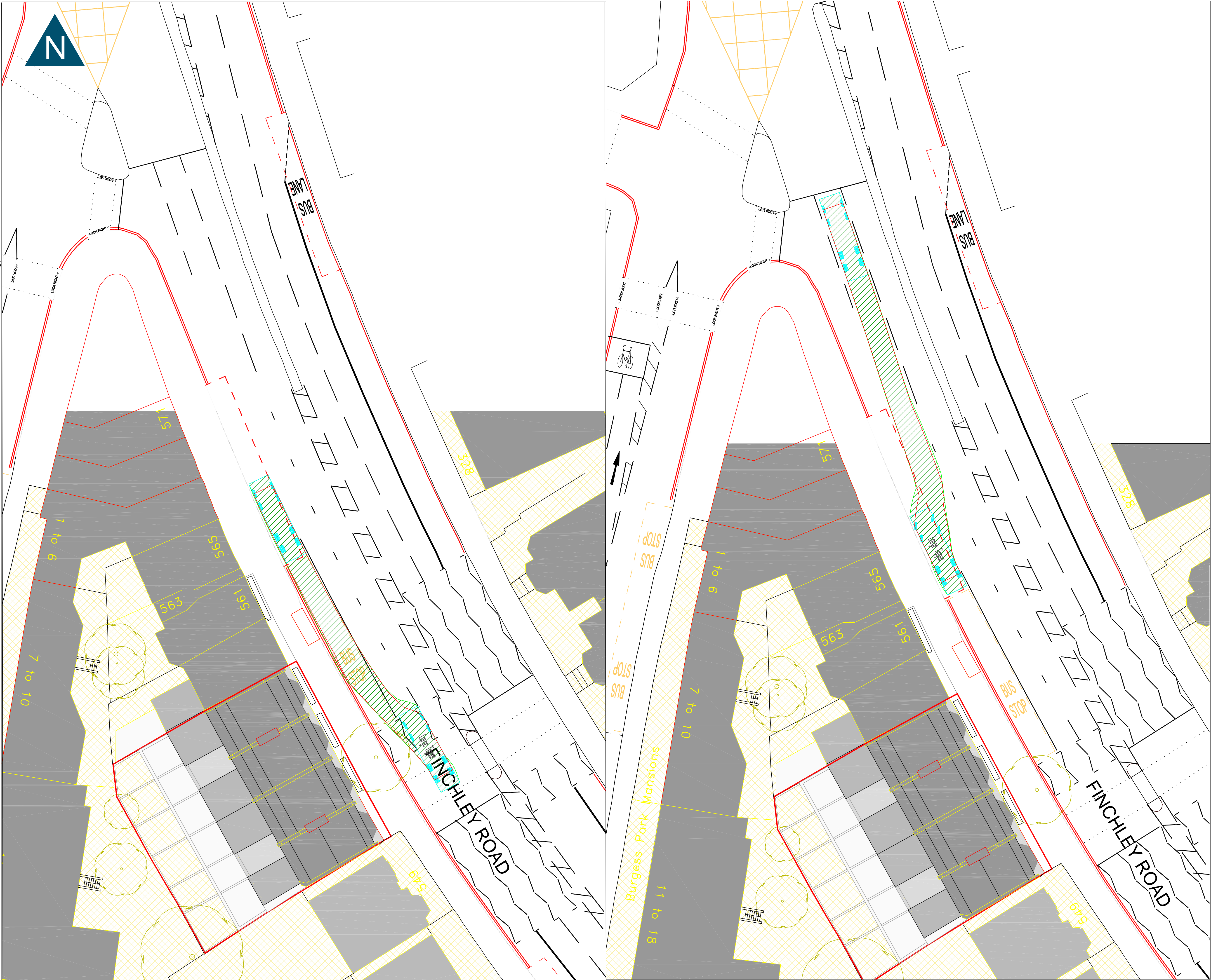
HLJ

Project No

19170

Client Project No

Revision



Large Tipper
Overall Length 10.201m
Overall Width 2.455m
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

NOT FOR CONSTRUCTION

GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check
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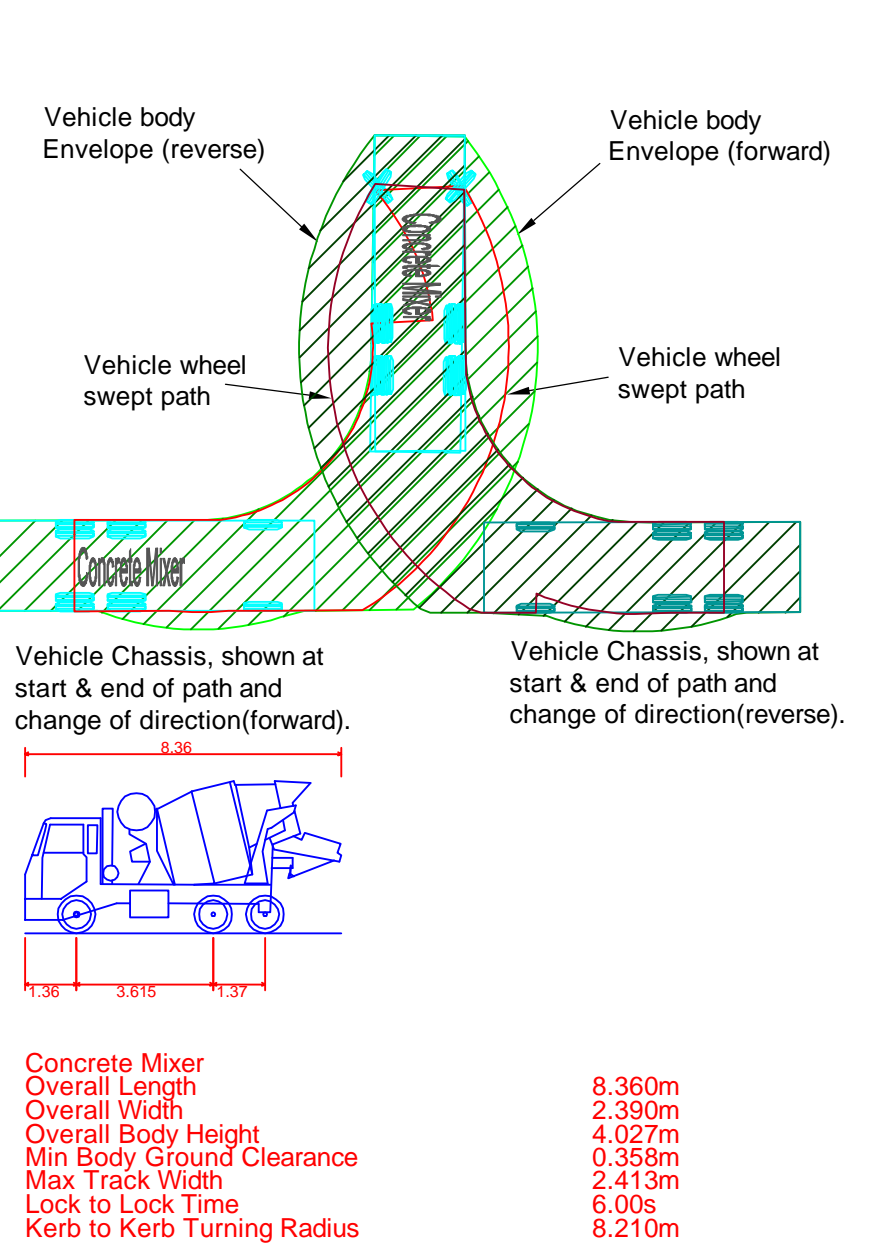
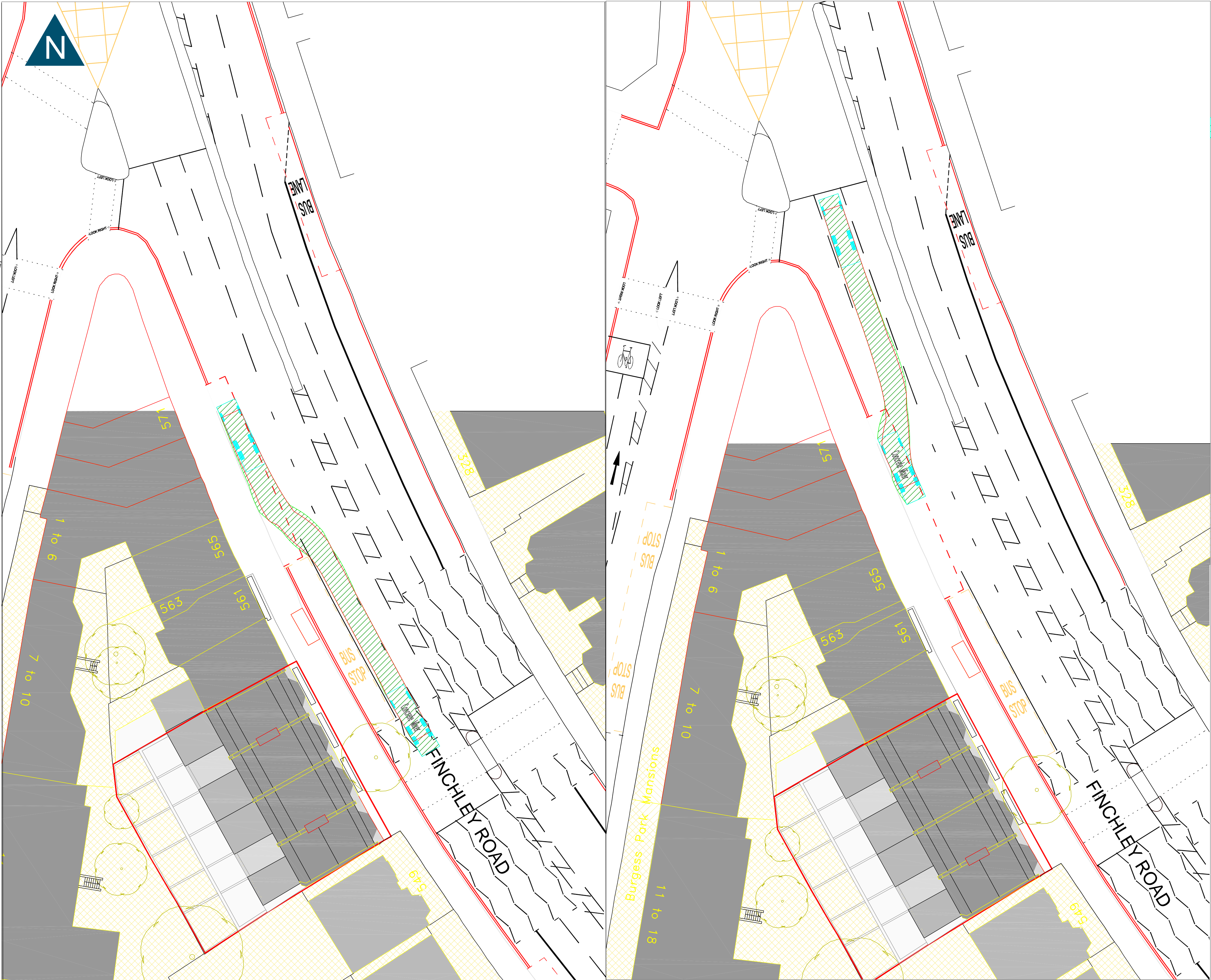
Drawing Status
PRELIMINARY

Project
**551-557 Finchley Road
London**

Title
**Swept-path of a large tipper
driving through the bus stop**

Drawing No
19170.OS.101.03

Date 19/11/2019
Scale 1:200 @A1
Drawn RB
Checked HLJ
Project No
19170
Client Project No
Revision



NOT FOR CONSTRUCTION

GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check
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Drawing Status

PRELIMINARY

Project

551-557 Finchley Road
London

Title

Swept-path of a concrete mixer
avoiding the bus stop

Drawing No

19170.OS.101.04

Date

19/11/2019

Scale

1:200 @A1

Drawn

RB

Checked

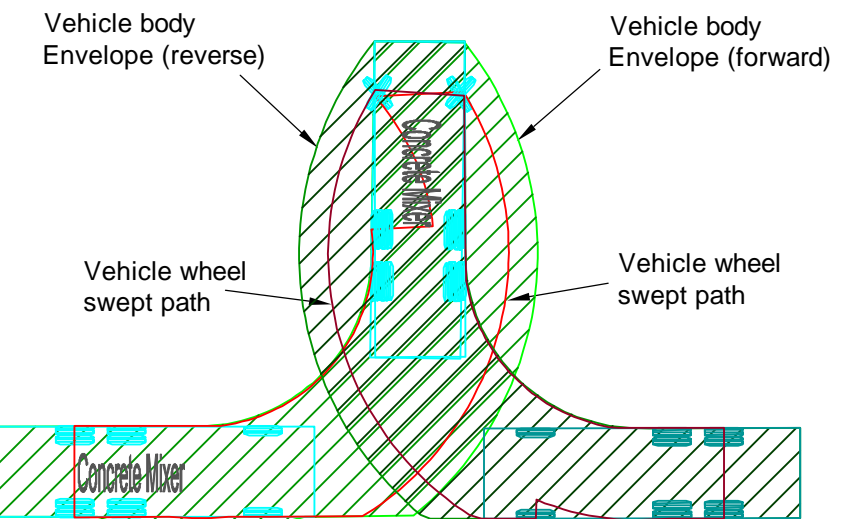
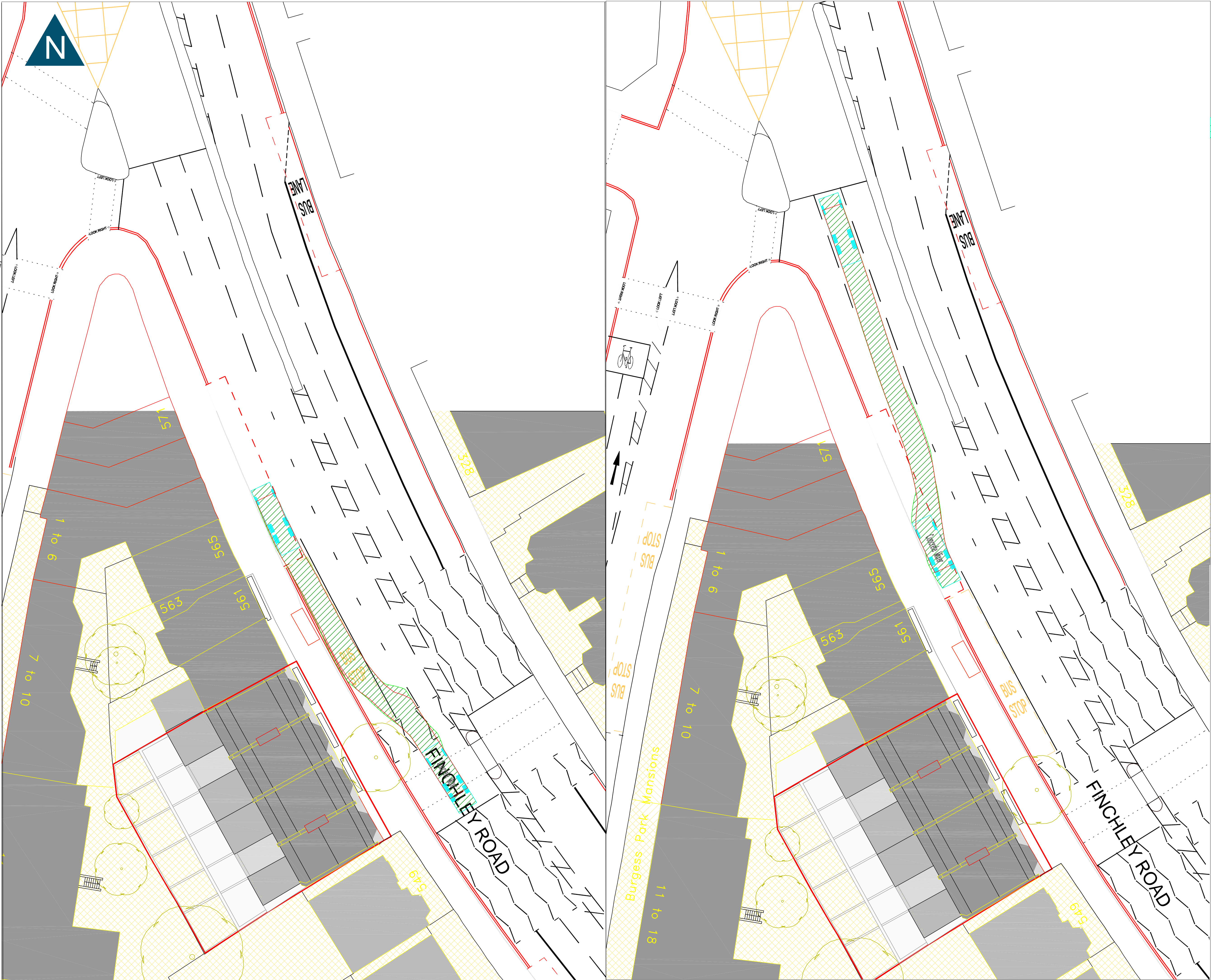
HLJ

Project No

19170

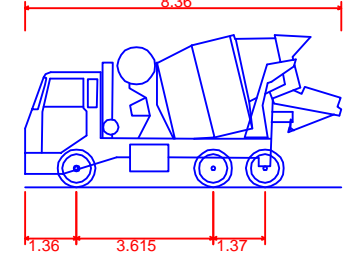
Client Project No

Revision



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



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

NOT FOR CONSTRUCTION

GENERAL NOTES

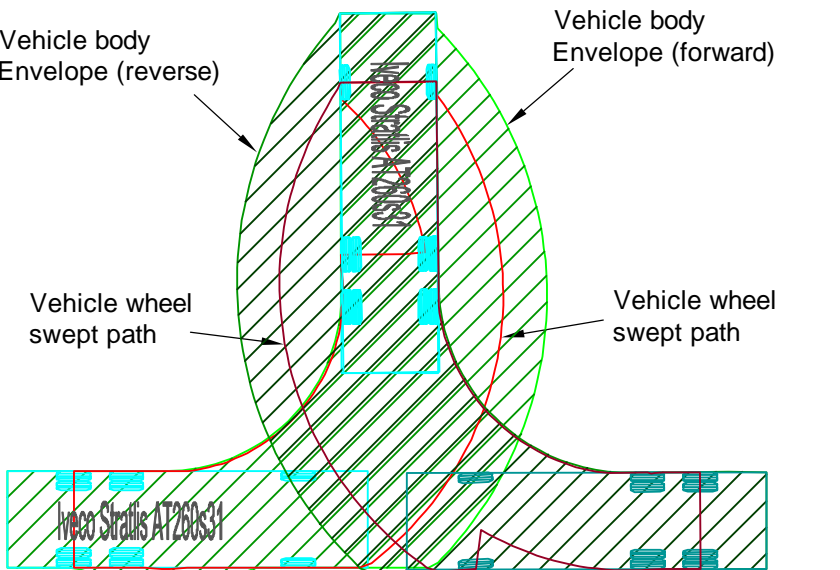
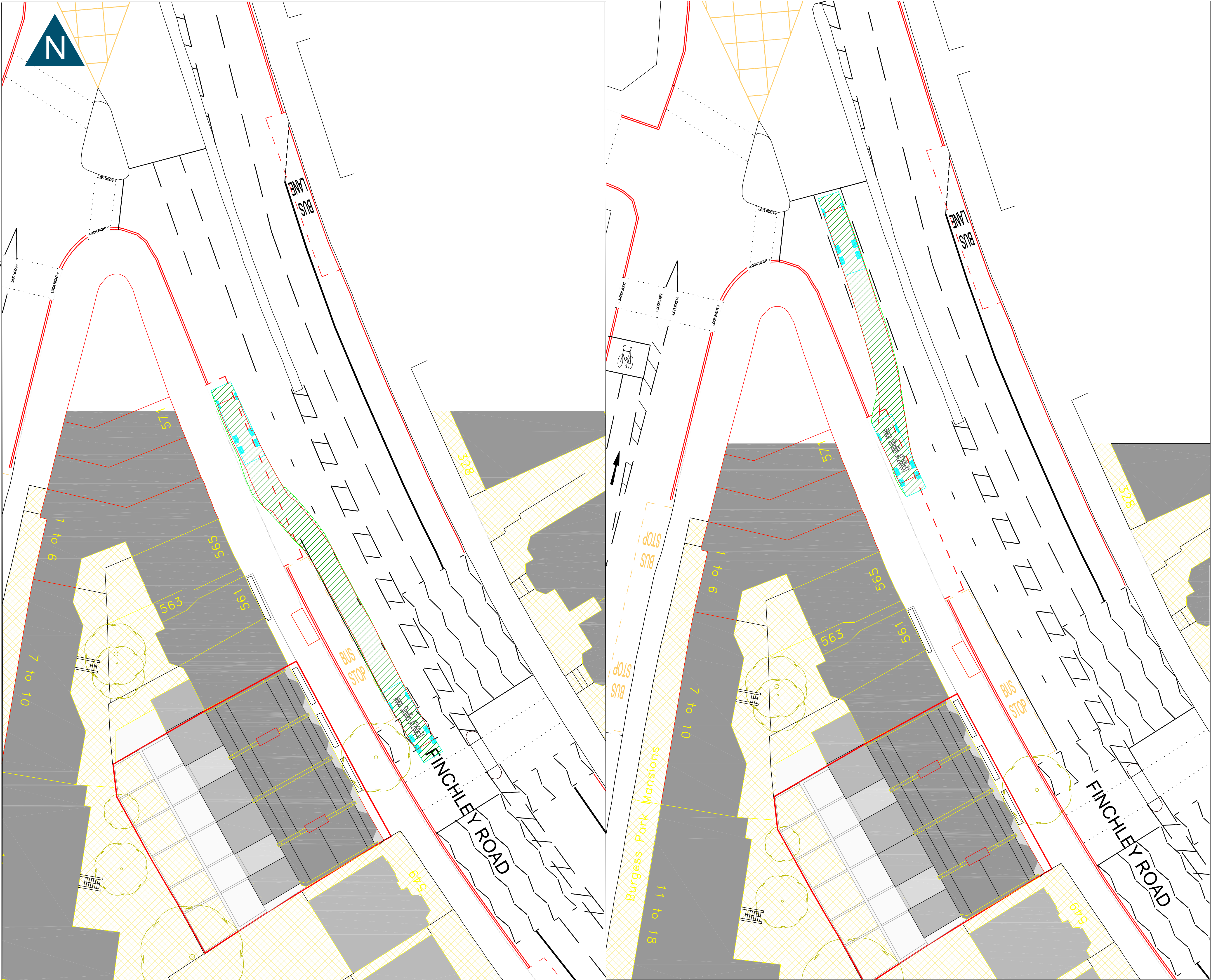
- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check
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Drawing Status	Date	19/11/2019
PRELIMINARY	Scale	1:200 @A1
Project	Drawn	RB
551-557 Finchley Road London	Checked	HLJ
	Project No	19170
Title	Client Project No	
Swept-path of a concrete mixer driving through the bus stop	Revision	
Drawing No		
19170.OS.101.05		



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).

Iveco Stralis AT260s31	
Overall Length	9.518m
Overall Width	2.550m
Overall Body Height	2.985m
Min Body Ground Clearance	1.488m
Track Width	2.550m
Lock to Lock Time	2.00s
Wall to Wall Turning Radius	9.240m

NOT FOR CONSTRUCTION

GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check
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Drawing Status

PRELIMINARY

Project

551-557 Finchley Road
London

Title

Swept-path of a HIAB
avoiding the bus stop

Drawing No

19170.OS.101.06

Date

19/11/2019

Scale

1:200 @A1

Drawn

RB

Checked

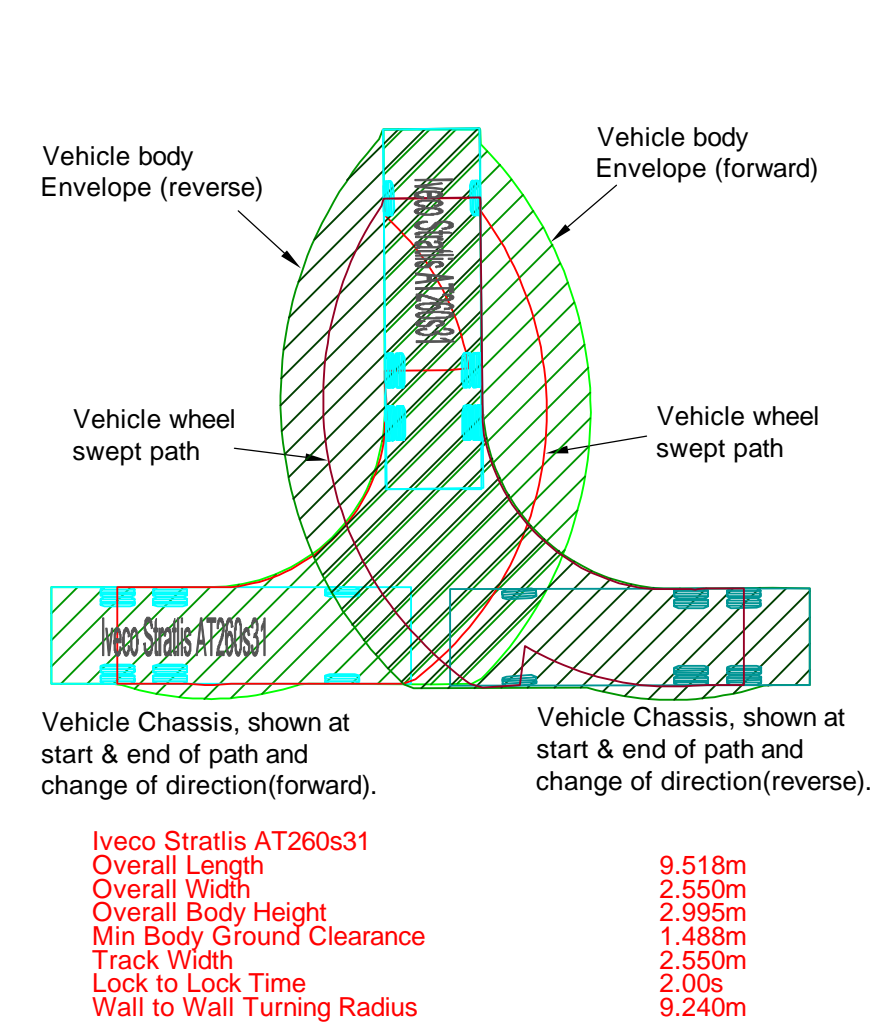
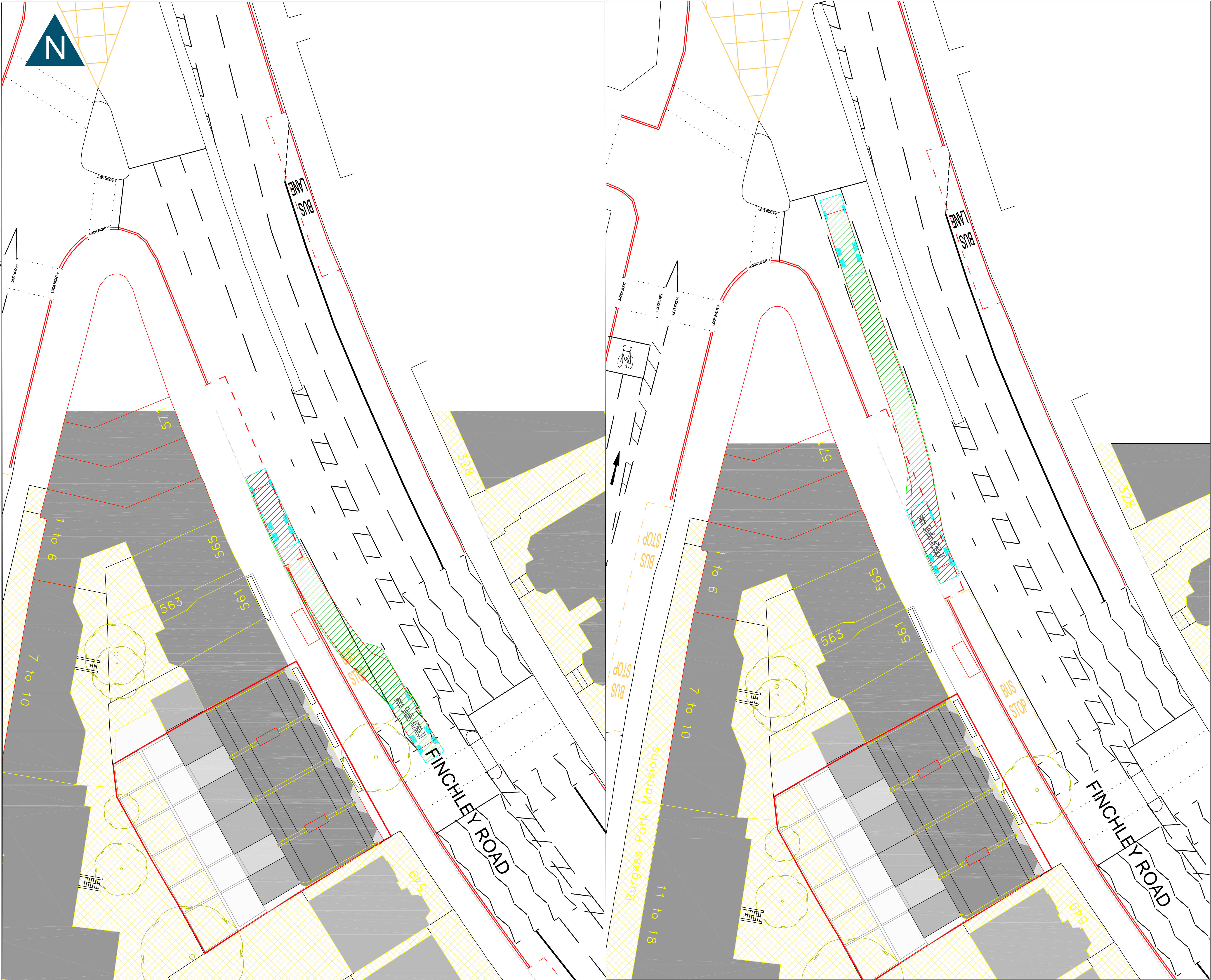
HLJ

Project No

19170

Client Project No

Revision



NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

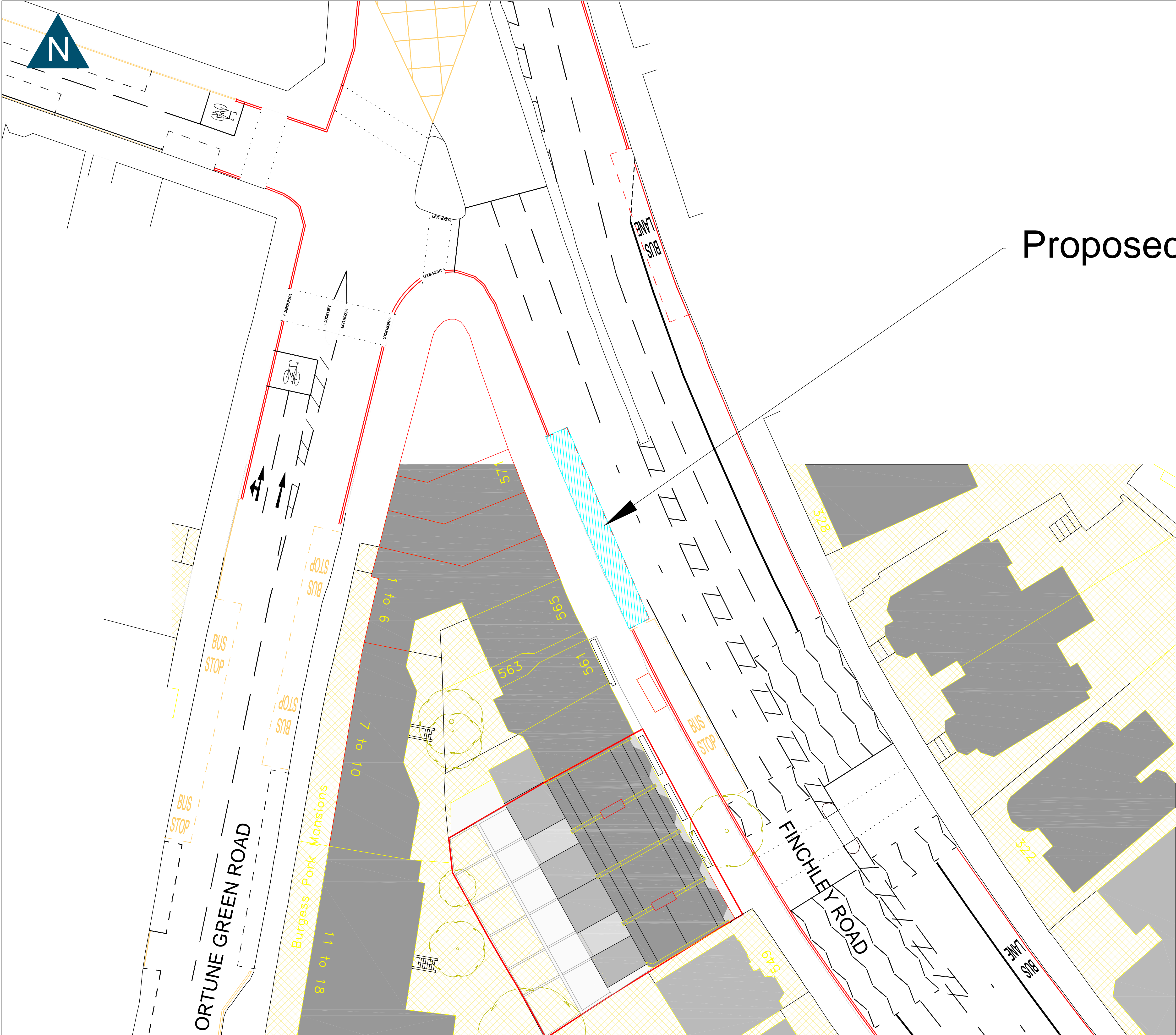
LEGEND

Rev	Date	Description	Drawn	Check
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Drawing Status	Date	19/11/2019
PRELIMINARY	Scale	1:200 @A1
Project	Drawn	RB
551-557 Finchley Road London	Checked	HLJ
	Project No	19170
Title	Client Project No	
Swept-path of a HIAB driving through the bus stop	Revision	
Drawing No		
19170.OS.101.07		



Proposed bay suspension

NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check
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Drawing Status

PRELIMINARY

Project

551-557 Finchley Road
London

Title

Extent of proposed bay suspension

Drawing No

19170.OS.101.08

Date

19/11/2019

Scale

1:200 @A1

Drawn

RB

Checked

HLJ

Project No

19170

Client Project No

Revision