PAUL MEW ASSOCIATES

TRAFFIC CONSULTANTS 020 8780 0426

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NW3 3UY

CONSTRUCTION MANAGEMENT PLAN

November 2016

Construction Management Plan

pro forma v2.1

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
14/September/2016	V1	Thomas Edwards

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 Cyclist 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.**"

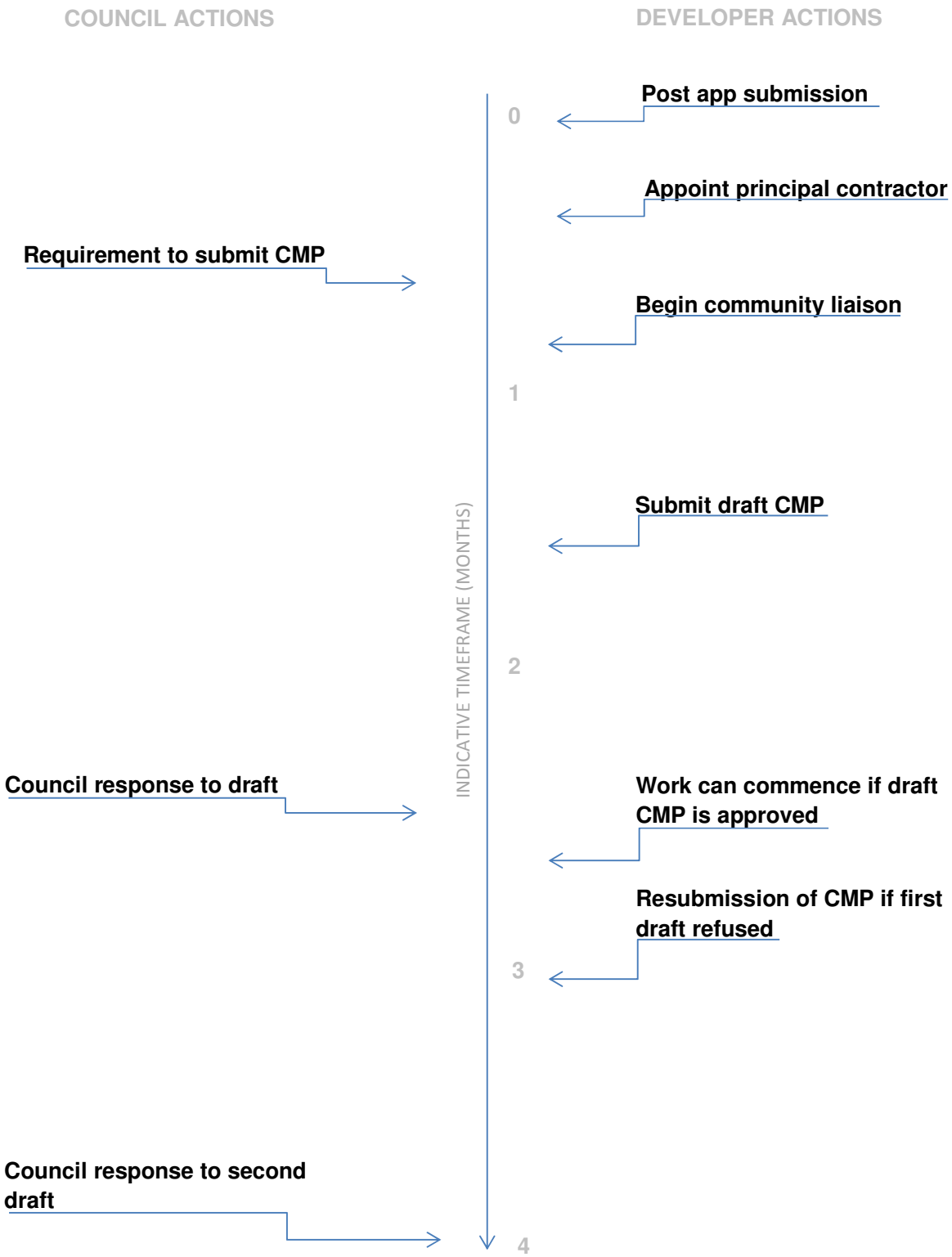
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
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 refused
3
Council response to second draft
4

Contact

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

Address*: 5 Templewood Avenue, London, NW3 7UY*

Planning ref: *Planning Application not submitted at the time of preparing this report.*

Type of CMP: *Outline CMP*

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

Name: *Thomas Edwards*

Address: *Paul Mew Associates, Plym House, 21 Enterprise Way, London, SW18 1FZ*

Email: *thomas.edwards@pma-traffic.co.uk*

Phone: *0208 780 0426*

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: *Shirley Stone*

Address: *38 Hollycroft Avenue, Hampstead, London, NW3 7QN*

Email: *shirleystone33@hotmail.co.uk*

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.

Same as Question 3. Upon formal appointment, the Lead Contractor will assume the role of Site Project Manager and will be responsible for daily liaison with local residents.

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.

A contractor has not yet been appointed. Any correspondence at this stage should be addressed to Paul Mew Associates or Shirley Stone, details of which are provided at Question 2 and Question 3 respectively.

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 location plan and map pinpointing the site's location is shown in **Figure 1** of this report.

The site is located at 5 Templewood Avenue, London, NW3 7UY. The site currently comprises of a large residential property which has been split into three self-contained apartments. The surrounding context of the area is predominantly residential.

The proposals comprise of the 'deconversion' of the property to provide two dwellings, a 50 sqm unit and the main 1,087 sqm unit.

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The conversion work will include a basement with pool under the house, and also extending under part of the rear garden, rear/side extensions, external alterations, a car storage lift, and new front gates/piers.

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.).

All reasonable steps will be taken to minimise any disruption to adjacent occupiers no.3 and no.7, the main receptors of any noise will be the nearby residential dwellings.

Where possible construction methods will be employed which avoid the amount of noise generated in the first instance. Where it is necessary to carry out noisy activities, these will be identified well in advance and discussed prior to commencement with neighbours. The following measures will be implemented to reduce noise levels on the site.

- The contractor will screen the noise where possible through a combination of the hoarding, screens, material storage and existing structures.
- Where possible any noisy stationary equipment will be located away from sensitive areas. Material handling areas will also be kept away from sensitive receptors.
- Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise. Where possible the contractor will use quiet or low noise equipment.
- Electrically operated plant will be used where practical.
- Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.
- Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated and it will also prevent traffic build up noise being generated.

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.

Figure 2 of this report sets out the local highway surrounding the site. The site plan shows the location of the parking bays in blue. There are no cycle lanes in the immediate vicinity of the site.

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).

Start Date: *Unknown*

Construction Phase: *Duration TBC*

A detailed phasing plan for each stage of the development will be outlined by Project Management and Contractors ahead of the commencement of construction.

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

The site working hours are yet to be confirmed but will not exceed:

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

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.

At present, it is not anticipated that there will be any changes to the services being provided at the site.

If any works to utility services are required, the respective utility companies will be contacted to manage the provision / temporarily suspend their service.

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 grant 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 should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

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. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be 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 submitted, consultation with local residents and stakeholders will be carried out as outlined above. Community liaison will be carried out during both the planning and construction processes. Ahead of construction commencing onsite, an informational poster/newsletter including reference to the proposed development, the planning permission, and contract details for as a minimum the main contractor, would be displayed on the hoarding of the site so as to clearly be visible for the local community.

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.

The lead contractor will provide a detailed newsletter 14 days prior to construction work commencement on the site. The newsletter will include site specific details such as the contact details of the contractor and site management, enabling local stakeholders to raise any concerns while work is occurring on-site.

15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

The contractors will conform to the *Guide for Contractors Working in Camden* and *Camden's Considerate Contractors Manual.* Appropriate protection will be implemented to ensure that cyclists and pedestrians are safe during the construction process. Drivers will be made aware of their responsibilities and required to ensure that their vehicles are provided with all necessary safety aids such as Banksmen and that they have undertaken the necessary safety courses.

The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be members of the Fleet Operator Recognition Scheme (FORS). A brief introduction to FORS is presented below:

Fleet Operator Recognition Scheme (FORS)

FORS is a voluntary scheme set up by TfL. It aims to improve freight delivery in London by providing an industry quality and performance benchmark that encourages best practice. FORS increases professionalism among vehicle and fleet operators. Among the benefits are greater legal compliance, reduced supply chain disruption and improved occupational road safety.

Becoming FORS Bronze accredited means a contractor or subcontractor operating HGVs and/or fleets of vans has reached a set standard in the following areas:

- Drivers and driver management.
- Vehicle maintenance and fleet management.
- Transport operations.
- Supporting policies and procedures.

Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways of working on site. This includes the use of vehicles. TfL recommends that within 90 days of an awarded contract, all contractors must have registered and gained FORS Bronze accreditation as a minimum standard. A list of FORS Bronze accredited companies can be found at www.fors-online.org.uk.

The site will also be signed up to the Considerate Constructor's Scheme as per the norm in many sites in London.

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.

At a stage when the scheme is finalised, prior to commencing work, the Project Management will request the council to provide details of any other construction sites within close proximity to the site. Any other construction schemes within the immediate vicinity will be consulted with the aim to ensure any potential disruption to traffic flow or highway amenity is not exacerbated by additional construction programmes taking place.

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 Considerations

17. Name of Principal contractor:

At this stage, no contractor has been formally appointed, a contractor will be appointed in due course.

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 in the appendix and CLOCS Standard point 3.4.7).

It will be the duty of the Principal/Lead Contractor to ensure that sub-contractors appointed are CLOCS compliant. They will be asked if they are CLOCS compliant before accepting work on the development

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:

The CLOCS standards have been read and understood. Both the developer and the Principal Contractor will sign up to the CLOCS community.

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 links to the Transport for London Road Network (TLRN).

A detailed map of the routing is shown in **Figure 3.**

In line with requirements vehicles will approach the site from either the north or south along the A41 Finchley Road which is part of the Transport for London Road Network (TLRN). Below is an outline of the approach route vehicles will use to access and egress the site:

Vehicles approaching the site should follow:

1. Vehicles will approach the site from A41 Finchley Road, which runs north – south, west of the site;
2. Vehilces will turn northbound onto Heath Drive;
3. Vehicles will turn left onto Redington Road, before turning right onto Templewood Avenue;
4. Vehicles will arrive at the site.

Vehicles leaving the site should return back to the A41 in the opposite direction to the route outlined above.

Any vehicles exceeding a size that will be able to reverse into the site will need to take an elongated route as outlined below. These vehicles exiting the site should follow:

1. Vehicles will leave the site northbound along Templewood Avenue, turning left onto West Heath Road
2. Vehicles will then follow the road around southbound onto Platt's Lane
3. Vehicles will proceed westbound onto Hermitage Lane continuing onto the A407 Cricklewood Lane.

There are two vehicle weight and time restriction at Heath Drive and the adjoining roads

- Vehicles over 16.5T: *Restrictions except for Permit Holders (Mon-Fri - 9pm-7am; Sat 1pm-7am)*
- Vehicles over 5T: *No entry 6:30pm – 8am*

The demolition/construction traffic will not be affected as the restrictions are outside the hours of the site activity.

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.

The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to /from the site.

It is proposed that the following vehicle call-up procedures will be in place at the development;

- Deliveries will be given set times to arrive.
- Delivery instructions will be sent to all suppliers and contractors.
- Trained site staff will assist when delivery vehicles are visiting the site.
- Banks men will ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are being loaded or unloaded.
- A risk assessment for site transport safety will be prepared and submitted to the council.
- Sub-contractors will be provided with maps showing the appropriate routes to and from the site.
- The site telephone number will be given to Suppliers who must confirm site arrival time at least 20 minutes prior to arrival and only to approach site once confirmation that site is clear is received.

Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area is clear of vehicles and materials before any subsequent lorry arrives.

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.

Construction vehicle movements to the site will only be accepted between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

In terms of vehicle sizes it is likely that a 6.5 metre flatbed lorry would represent the absolute largest vehicle that might be expected to visit the site. If any larger vehicles such as a concrete mixer lorry was needed at the site, this would pull alongside the front of the site access.

The number and type of construction vehicles accessing the site would be as follows:

1. Skip lorry: Length- 6.2m, Width - 2.5m. This is used to remove spoil from the site during the demolition phase.
   3 visits per day 5 minutes dwell time.

2. Delivery truck: Length - 6.15m, Width - 2.36m. These will be used for general deliveries of materials.
   1 visit per day 15 minutes dwell time.

3. Flatbed Truck: Length 6.5m, Width, 2.5m. These will be used for general deliveries of materials.
   1 visit per day 15 minutes dwell time

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

Any other construction schemes within the immediate vicinity will be consulted with the aim to ensure any potential disruption to traffic flow or highway amenity is not exacerbated by additional construction programmes taking place.

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 mentioned previously, the site manager will have responsibility for supervising, controlling and monitoring vehicle movements to /from the site.

It is proposed that the following vehicle call-up procedures will be in place at the development;

All deliveries shall be pre-booked and allocated set arrival times.

- Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.
- Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available.
- If the loading area is unavailable construction vehicles shall not proceed to the site.
- Vehicles shall not wait or stack on any road.
- The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.
- Contractors' vehicles shall not park in any suspended parking bays or on suspended waiting and loading restrictions.
- The engines of contractors' vehicles shall not be kept idling.

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.

The current on-site parking area will be used to create a hoarding area for the storage of construction equipment, materials, and a skip. If it is deemed that a larger skip lorry will not be able to access and turn feasibly on the site, it is suggested that the residents parking bay immediately adjacent to the front of the site be temporarily suspended to accommodate a skip. This would be agreed with the Council in advance of the works taking place. However, it is expected that there will be sufficient room to accommodate a skip-lorry reversing on-site in order to collected spoil, as indicated in **Figure 4.**

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).

The use of skip lorries instead of grab lorries will prevent any vehicles waiting on the highway for any substantial length of time. This will prevent any congestion along Templewood Avenue. Furthermore, the substantial width of Templewood Avenue means there is adequate room for larger vehicles to load and unload on the kerb side, whilst not prohibiting the movement of two-way traffic flow.

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 Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

Vehicles will be able to reverse into the site where necessary to deposit equipment and materials in the on-site hoarding area or collect spoil and waste. Figure 5 through swept-path analysis illustrates the feasibility of vehicle movements in immediate proximity to the site.

Figure 3 illustrates the wider vehicle routing plan, taking into account any narrow roads, sharp bends or one-way systems. There are certain roads rejoining the A41, such as Platt's Lane, where vehicles adjoining cannot turn right.

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

Given contractors are yet to be formally appointed, the vehicle schedule and call-up procedure has not yet been confirmed. However, trained banksmen ('LANTRA' or similarly qualified), will be present on-site to assist in safe vehicle access and egress between the site and highway.

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).

As a contractor has not yet been formally appointed, it has not been confirmed that the skip will be located on-site. However, it is expected that the skip will be located on-site, as indicated in Figure 4. A skip on-site would need to be located in-line with the site vehicle entrances to facilitate the skip lorry reversing to the skip.

If this were not possible, the method of waste removal will involve the introduction of a skip onto the highway in a suspended parking bay immediately adjacent to the property. Soil will be transported from the site into the skip via a protected conveyor belt above the pedestrian footway. The road immediately adjacent to the parking bay adjoins one of the site entrances. This area will be kept free by lead contractor/site manager to accommodate skip lorries manoeuvring to collect the skip.

The acceptable method of waste removal is to use a skip exchange as the dwell time of vehicles is shorter, meaning less inconvenience for other road users.

The skip exchange is more effective and a quicker way of removing spoil from the site compared to using a grab lorry, as the spoil will be ready for collection in the skip, and the skip will take less time to load onto the skip lorry (rather than picking up spoil from the highway with the use of a grab lorry). A skip exchange would also result in minimal disruption to the highway compared to using a grab lorry. In terms of the frequency of skip exchanges we expect there to be 2 to 3 a day during the demolition phase. A swept path of a skip lorry positioning itself to load and unload the skip is shown in Figure 4.

Materials and equipment will be delivered and offloaded directly from vehicles parked directly outside on adjacent to the property along Templewood Avenue. There are no trees on the public highway that will impede deliveries.

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.

Vehicles are not expected to travel through any unmade construction zones. However, if a wheel washing facility is required, this will be provided at the site exit.

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.

Vehicles will be loaded and unloaded on-site. If the contractors deem it necessary to accommodate a skip on-street, a skip exchange system will be operation during deliveries and collection. The pedestrian footway will not be affected while the exchange is occurring. As part of the schemes commitment to acting considerately, as stated earlier, the project will be registered with the Considerate Constructors Scheme, and the site agent will write to all local households and businesses prior to commencement on site. In addition we will regularly advise residents / business in advance of major transport movements and large deliveries. This will allow residents / business the opportunity to identify any potential problems so that we can work to mitigate and reduce any impacts it may have. We will also advise residents / businesses of our working area.

Figure 5 of this report shows a 6.5 metre flatbed lorry (represented by a small tipper lorry, which has very similar dimensions) accessing the site, which is anticipated to be the largest vehicle requiring access to the site.

There are no vehicle accesses to any other dwelling that will be blocked by vehicles accessing the site.

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.

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.

The development is not expected to require the suspension of any parking bays.

However, if a skip were required to be located on-street, the developer would require the suspension of the parking bay in order to allow the lorry to reverse and the skip to be collected. The suspension of the parking bay would be at a daily cost with an administration fee. A skip licence will also be required.

The parking bay would be suspended for as long as is required for the duration of the demolition / excavation phase. Once a contractor has been appointed, the Council would be informed of the length of time the parking bay would need to be suspended for, if indeed it is needed.

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).

No temporary vehicle access will be required. The extant vehicle entrances which are set to be maintained under the proposals, are sufficient to allow vehicles on-site.

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

All storage areas are expected to be accommodated on-site, thus not impeding or implicating the public highway.

If the contractors require the skip to be located on-street, spoil would be removed from the site and transferred into the skip located in the suspended parking bay by a conveyor belt placed above the public footpath. The conveyor belt would be positioned in such a way so that a clear head height of 2.4 metres, and a clear footway width of 1.5 metres is retained. Appropriate hoarding, signage and lighting will be placed around the conveyor belt to ensure pedestrian safety. The footway will not be blocked at any time due to construction works.

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).

Please refer to the construction routing plan presented in Figure 3. We do not anticipate that there will be any significant disruption to the public highway. On-site storage means the amount of time there will be a restriction / disruption to the flow of traffic on Templewood Avenue, and any adjoining roads, will be minimal.

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.

The public footway will not be blocked as a result of the proposed construction works.

When vehicles are requiring access to the site, trained banksmen / traffic marshals will assist the vehicle to park, and will also manage any other traffic on Templewood Avenue.

The site will be kept secure with appropriate hoarding to prevent inappropriate access by pedestrians and to ensure pedestrian safety.

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.

If, once appointed, the site contractors deem it necessary that a skip is contained on-street in the loading bay, subject to agreement with the Council, a conveyor belt system would be erected. The conveyor belt would be placed above the public footpath in a gantry surrounded by appropriate hoarding, to transfer spoil from the site into the skip located in a suspended parking bay. A clear head height of 2.4 metres and a clear footway width of 1.5 metres will be maintained at all times. The temporary structure above the footway will also be clearly signed and have appropriate lighting to ensure that it is visible to pedestrians at all times.

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.

All noisy work will be restricted as much as possible and will be conducted in areas within the construction site that will cause as little disturbance as possible to neighbours. A full list of all the significant noisy operations (other than the usual noisy work on a construction site such as cutting or drilling) will be provided to the Council once a contractor has been appointed.

The contractor will employ Safety, Health and Environment advisers who are trained and experienced in the use of noise monitoring equipment.

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 has not yet been conducted. If the Council deems a noise survey to be necessary, the results of the noise survey can be provided as a condition of any future planning consent.

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

Noise and vibration predictions can be supplied to the Council once a contractor has been appointed.

Operatives will be informed that as a general rule, if they need to raise their voice when standing 2 metres away from a noise source, it is too loud and hearing protection must be worn. Contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk.

Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependent on the results, further control measures will be required.

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

The contractor will action and establish communication, environmental site aspects and emergencies controls.

The contractor will carry out noise level checks throughout the work to maintain the correct noise levels associated with the development. This will lower the impact of noise. The contractor will carry out a full pre-qualification check on all sub-contractors along with statements on their environmental policies to ensure compliance on maintaining noise levels and ensure mitigation measures are met.

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

The appointed contractor will provide evidence upon request that staff have been trained on BS5228:2009.

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

The emission of dust from the site, resulting from construction works will be managed with some / all of the following measures:

- Enclosed solid hoarding will be erected around the site, particularly to protect the neighbouring buildings and boundaries from any dust.
- No waste materials will be burnt on site.
- Any dust creating activities will be conducted away from neighbouring properties and sensitive areas.
- Any demolition activities will use water as a dust suppressant. (This will include cutting and grinding work)
- If necessary, Templewood Avenue will be frequently swept and washed to keep clean.
- Effective traffic management and well organised vehicle logistics will be applied resulting in less dust and mud being produced.
- All vehicles will switch off engines whilst in attendance – no idling vehicles. Skips will be securely covered.
- The contractor's site foremen will visually assess any dust emission on site and take further action to mitigate this if necessary

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.

The public highway adjacent to the site will be regularly monitored and if necessary swept and washed down to clear the footpath of any dirt that may have been transferred from the construction site.

Any workers employed at the site will be encouraged to wash their boots before leaving the site.

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

All reasonable steps will be taken to minimise any disruption to adjacent occupiers by noisy activities on site: Where possible the contractors will employ construction methods to avoid the amount of noise generated in the first instance. Where it is necessary to carry out noisy activities, these will be identified well in advance and the timing agreed prior to commencement. The following measures will be implemented to reduce noise levels on the site.

- The contractor will screen the noise where possible through a combination of the hoarding, screens, material storage and existing structures.
- Where possible any noisy stationary equipment will be located away from sensitive areas.
- Drop heights of materials will also be kept to a minimum to avoid unnecessary extra noise.
- Where possible the contractor will use quiet or low noise equipment.
- Electrically operated plant will be used where practical.
- Operatives working in noisy areas will also be monitored to ensure they are wearing the necessary protective equipment and that they are not exceeding their permitted exposure periods.
- No radios or other audio equipment will be allowed on site.
- Efficient vehicle logistics ensure that vehicles arrive promptly, are off-loaded quickly and depart quickly meaning that there is less time when noise is generated and it will also prevent traffic build up noise being generated.
- All vehicles will switch off engines whilst in attendance.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

A risk assessment will be completed before works are started on the development. The risk assessment will be in line with the GLA's control of dust and emissions supplementary guidance.

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.

The mitigation measures, emanating from the risk assessment, will be delivered on-site via communication, a dust management plan, site management, waste management and monitoring and specific measures to earthworks, construction and track-out.

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.

The site is not a high-risk site; therefore the use of dust monitors is not expected.

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).

Prior to the demolition of the current building a qualified pest control company will be employed to survey the site, to identify any pest problems. If there is evidence of pests, the pest control company will recommend and implemented measures to resolve the pest problem.

During the construction work, the site will be monitored for evidence of any pests returning, and measure will be taken to prevent the pest from returning and / or possible spreading to adjacent properties:

- No waste on site
- No eating or drinking on site other than canteen area
- Capping of drains
- Traps installed

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

An asbestos / hazardous material survey will be conducted before any construction work begins. The results of the survey will be communicated to the Council.

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.

A 'red card' (or similar) system will be in operation at the site. Any workers on site considered by the site manager to be acting inappropriately (e.g. smoking outside the designated smoking area, or using bad language where the public can hear) will be given a 'red card' and asked to leave the site immediately, possibly with additional financial consequences.

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):
To be confirmed following planning consent

b) Is the development within the CAZ? (Y/N):
No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
To be confirmed once Lead Contractor has been formally appointed

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:
To be confirmed once Lead Contractor has been formally appointed

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:
To be confirmed once Lead Contractor has been formally appointed

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 formally confirmed and arranged with the Lead Contractor

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: 9th September 2016

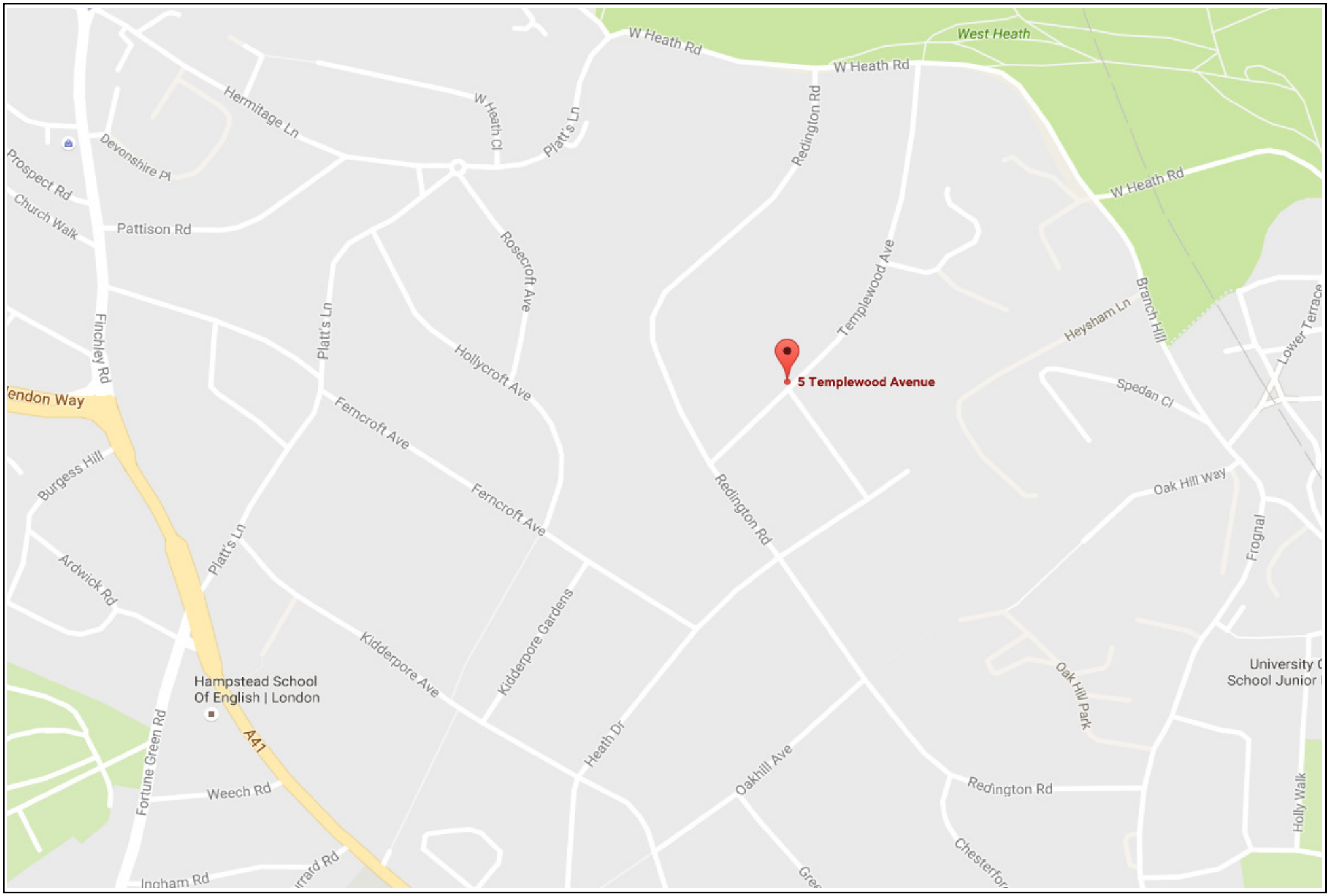
Print Name: Thomas Edwards

Position: Transport Consultant

Please submit to: planningobligations@camden.gov.uk

End of form.

FIGURES



Date: 22-August-2016
Scale: NTS
Source: Google Maps
Drawing No: P1565/CMP/01

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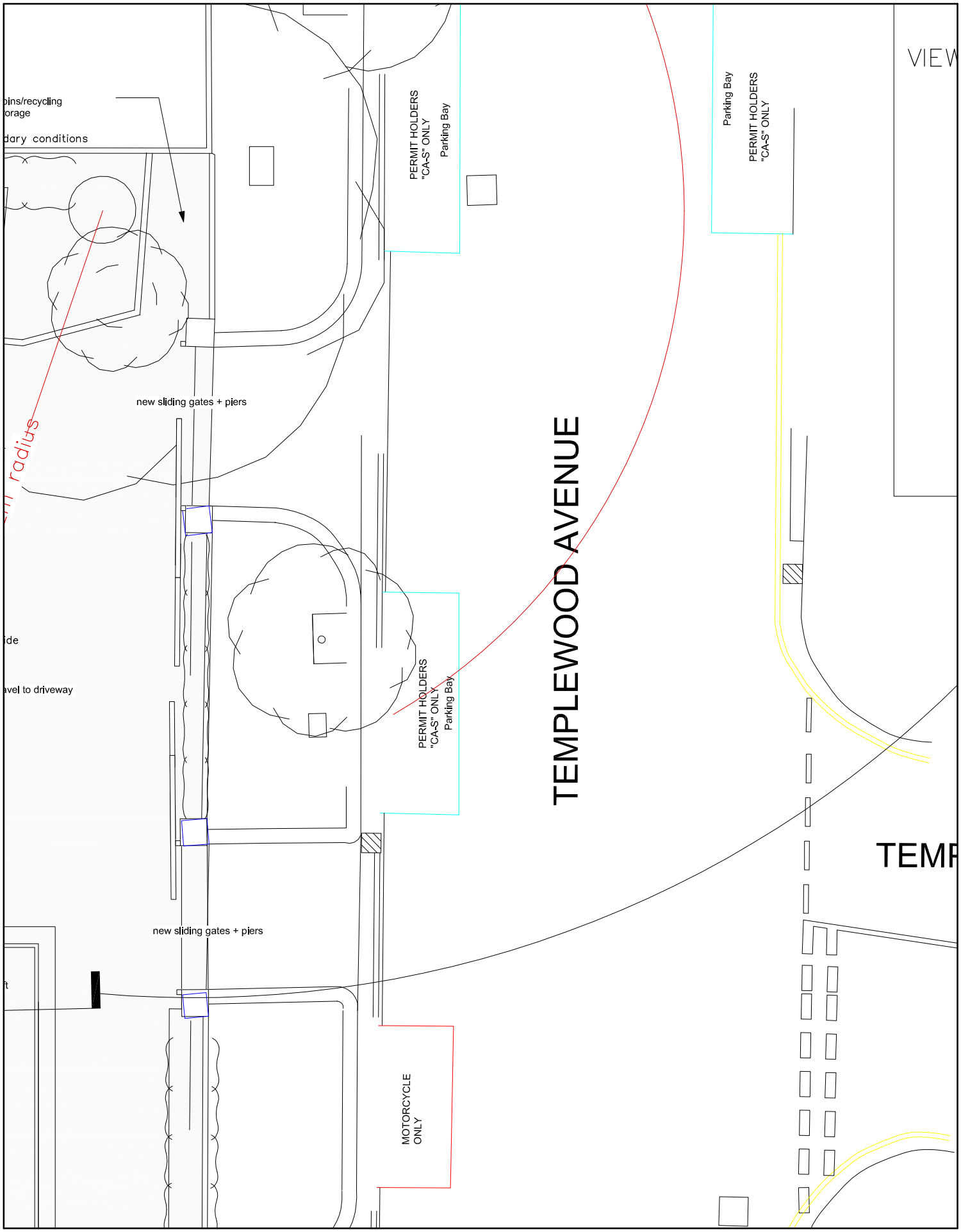
P1565: 5 TEMPLEWOOD AVENUE, LONDON, NW37UY

Figure 1.
Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



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Scale: 1:100@A4
Source: BrodWright
Drawing No. P1565/02

N

P1565: 5 TEMPLEWOOD AVENUE
Figure 2.
Local Highway Network

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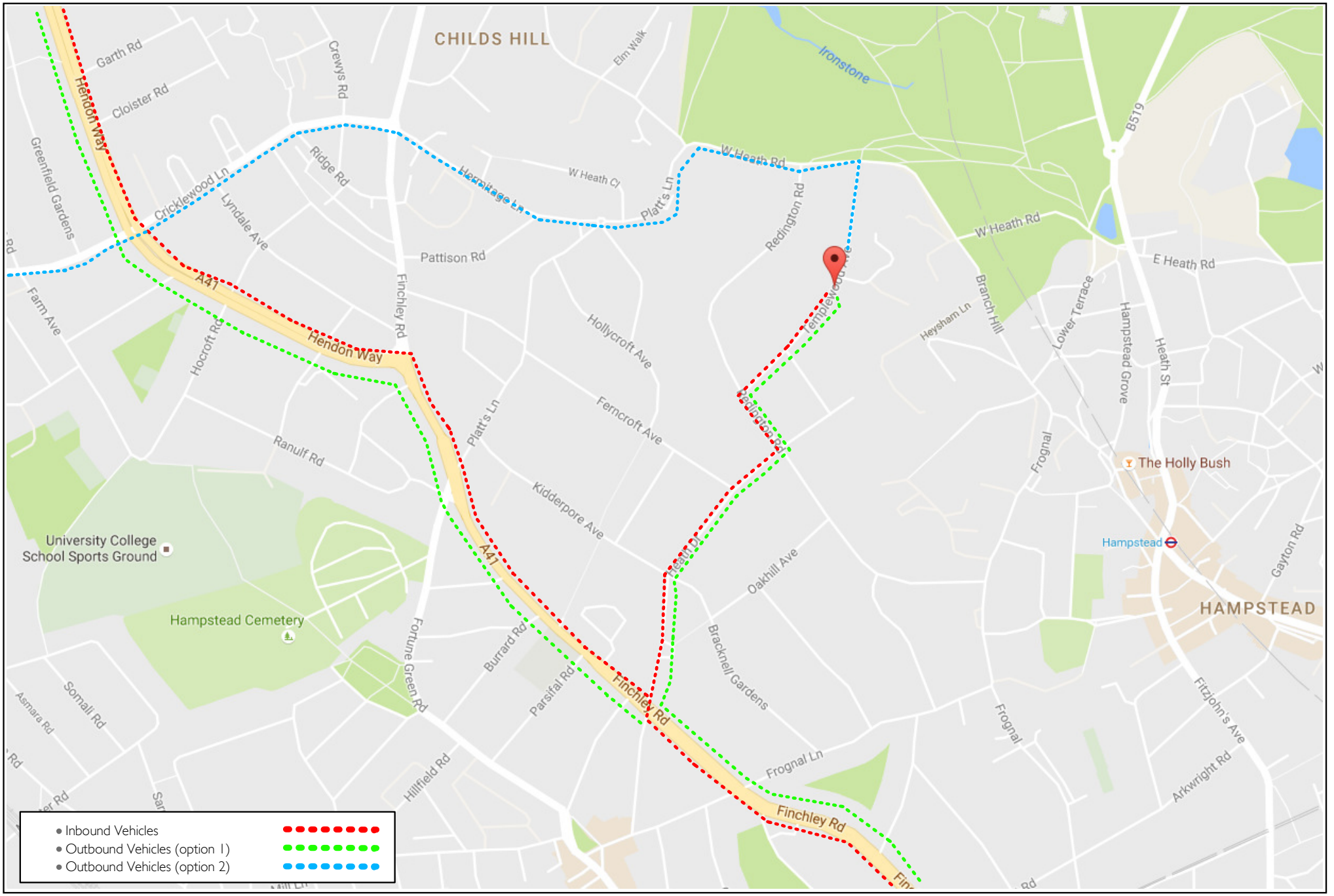
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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Source: Google Maps
Drawing No: P1565/CMP/03

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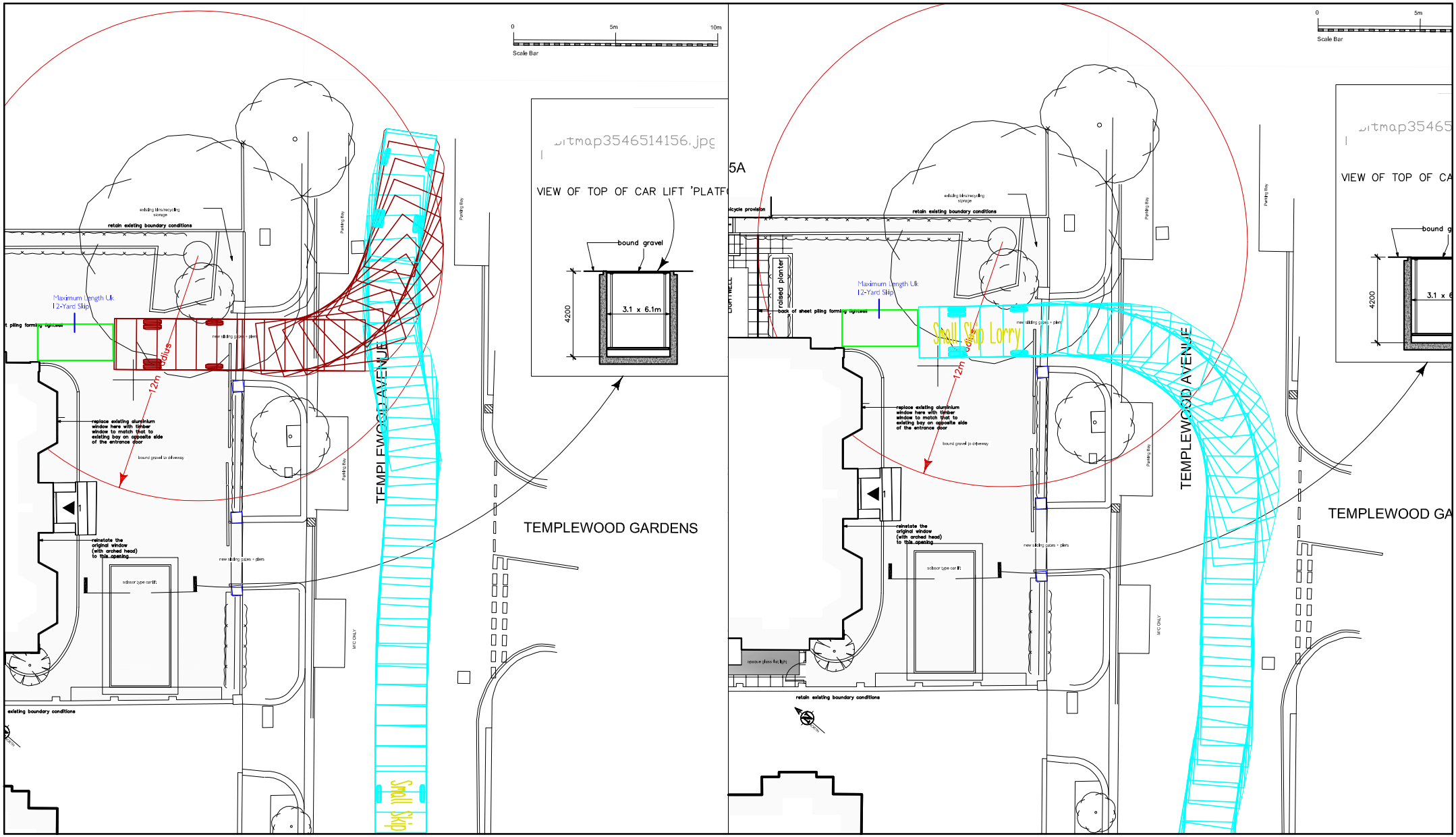
P1565: 5 TEMPLEWOOD AVENUE, LONDON, NW3 7UY

Figure 3.

Preliminary Vehicle Routing Plan

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



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Drawing No. P1565/CMP/04

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Figure 4.

Skip-Loader Lorry Access (left) and Egress (right) Site

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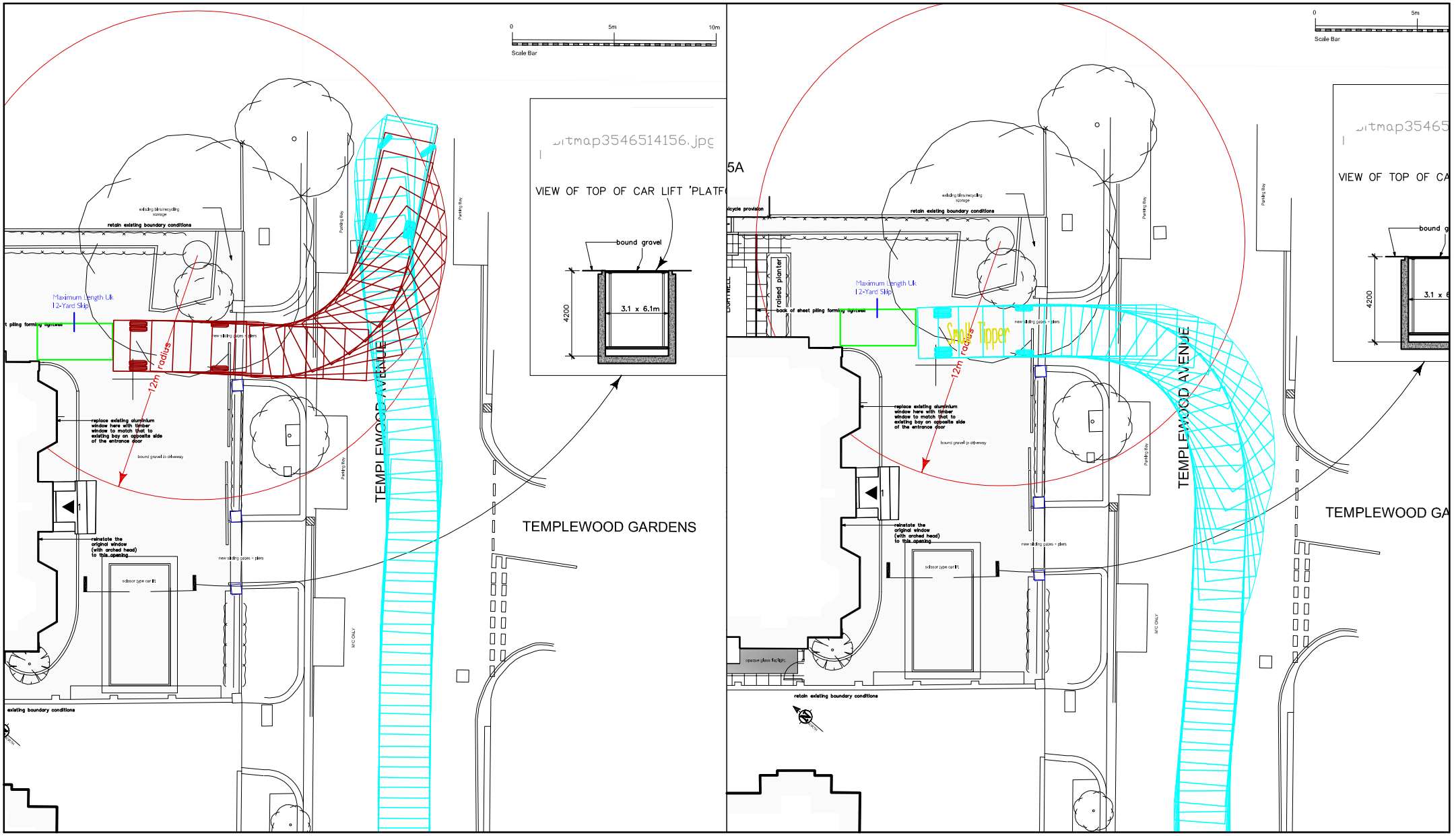

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Drawing No. P1565/CMP/05

N

P1565: 5 TEMPLEWOOD AVENUE, LONDON, NW3 7UY

Figure 5.

Small Tipper / 6.5m Flatbed Truck Access (left) and Egress (right) Site

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