**Construction/ Demolition Management Plan**

Addendum

**Land Adjacent to 39 Priory Terrace NW6 4DG**

**Vehicle Loading & Site Set up Addendum to**

**CMP to accompany Discharge of S106 Agreement**

**Version A5 – December 2021**

**Contents**

**Revisions 4**

**Community Liaison**

[**Transport**](#_Transport)

# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **10 August 2021** | **A 1** | **Addendum for Site hoarding & submission for Highways review** |
| **25 November 2021** | **A2** | **Update for loading bay and Highways comments** |
| **1 December 2021** | **A3** | **Highway comments - Update to relocate loading bay** |
| **10 December 2021** | **A4** | **Transport comments – updates to footway, gates, CLOCS, and community engagement** |
| **20 December 2021** | **A5** | **Transport comments - hoarding line and gate position adjusted in later phases of the works** |

**Additional sheets**

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

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# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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

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

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety](https://www.clocs.org.uk/) (**CLOCS**) Standard and the [Guide for Contractors Working in Camden.](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6)

Camden charges a [fee](https://www.camden.gov.uk/documents/20142/1269042/3.+Construction+and+Demolition+Management+Plans+-+updated+Implementation+Support+Contribution+levels.pdf/6375c32e-9c58-91f0-219f-268269143a6c) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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

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

If your scheme involves any demolition, you need to make an application to the Council’s Building Control Service. Please complete the “[**Demolition Notice**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)**.**”

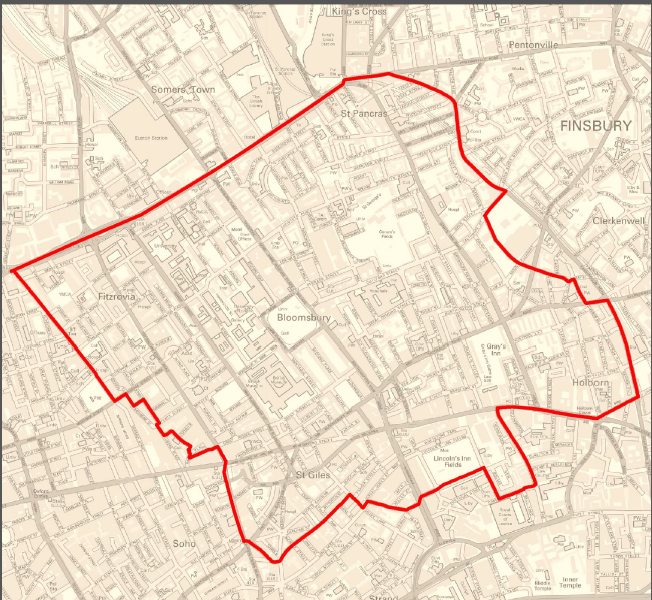
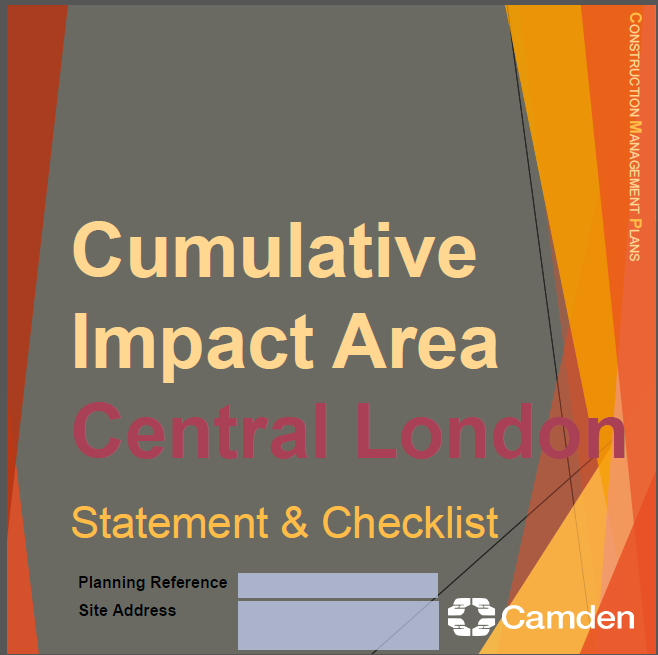
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

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

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



# Community Liaison

**A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.**

**This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.**

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.**This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

**Cumulative impact**

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

**The Council can advise on this if necessary.**

**10. Sensitive/affected receptors**

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

The nearest noise sensitive locations (NSL’s) is 39 Priory Terrace

The nearest ecological receptor is Old Paddington Cemetery 1.0km from the site

**11. Consultation**

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

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Initial contact and discussions have been held with the adjoining property leaseholders,

tenants and freeholders as noted below:-

1. Freehold 39 Priory Terrace. London NW6 4DG -

Messrs Loucas & Panayiotis PeleKanou.

2. Long Leasehold Ground Floor Flat 39 Priory Terrace

Messrs Loucas & Panayiotis PeleKanou.

3. AST Tenant of Ground Floor flat at 39 Priory Terrace

4. Long Leasehold Lower Ground Floor Flat 39A Priory Terrace

Mr Stefano Bertolotto

5. Owner/ Occupier - Flat 4, Second Floor Flat, 39 Priory Terrace

Mrs Monia Antonioli

6 Tenant- Basement Flat 37 Priory Terrace

Mr Rod

7. Freeholder – Managing Agents - Priory Lodge, Abbey Road

Overseas Management Company Trust (B.V.I.) Ltd.

8. Tenant - Priory Lodge, Abbey Road

9. Freehold Garage 1, 39 Priory Terrace,

Mr Kenneth Reidy

Consultation with these interested parties is on-going as part of the development of the

scheme prior to the submission of a planning application. The development of the design has

incorporated feedback form these consultation and the consultees are all broadly supportive

of scheme.

The Contractor’s Project Manager will keep in regular contact with local residents, affected parties and the Council by sending a regular newsletter update by email or post.

The newsletter will be issued prior to significant events on site which may have a

potential impact on the local area; this would include the start on site, any changes to the

traffic management regimes, and key events such as the start of basement works.

**12. Construction Working Group**

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

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

This project is considered not be of sufficient scale to warrant setting up a working group.

It is proposed that Contractor’s Project Manager will be the focal point of contact with local residents and act as the Community Liaison Officer so as to provide information on how the construction works are progressing and to provide them with the opportunity to raise any issues that may arise as they occur.

A regular letter drop will be implemented to update residents.

A 'Contact Board' will be displayed prominently at the site and shall include;

1. The title 'Contact Board'

2. The name of the Main Contractor, address and person to whom correspondence should be

addressed.

3. Name of the Site Manager

4. Direct dial number of the Site Manager

5. Month and year of completion of the works

**13. Schemes**

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

Contractors will also be required to follow the [Guide for Contractors Working in Camden](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6). Please confirm that you have read and understood this, and that you agree to abide by it.

The Contractor will register the Project with the Considerate Constructors Scheme upon

award of the Main Contract.

The CCS registration number for the scheme will be advised on appointment of the

Contractor.

The works will be audited on a regular basis by the scheme inspectors and the site notice

board will include details of the site registration, the scheme administrator contact details as

well as those of the Contractor’s Site Management team.

The works will be carried out fully in accordance with the “Guide for Contractors Working in

Camden”.

**14. Neighbouring sites**

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

We have reviewed the recent and current planning applications to assess the extent of any

Developments in the adjoining areas.

There are a number of minor and lager sized development sites in the neighbouring area.

The small scale domestic nature of this project should not have the potential have a

cumulative impact on the neighbourhood.

The developments identified are

1. Flat 39A, Priory Terrace – Erection of single storey extension (2021/3391/P)
2. 29 Priory Terrance – rear extension at lower ground level ((2021/3/2951/P)
3. Abbey Co-op and Belsize car park – hybrid application (2021/3078/P)
4. 226 Belsize Road – NMA for single side & rear story extensions (2021/1102/P)
5. Land surrounding Snowman House – new health & community centres (2020/2486/P)

In the event that other construction works in the immediate area coincide with works at the

land adjacent to 39 Priory Terrace, there is flexibility to enable vehicle movements to be

scheduled so as to limit the cumulative daily impact of construction vehicles associated with

this and other development sites.

# Transport

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

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

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

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

15. Name of Principal Contractor:

Name: Mr Dan Irimescu, Irimescu Construction Ltd

Address: Flat 140 Hawfinch House, 1 Moorhen Drive, NW9 7BX

Email: [Irimescuuk@gmail.com](mailto:Irimescuuk@gmail.com)

Phone: 07479 997777

The CMP is included with the tendering documentation and forms part of the contract specification and requirements, with which the contractor is required to comply.

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](https://www.camden.gov.uk/en/group/guest/~/control_panel/manage?p_p_id=com_liferay_document_library_web_portlet_DLAdminPortlet&p_p_lifecycle=0&p_p_state=maximized&p_p_mode=view&_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName=%2Fdocument_library%2Fview_file_entry&_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect=https%3A%2F%2Fwww.camden.gov.uk%3A443%2Fen%2Fgroup%2Fguest%2F%7E%2Fcontrol_panel%2Fmanage%3Fp_p_id%3Dcom_liferay_document_library_web_portlet_DLAdminPortlet%26p_p_lifecycle%3D0%26p_p_state%3Dmaximized%26p_p_mode%3Dview%26_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%3D%252Fdocument_library%252Fview_folder%26_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect%3Dhttps%253A%252F%252Fwww.camden.gov.uk%253A443%252Fen%252Fgroup%252Fguest%252F%257E%252Fcontrol_panel%252Fmanage%253Fp_p_id%253Dcom_liferay_document_library_web_portlet_DLAdminPortlet%2526p_p_lifecycle%253D0%2526p_p_state%253Dmaximized%2526p_p_mode%253Dview%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%253D%25252Fdocument_library%25252Fview_folder%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%253D1263170%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect%253Dhttps%25253A%25252F%25252Fwww.camden.gov.uk%25253A443%25252Fen%25252Fgroup%25252Fguest%25252F%25257E%25252Fcontrol_panel%25252Fmanage%25253Fp_p_id%25253Dcom_liferay_document_library_web_portlet_DLAdminPortlet%252526p_p_lifecycle%25253D0%252526p_p_state%25253Dmaximized%252526p_p_mode%25253Dview%252526_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%25253D%2525252Fdocument_library%2525252Fview_folder%252526_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%25253D1263165%26_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%3D1269042&_com_liferay_document_library_web_portlet_DLAdminPortlet_fileEntryId=54921155) and [Q18 example response](https://www.camden.gov.uk/en/group/guest/~/control_panel/manage?p_p_id=com_liferay_document_library_web_portlet_DLAdminPortlet&p_p_lifecycle=0&p_p_state=maximized&p_p_mode=view&_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName=%2Fdocument_library%2Fview_file_entry&_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect=https%3A%2F%2Fwww.camden.gov.uk%3A443%2Fen%2Fgroup%2Fguest%2F%7E%2Fcontrol_panel%2Fmanage%3Fp_p_id%3Dcom_liferay_document_library_web_portlet_DLAdminPortlet%26p_p_lifecycle%3D0%26p_p_state%3Dmaximized%26p_p_mode%3Dview%26_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%3D%252Fdocument_library%252Fview_folder%26_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect%3Dhttps%253A%252F%252Fwww.camden.gov.uk%253A443%252Fen%252Fgroup%252Fguest%252F%257E%252Fcontrol_panel%252Fmanage%253Fp_p_id%253Dcom_liferay_document_library_web_portlet_DLAdminPortlet%2526p_p_lifecycle%253D0%2526p_p_state%253Dmaximized%2526p_p_mode%253Dview%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%253D%25252Fdocument_library%25252Fview_folder%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%253D1263170%2526_com_liferay_document_library_web_portlet_DLAdminPortlet_redirect%253Dhttps%25253A%25252F%25252Fwww.camden.gov.uk%25253A443%25252Fen%25252Fgroup%25252Fguest%25252F%25257E%25252Fcontrol_panel%25252Fmanage%25253Fp_p_id%25253Dcom_liferay_document_library_web_portlet_DLAdminPortlet%252526p_p_lifecycle%25253D0%252526p_p_state%25253Dmaximized%252526p_p_mode%25253Dview%252526_com_liferay_document_library_web_portlet_DLAdminPortlet_mvcRenderCommandName%25253D%2525252Fdocument_library%2525252Fview_folder%252526_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%25253D1263165%26_com_liferay_document_library_web_portlet_DLAdminPortlet_folderId%3D1269042&_com_liferay_document_library_web_portlet_DLAdminPortlet_fileEntryId=54921166)).

It will be contract requirement that the contractor to use a CLOCS compliant system.

**Sub-contractors and Suppliers**

Sub-contracts and orders will incorporate the following in respect of deliveries;

FORS Bronze accreditation is required as a minimum, with FORS Silver and Gold accreditation

where possible.

Where FORS Bronze operators are appointed, written assurances will be

required from sub-contractors and/or suppliers that all vehicles over 3.5 are equipped with

additional safety equipment, and that all drivers servicing the site will have undertaken

approved additional training (e.g. SUD, eLearning, Van Smart, on-cycle training etc.) and

compliance is mandatory. All vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

**Desktop Checks**

Desktop checks will be made against the FORS database of trained drivers and accredited

companies outlined in the CLOCS Standard Managing Supplier Compliance guide. These will

be carried out as per the risk scale based on the CLOCS Managing Supplier Compliance guide.

**Site Checks**

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as

per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site

at a frequency based on the aforementioned risk scale. These will include evidence of further

training, license checks, evidence of routing information, and checks of vehicle safety

equipment. Results from these checks will be logged and retained, and enforced upon

accordingly*.*

Where the contractors own vehicles and drivers are used the above approach will be

modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

Confirmed

**Site Traffic**

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

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

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings,museums etc.

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

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

The site is 1.03 km form the TRLN networks.

Vehicles will approach the site from the A41 Finchley Road either in a northerly of southerly

direction at the Swiss Cottage gyratory system.

Vehicles will then drive westerly along Belsize Road (B509) to the traffic light controlled

junction with Abbey Road (B507) and make a right turn and drive northerly to the site loading

bay location on Abbey Road adjacent to the junction with Priory Terrace. A vehicle marshal

will meet the delivery on its arrival on site.

Vehicles leaving the site will exit the loading bay and continue northwards along Abbey Road

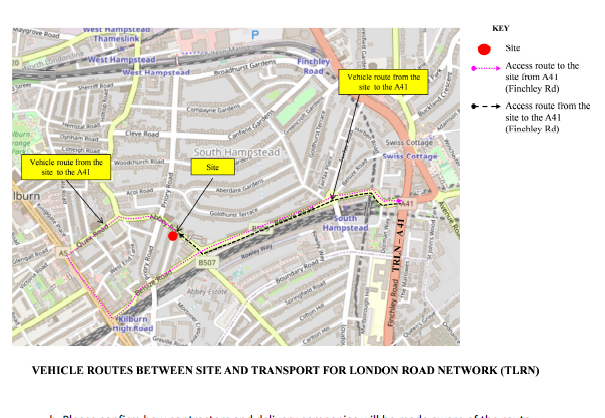
and make a left turn into Quex Road (B510 ) and continue westwards to the junction with the

A5 (Edgware Road). Vehicles will then make a left turn and travel southerly along the A5 to

the junction with Belsize Road (B509) and make a left turn.

Vehicles will then continue eastwards to re-join the TRLN A41 at the Swiss Cottage gyratory

system.



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

All deliveries will be managed using a booking in system where all deliveries will have an

assigned delivery slot. No vehicles will be permitted to wait in the surrounding streets. This

requirement will be included into the Contractor's appointment and transmitted

downstream to the suppliers and sub-contractor’s orders. This information will also include a

map of the permitted delivery route and mobile phone of the Site Agent so drivers can

contact the site directly if any issues arise during the journey to site. Deliveries during peak times will be avoid wherever possible.

To minimise the potential impact of construction workers travelling to the area a Travel Plan

will be implemented to promote and encourage the use of sustainable modes of travel to

and from the site and minimise the use private cars. Construction workers will be instructed

not to park private vehicles in the residential areas in the adjacent streets. The local area is

also subject to residents parking zones and restrictions on street parking by non-residents.

39 Priory Terrace is 750m from Kilburn Park Underground station and 30m from bus stops on

Abbey Road.

In view of these good existing provisions is likely that all operatives using attending the site

will utilize public transport.

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

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.**

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

The following list provides detail of the type of vehicles that will need to gain access to the

site during the construction process.

The vehicles proposed have been selected to ensure that they are of a size that can be

accommodated on the highway network given the constraints of the site access route, whilst

minimising the potential number of traffic movements to and from the site.

* General building materials 3.5t LGV’s
* Building deliveries HGV 18t gvw 4 wheel
* Excavation Tipper HGV 18t gvw 4 wheel
* Concrete Delivery Vehicle HGV 25t gvw 6 wheel

Typical dwell time at the site will be 10 – 30 minutes.

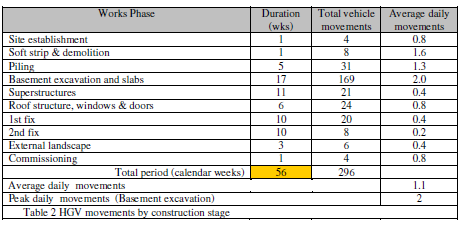
Deliveries will only be made between the hours of 09.30 and 16.30, Monday to Friday with

no deliveries at weekends on Public Holidays. Deliveries during peak time will be avoided wherever possible.

The following table provides a breakdown of the number of vehicle movements during each

phase of the construction process.

A delivery will comprise of two movements, arrival and departure.



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

There are a number of minor and lager sized development sites in the neighbouring area.

The small scale domestic nature of this project should not have the potential have a

cumulative impact on the neighbourhood.

The developments identified are:

1. Flat 39A, Priory Terrace – Erection of single storey extension (2021/3391/P)
2. 29 Priory Terrance – rear extension at lower ground level ((2021/3/2951/P)
3. Abbey Co-op and Belsize car park – hybrid application (2021/3078/P)
4. 226 Belsize Road – NMA for single side & rear story extensions (2021/1102/P)
5. Land surrounding Snowman House – new health & community centres (2020/2486/P)

In the event that other construction works in the immediate area coincide with works at the

land adjacent to 39 Priory Terrace, there is flexibility to enable vehicle movements to be

scheduled so as to limit the cumulative daily impact of construction vehicles associated with

this and other development sites.

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

No swept path required

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

A holding area will not be necessary for this development.

The peak number of movements occurs during the excavation phase when the movement

comprise taking materials off site.

The muck away vehicles will be operating on turnaround with only vehicles on site at any one

time, with the next vehicle called forward from the disposal site to suit the departure of the

loading vehicle.

Average daily movements during this phase are 2, indicating just 1 muck away removal trip from the site.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

As this is a small residential development, it is considered that such that a consolidation

centre would not result in any net reduction in movements.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

All deliveries will be made from within the enclosed loading bay. On arrival the vehicle

marshal will ensure than the delivery vehicle engine is switched off prior to commencing any

loading or unloading operations.

Details of the anti–idling requirements of the site will be circulated to all suppliers as part of

the delivery instruction pack issued as part of the advance delivery booking process.

On plant site is likely to be limited to the piling plant and excavation plant.

The site induction pack that all operative must undertake before commencing works on the

site will include specific reference to the requirement that no plant should be left idling when

not in operation.

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

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Access to the site will be via the previously described vehicle route from the A41 Finchley Road in response to Q18.

A Vehicle marshal will meet the deliveries at the entrance of the loading bay in the adjacent garage area off Abbey Road and control the pedestrians and cyclists during these operations.

During the piling and excavation phase no vehicles will be permitted to encroach on the footway when parked and unloading behind the hoarding. (see Drg CS04 F)

During the superstructure and finishes phases, in order to minimize the impact of the works on pedestrian movement along the Abbey Road footway, the site hoarding line will be moved back to the site boundary line and the site access gates will be adjusted to suite. In this phase some delivery vehicles will encroach onto the footway, a temporary pedestrian barrier will be provided to guide pedestrian around the front of the vehicle. A minimum footway width of 1500mm will be provided at all times (See Drg CS 06. The operation of these arrangements will be kept under review for the duration of the works and revised if deemed necessary by the Council.

See also drawings provide in response to Q20d below

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

A vehicle marshal will be responsible for managing vehicle access to/from the site via Abbey Road and unloading operations.

The marshal will be in radio communication with site manager to ensure that vehicle movements are co-ordinated with other site operations.

The vehicle marshal will also control and co-ordinate any pedestrian movements with the crossover into the site during deliveries/unloading operations. When appropriate vehicle movements will be suspended to allow the passage of pedestrians or cyclists

All deliveries will be managed using a manual booking in system where all deliveries will have an assigned delivery slot. No vehicles will be permitted to wait in the surrounding streets.

This requirement will be included into the Contractor's appointment and transmitted downstream to the suppliers and sub-contractor’s orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Agent so drivers can contact the site directly if any issues arise during the journey to site.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

No swept path required

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

The loading bay will be located in the adjacent garage and associated hardstanding area Vehicles will be limited to 2 axle short wheelbase HGV and smaller LGV’s.

The loading areas will include a drainage point to a temporary ‘silt buster’ separation unit located within the site. A jet wash unit will be installed at this location to provide wheel cleaning for all vehicles before they leave the site. The silt buster separation unto will be discharged into the combined sewer system.

A tarpaulin cover will be placed on the loading bay surface prior to the arrival of any concrete deliveries to control any contamination of the footpath surface. Any residual materials/dust will be removed with a brush with wheel washing / jet washing as required.

In addition, a road sweeper will be in attendance at regular periods as the works progress to ensure that all the adjoining streets are maintained in a clear condition free from any wheel borne debris and mud.







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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

There is no loading/unloading on the public highway.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

N/A

**Street Works**

**Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.**

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

**Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.**

**If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.**

**If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.**

**22. Site set-up**

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.





**23. Parking bay suspensions and temporary traffic orders**

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order (TTO)](http://camden.gov.uk/ccm/content/transport-and-streets/traffic-management/temporary-road-restrictions/) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO’s which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

No parking bay suspensions will be required

**24. Occupation of the public highway**

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

1. Please provide justification of proposed occupation of the public highway.

It is proposed to slightly reduce the width of the footway along the Abbey Road and frontage of the site during the piling and excavation phases only to provide a safe secure access to the excavation works while maintaining a step free route for the pedestrian footway.

It should be noted that the parking bays adjacent to the footway are flush with the footway such that there will in practice be slightly more than 1.5m of effective footway width dependent upon the presence of any parked vehicles.

Once the piling and excavation have been completed the hoarding will be relocated back to the boundary and the full footway width will be restored

The applicant has secured access to the existing garage and associated hardstanding adjacent to western boundary of the site and this will be utilized for loading and unloading larger vehicles (limited to 2 axle short wheelbase HGV’s). This garage and hardstanding is accessed via an existing pavement crossover.

Following consultation with LBC Highways it has been agreed to relocate the site gates onto the boundary line during the Superstructure and Finishes phases to minimize the impact of the works on pedestrian movements along Abbey Road. This will however result in some encroaching onto the footway, a temporary pedestrian barrier will be provided to guide pedestrian around the front of the vehicle. A minimum footway width of 1500mm will be provided at all times (See Drg CS 06. The operation of these arrangements will be kept under review for the duration of the works and revised if deemed necessary by the Council.

The proposed adjusted arrangements allow for all deliveries and loading operations to be conducted within a safe and secure area to ensure the safety of both site operatives and the general public.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

Street furniture will remain in in place during the works

The proposed loading bay within the site hoarding line utilizes an existing crossover such that additional services protection will not be required.

SYMBOL IS FOR INTERNAL USE

# Agreement

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

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

**Signed:** CBA Winstanley

**Date:** 10 December 2021

**Print Name: CBA Winstanley**

**Position: Partner, Construction Planning Associates**

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

End of form.