4 Frognal Rise
London Borough of Camden

Construction Management Plan

For

Elliott Wood Partnership

motion

Construction Management Plan Pro-forma

Camden

PRO-FORMA

CONTENTS

INTRODUCTION

A Construction Management Plan (CMP) should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed CMP should address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included 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 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. 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.

(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.)

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address: 4 Frognal Rise, London, NW3 6RD

Planning application reference: TBC

Type of CMP – Draft CMP to accompany planning application

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Peter Sturgeon

Address: Motion, 8 Duncannon Street, London, WC2N 4JF

Tel: 020 7031 8141

Email: psturgeon@motion-uk.co.uk

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name: To be completed following the appointment of a contractor.

Address:

Tel:

Email:

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: To be completed following the appointment of a contractor.

Address:

Tel:

Email:

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Investment Programme (CIP), please provide contact details of the responsible Camden officer.

Name: To be completed following the appointment of a contractor.

Address:

Tel:

Email:

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name: To be completed following the appointment of a contractor.

Address:

Tel:

Email:

Q7. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: To be completed following the appointment of a contractor.

Address:

Tel:

Email:

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The application site is located on Frognal Rise, within the London Borough of Camden, approximately 30 metres east of its junction with Frognal. The site is located approximately 300 metres north west of Hampstead underground station and 200 metres north of University College School Junior Branch. The surrounding area is predominantly residential however there are also a number of schools within the local area. A site location plan is attached at **Appendix A**.

The site benefits from a driveway which is accessed via Frognal Rise. The proposals include the construction of a new single-storey basement and the extension and refurbishment of the existing property.

Q9. 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).

The construction works include the construction of a new single-storey basement and the extension and refurbishment of the existing property.

In the vicinity of the site Frognal Rise is a two-way carriageway subject to a 20mph speed limit. The property is bound to the north by Windmill Hill and to the south by Frognal Rise. The site is also located within CPZ CA-H and has Resident Permit Holder Bays in operation along the southern kerbside of Frognal Rise in the immediate vicinity of the site. The house is semi-detached with 2 Frognal Rise along its eastern elevation. The property is bound to the west by a residential property.

The site is located in close proximity to a number of schools, the closest of which is University College School Junior Branch and conversations with the school have revealed that school children congregate on the footway build out to the west of the site on a Tuesday, Thursday and Friday between 13:00 and 14:00. On this basis, measures will need to be put in place to mitigate against disruption to the function of the school.

Q10. 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 house is semi-detached with2 Frognal Rise along its eastern elevation. The property is also bound to the west by an adjacent residential property of 22 Windmill Hill. The adjacent residential properties and University College School Junior Branch will be the nearest potential receptors likely to be affected by activities on site.

Q11. 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.

Motion drawing 150239-01 attached at **Appendix B** shows the existing highway arrangement in the vicinity of the site.

Q12. 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 useful).

As planning approval has yet to be granted, the programme below provides an indication of the duration of each phase of the works. The programme will be updated with the dates envisaged for each phase of works once planning permission has been granted and the date for works to start on site has been determined. At present it is envisaged that the total project duration will be approximately 56 weeks.

Phase	Weeks
Site Setup and Internal Strip Out	3
Piling and Excavation	12
Structural Works	16
Non-Structural Works/ Internal Fit Out	21
Excavation and Landscaping/ Site Clear Up	4

Q13. Please confirm the standard working hours for this 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 provisional working hours for the site will be between 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 on Saturdays.

Q14. 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.

There are not expected to be any changes to services as a result of the development proposals. This will be confirmed by a contractor once appointed.

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

An asbestos survey will be carried out prior to the works commencing on site. The key findings of the survey will be reported to the Council when they become available.

Section 3 – Transportation Issues Associated with the Site

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the *Guide for Contractors Working in Camden*). 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. Construction vehicles must be managed and prevented from causing obstructions to the highway.

Due to the proximity of the site to schools, deliveries to the site will take place between 09:30 and 15:00 on a weekday during term-time and 08:00 and 13:00 on a Saturday. In addition, no deliveries will be permitted to arrive at or depart the site between 13:00 and 14:00 on Tuesdays, Thursdays and Fridays during term-time so as to avoid conflict with the operation of the University College School Junior Branch. Outside of term-time deliveries will take place between 09:30 and 16:30 on weekdays and between 08:00 and 13:00 on Saturdays.

Deliveries will be scheduled to distribute vehicle movements throughout the remaining hours to avoid more than one vehicle delivering to the site at any one time. All servicing will occur on site and no vehicles will be allowed to obstruct, park or wait on the public highway. All deliveries are to be booked in the with Construction Project Manager at least 24 hours before and all drivers will be required to phone 20 minutes prior to arriving on site to confirm that the loading area is clear. If the loading area is not available, the vehicle shall not proceed to the site and will be given an alternative delivery time. Vehicles will not be permitted to wait or stack on the roads within the borough.

Q17. 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. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

An indicative programme of works is provided in the table below, highlighting the maximum duration of key phases of the construction project. The dates of each phase of the works will be confirmed and revised if necessary by the building contractors' Construction Project Manager (CPM), once appointed.

Phase	Weeks
Site Setup and Internal Strip Out	3
Piling and Excavation	12
Structural Works	16
Non-Structural Works/ Internal Fit Out	21
Excavation and Landscaping/ Site Clear Up	4

- **3 axle, 26 tonne G.V.W, Grab Lorry**
  These vehicles are approximately 8 metres long and 2.5 metres wide. They will be used to remove spoil from the site during the internal strip out, excavation and structural works phases of the project. The maximum dwell time of the vehicle will be 30 minutes and a maximum of 2 vehicles per day could be expected to visit the site during the excavation phase of the works.
- **3 axle, 26 tonne G.V.W, Concrete lorry**
  These vehicles are typically 8.4 metres long and 2.5 metres wide. Deliveries will take place during the piling and structural phases of the programme and a maximum of 3 vehicles could be expected on the day of a concrete pour. There would typically be 3-4 days between pours. Concrete lorries would have a dwell time of approximately 30 minutes.
- **4 wheel, 18 tonne G.V.W, Flat-bed truck**
  These vehicles are typically 8.0 metres long and 2.4 metres wide. Flat-bed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. Deliveries are likely to be expected on average once per day during the site set-up, structural works and fit out phases of the programme with an average dwell time of 30 minutes. When scaffolding is erected and dismantled, the vehicle would need to be on site for up to 5 hours.
- **Box van (luton)**
  This will be a vehicle of up to 6 metres in length with a width of 2 metres. We anticipate a maximum of 2 deliveries per day throughout the setup and fit out phases of the works with a maximum dwell time of 30 minutes.

- **Nissan Cabstar**
  This will be a 4 wheel vehicle which will be up to 6 metres in length with a width of 2 metres. We anticipate up to 4 collections per day during the final landscaping/excavation phase of the works.

The maximum number of construction vehicle accessing the site per day is predicted to be 6 although it is expected that an average of 2-3 vehicle movements will be expected daily throughout the duration of the works.

We are aware of consented developments at numbers 1A, 2, 28, 40, 50 and 63 Frognal and 44 Frognal Lane. The Construction Project Manager will liaise with the Project Managers of the consented developments to ensure that deliveries are coordinated where possible. The contractor will continue to monitor the progress of planning applications in the area and will ensure that deliveries are coordinated with any consented schemes if appropriate.

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

No temporary structures will overhang the public highway.

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

No hoarding will be required on the public highway. Secure and lockable hoarding will be provided around the property within the boundary of the site. The hoarding will display a 24/7 emergency contact number and a second back up number available for out of hours emergencies. Motion drawing 150239-02 attached at **Appendix C** shows the proposed location of the hoarding during the majority of the development works whilst drawing 150239-03 shows the proposed layout during the final phase (landscaping and excavation phase) of the works.

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). 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 including; the extent of 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

No highway works will be necessary to enable construction to take place. All materials will be stored on site.

In order for works to take place, the existing access will be widened slightly to allow construction vehicles to access the site. The location of the access to be used during the majority of the works is shown in motion drawing 150239-02, attached at **Appendix C**, whilst drawing 150239-03 shows the proposed site set up during the final phase of the development works.

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

No proposed parking bay suspensions or temporary traffic management orders are required. All servicing will take place on site in accordance with the strategy detailed in question 16 and 25.

Section 4 - Traffic Management for the Site

Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

The potential risks to both cyclists and pedestrians have been considered and vehicles with appropriate safety equipment will be used. This will include safety bars, additional mirrors and advisory signage. In addition, all movements into and out of the site, and movements into and out of the site will be supervised by trained banksmen in order to manage the interaction between construction vehicles and other road users.

Due to the close proximity of the site to schools, all deliveries will be limited on weekdays to between 09:30 and 15:00 during term time and to between 09:30 and 15:30 outside of term-time. In addition, due to University College School Junior Branch activities in the vicinity of the site, no deliveries will be permitted to arrive at or depart the site between 13:00 and 14:00 on Tuesdays, Thursdays and Fridays during term-time. Outside of term-time deliveries will be permitted between 09:30 and 16:30.

A lockable and secure hoarding will be used within the site boundary.

Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

Vehicles will access the site from the A41 and travel eastbound on Arkwright Road, making a left turn onto Frognal. Vehicles will continue northbound turning right onto Frognal Rise. The site egress route will be the reverse of the access route. A vehicle routeing plan is attached at **Appendix D**.

Due to the proximity of the site to schools, deliveries will be limited to between 09:30 and 15:00 on weekdays during term-time. Due to University College School Junior Branch activities in the vicinity of the site, no deliveries will be permitted to arrive at the site or depart the site between 13:00 and 14:00 on Tuesdays, Thursdays and Friday during term-time. Outside of term time, deliveries will be scheduled between 09:30 and 16:30 on weekdays and between 08:00 and 13:00 on Saturdays.

Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. 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.

All contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all other measures detailed in this plan prior to journeys being undertaken. No contractors or visitors will be permitted to park on Frognal Rise and will be encouraged to travel to the site by public transport, by foot or cycle. The CPM will provide all site personnel with details of local public transport services and locations where parking can occur away from Frognal Rise.

Q25. 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.

All construction vehicles will park and load within the site boundary and all material will be stored on site.

All construction vehicles accessing the site during the set-up and strip out phase of the works will utilise the existing driveway to park and load. Vehicles will drive past the site and reverse into the existing driveway and egress in a forward gear. All vehicle movements to and from the site will be carried out under banksmen control to manage the interaction between construction vehicles, pedestrians and other road users.

Following site set up and strip out phase, the first phase of construction will involve excavation and underpinning of the existing driveway area and the construction of a retaining wall at the end of the driveway so as to allow for construction vehicles to park in this area throughout the excavation, structural and fit out phases of the works. All spoil excavated during this enabling phase will be temporarily stored on site and concrete for underpinning work mixed on site until vehicles are able to access the area.

Once the loading area has been constructed, construction vehicles will continue to reverse onto the existing driveway. Vehicles will egress the site in the forward gear. All vehicle movements to and from the site will be carried out under banksmen control to manage the interaction between construction vehicles, pedestrians and other road users. Drawing 150239-TK01 and 150239-TK02, attached at **Appendix E**, shows swept path analysis of an 8.4 metre long concrete lorry (the largest vehicle expected on site) and an 8 metre grab lorry manoeuvring to and from the site.

The property benefits from a front garden and materials and plant will be stored on site. Where necessary, suitable ground protection such as ground-guards will be used to protect the underlying ground from compaction and will also protect tree roots from damage. Ground protection will be used in line with the protection measurses set out in the arboriculuralist report. Drawings 150239-02, attached at **Appendix C**, shows the proposed site plan showing where materials will be stored and the points of access to the site during the first 4 phases of the development works (set up, excavation, structural and fit out phases).

It is estimated that approximately 700 cubic metres of material will be excavated to create the additional basement level to the property. This is considered a robust estimate and includes consideration of a bulking factor of 1.4 to account for the increase in volume when spoil is disturbed. All spoil will be stored on site and will be removed by a grab lorry.

The final phase of the works will involve the excavation and landscaping of the existing driveway area. During this phase, small construction vehicles such as the Nissan Cabstar will utilise the new driveway to the east of the site to park and load. All spoil will be bagged up on site and will be stored in the front garden, adjacent to the new driveway. Small construction vehicles will reverse onto the driveway to collect the spoil and will egress in a forward gear. Drawing 150239-TK03 attached at **Appendix E**, shows swept path analysis of a Nissan Cabstar manoeuvring into the new driveway and egressing in a forward gear. Drawing 150239-03, attached at **Appendix C** shows the proposed set up during the final (excavation and landscaping/site clear up) phase of the works.

Q26. 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).

Drawings 150239-TK01, 150239-TK02 and 150239-TK03, attached at **Appendix E** show swept path analysis of construction vehicles accessing and egressing the site. All vehicle movements will be supervised by trained banksmen in order ensure safety and to manage the interaction of construction vehicles with pedestrian and other road users.

Camden

Section 5 – Environmental Issues

To answer these sections please refer to the relevant sections of **Camden's Minimum Standards for Building Construction** (CMRBC).

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

The following measures will be implemented:

- Noisy work will be restricted to between 08:00 and 18:00 Monday to Friday and between 08:00 and 13:00 on Saturdays. No works will be carried out on Sundays and Bank Holidays.
- Where possible and practical, contractors will use well-maintained and silenced plant and equipment including compressors, generators and power tools.

Q28. 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 will be carried out following the appointment of a contractor.

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

Details to be provided following the appointment of a contractor.

Q30. 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.

Details to be provided following the appointment of a contractor and a copy provided to the Council.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

Details to be provided following the appointment of a contractor.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Hoardings bordering the frontage of the property along Frognal Rise will help contain any dust. Where required, scaffolding and sheeting can be erected to further contain dust. Water dampening will also be used if considered necessary. More details will be provided by a contractor once appointed.

Q33. 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.

Wheel and chassis wash facilities will also be provided on site for delivery and muck away vehicles in order to limit the potential for any transfer of material from the site. Any material transferred from the site to Frognal Rise will be promptly removed.

Q34. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Details to be provided following the appointment of a contractor.

Q35. Please confirm that a Risk Assessment has been undertaken 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.

Details to be provided following the appointment of a contractor.

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered on site.

All relevant mitigation measures will be delivered. Further detail will be provided following the appointment of a contractor.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors 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.

Confirmation will be made following the appointment of a contractor.

Q38. 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 copies of receipts (if work undertaken).

Confirmation will be made following the appointment of a contractor.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to Tfl best practice guidance and (CMRBC) sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected

All traffic associated with the development will be managed by the Construction Project Manager. The following measures will be put in place:

- 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;
- Suppliers shall call the Construction Project Manager a minimum of 20 minutes before their vehicle arrives at site to confirm that there is space to accommodate the vehicle on site;
- The loading/collection area within the site shall be clear of vehicles and material before the next vehicle arrives;
- Suitably qualified banksmen will be present on site at all times to manage the interaction between construction vehicles, other road users and pedestrians;
- If loading space is unavailable construction vehicles shall not proceed to the site and will be given an alternative delivery slot; and
- Vehicles shall not wait or stack on any road within the Borough.

Q40. 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 contractor will investigate the potential for using construction material consolidation centres and other measures such as electric vehicles to reduce the impact of traffic associated with the development works.

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. 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 it out.

Consultation is ongoing with the Windmill Hill Area Residents Association (WHRA), the University College School Junior Branch (UCS) and the immediate neighbours of 22 Windmill Hill and 2 Frognal Rise. A copy of the CMP will be sent directly to the aforementioned parties and liaison will continue throughout the planning and build process.

The principal contact for the University College School Junior Branch is:
Andrew Walliker – Andrew.walliker@ucs.org.uk

The principal contact for Windmill Hill Area Residents Association is:
Mary Herberg – Secretary
Address: 3 Windmill Hill, London, NW3 6RU

Q42. 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. Please confirm how 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.

Consultation and liaison with the WHRA, UCS and residents of 22 Windmill Hill and 2 Frognal Rise will continue throughout the planning and building process. A project meeting with the WHRA, UCS, main contractor, project manager and scheme architect will take place prior to the main contractor taking possession of the site. Further meetings will take place as required.

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – CLOCS scheme' that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 46. 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 main contractor will be registered with the Considerate Contractors Scheme and will follow Camden's Considerate Contractors Manual. Further details of schemes to be provided following the appointment of a contractor.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Contractors and site personnel will be required to behave in a considered and respectful manner towards residents and members of the public at all times. Further details will be provided following the appointment of a contractor.

Q45. 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.

We are aware of consented developments at numbers 1A, 2, 28, 40, 50 and 63 Frognal and 44 Frognal Lane. The Construction Project Manager will liaise with the Project Managers of the consented developments to ensure that deliveries are coordinated where possible. The contractor will continue to monitor the progress of planning applications in the area and will ensure that deliveries are coordinated with any consented schemes if appropriate.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard

OPERATIONS:

- **Quality operation**: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the CLOCS Manager collision reporting tool.
- **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

i. **VEHICLES:**

- **Warning signage**: warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection**: fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation**: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings**: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. **DRIVERS:**

- **Training and development**: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing**: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan**: is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment**: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress**: should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading**: vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing**: should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours**: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance**: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

All contractors and sub-contractors operating large vehicles over 3.5 tonnes will be required to meet the conditions detailed above. Details will be provided following the appointment of a contractor.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

N/A

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 and complied with thereafter.

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

Signed: …… **Date:** ……..

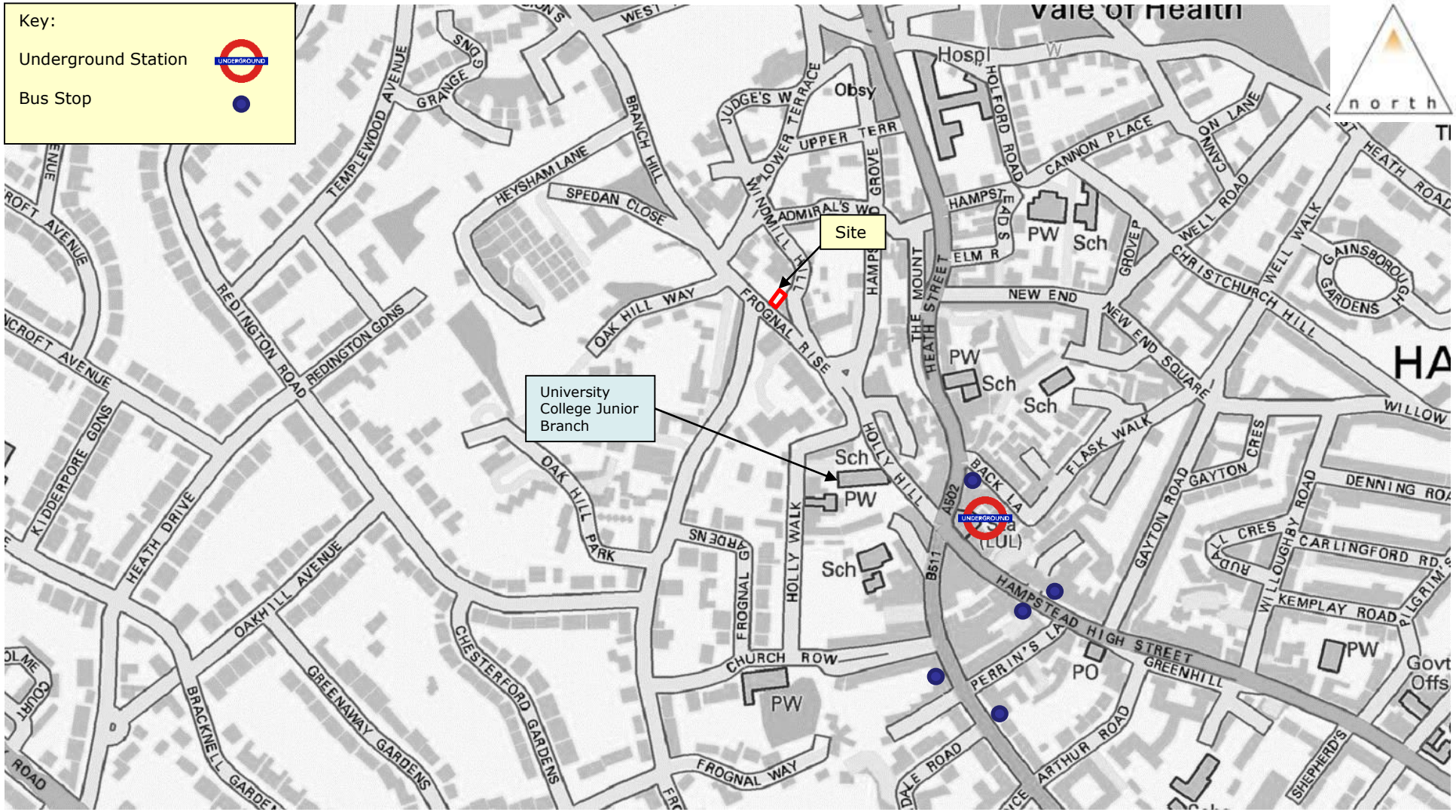
Print Name: ……. **Position:** ……

Submit: planningobligations@camden.gov.uk

End of form

Appendix A

Site Location Plan



motion

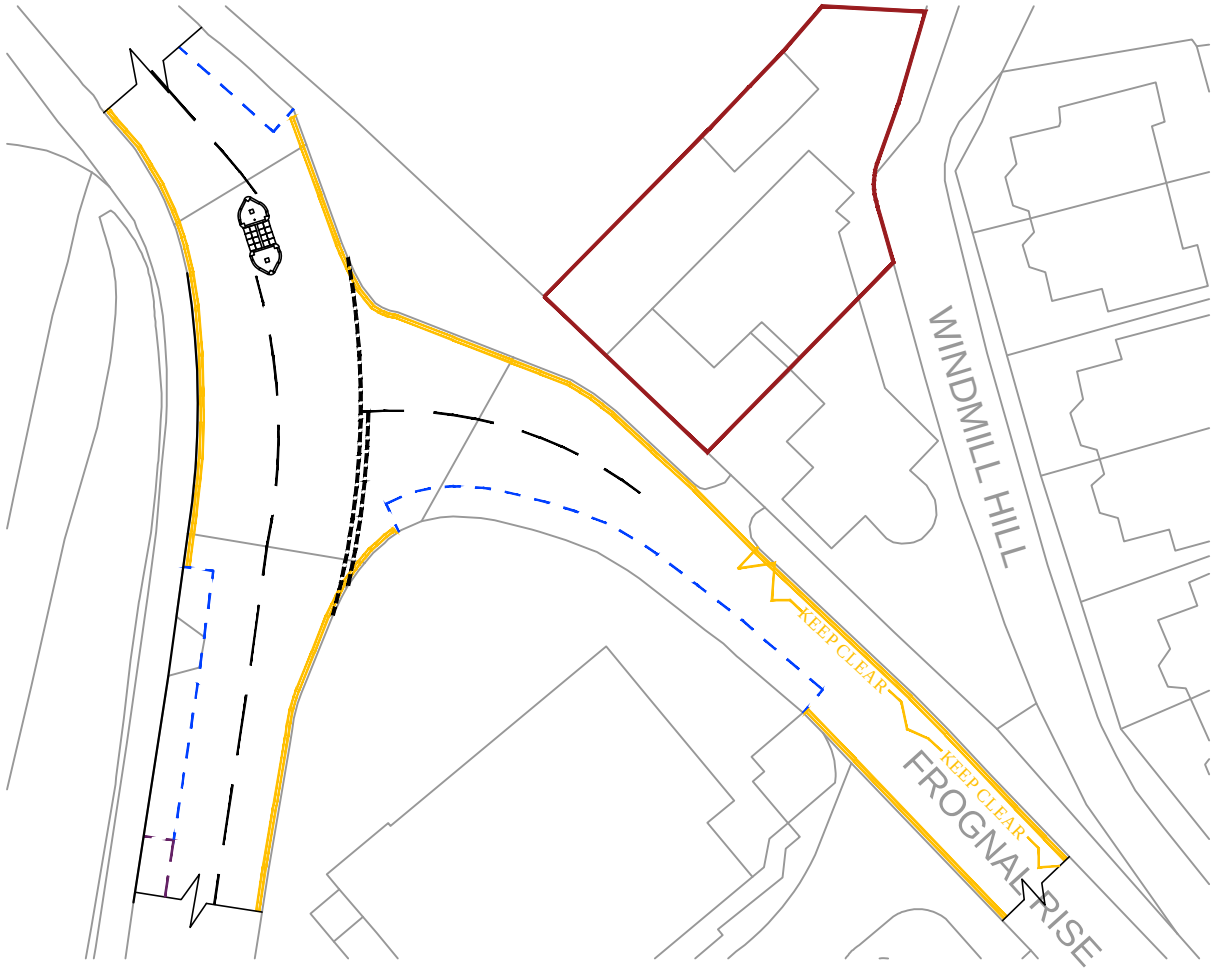
4 Frognal Rise

Site Location Plan

Not to Scale

Appendix B

Existing Highway Layout



Legend

Resident Permit Holder Bay

Pay and Display Bay

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8 Duncannon Street
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Project:
4 Frognal Rise

Title:
Existing Highway Arrangement

Scale: 1:500 (@ A4)

Drawing: 150239-01

Revision: -

L:\Projects\ewfror 150239\Drawings\150239-01.dwg

Appendix C

Proposed Site Setup

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Project:
4 Frognal Rise

Title:
Material Storage and Hoarding Plan

Scale: 1:250 (@ A4)

Drawing: 150239-02

Revision: -

L:\Projects\ewfror 150239\Drawings\150239-02.dwg

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Project:
4 Frognal Rise

Title:
Material Storage and Hoarding Plan (2)

Scale: 1:250 (@ A4)

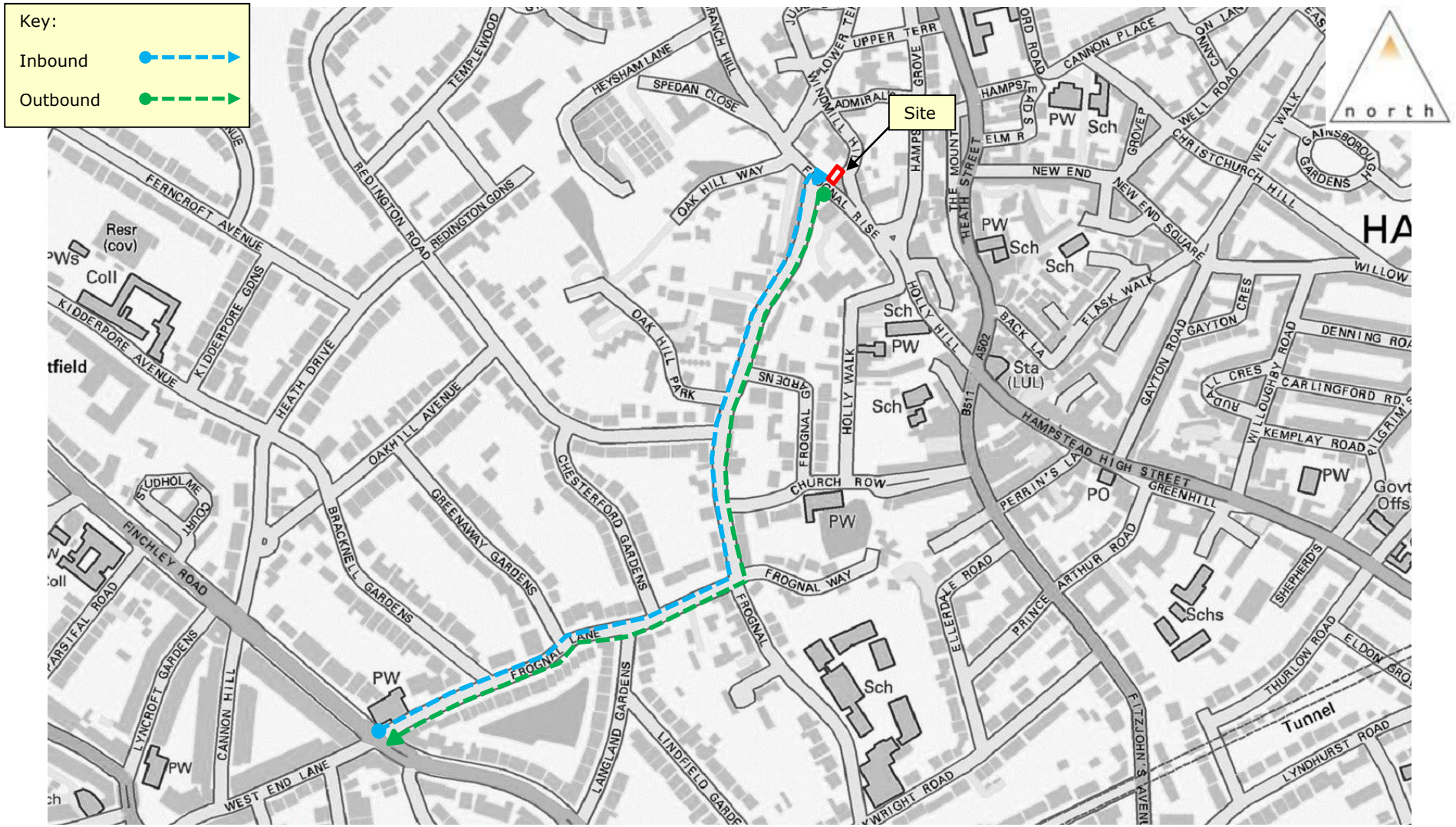
Drawing: 150239-03

Revision: -

L:\Projects\ewfror 150239\Drawings\150239-03.dwg

Appendix D

Vehicle Routeing Plan



motion

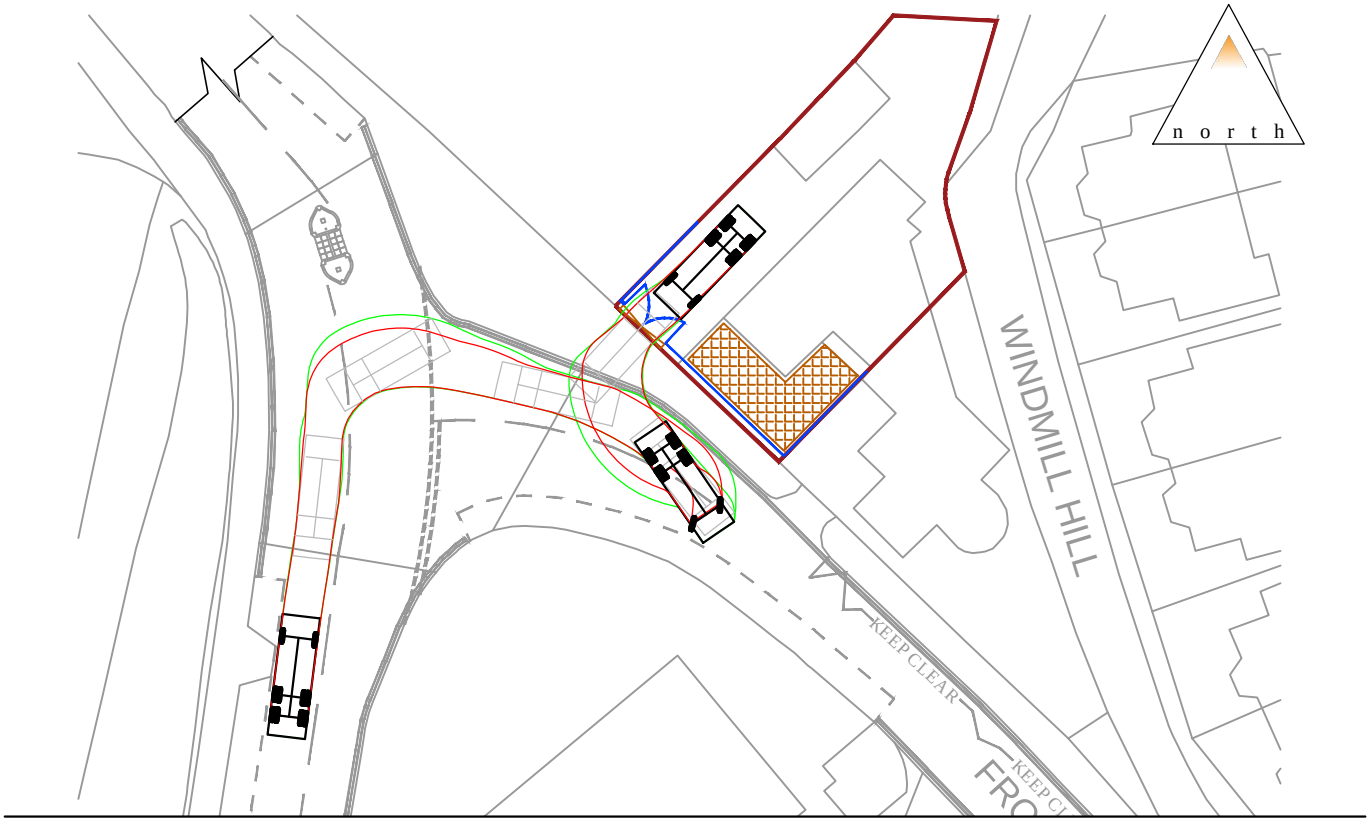
4 Frognal Rise

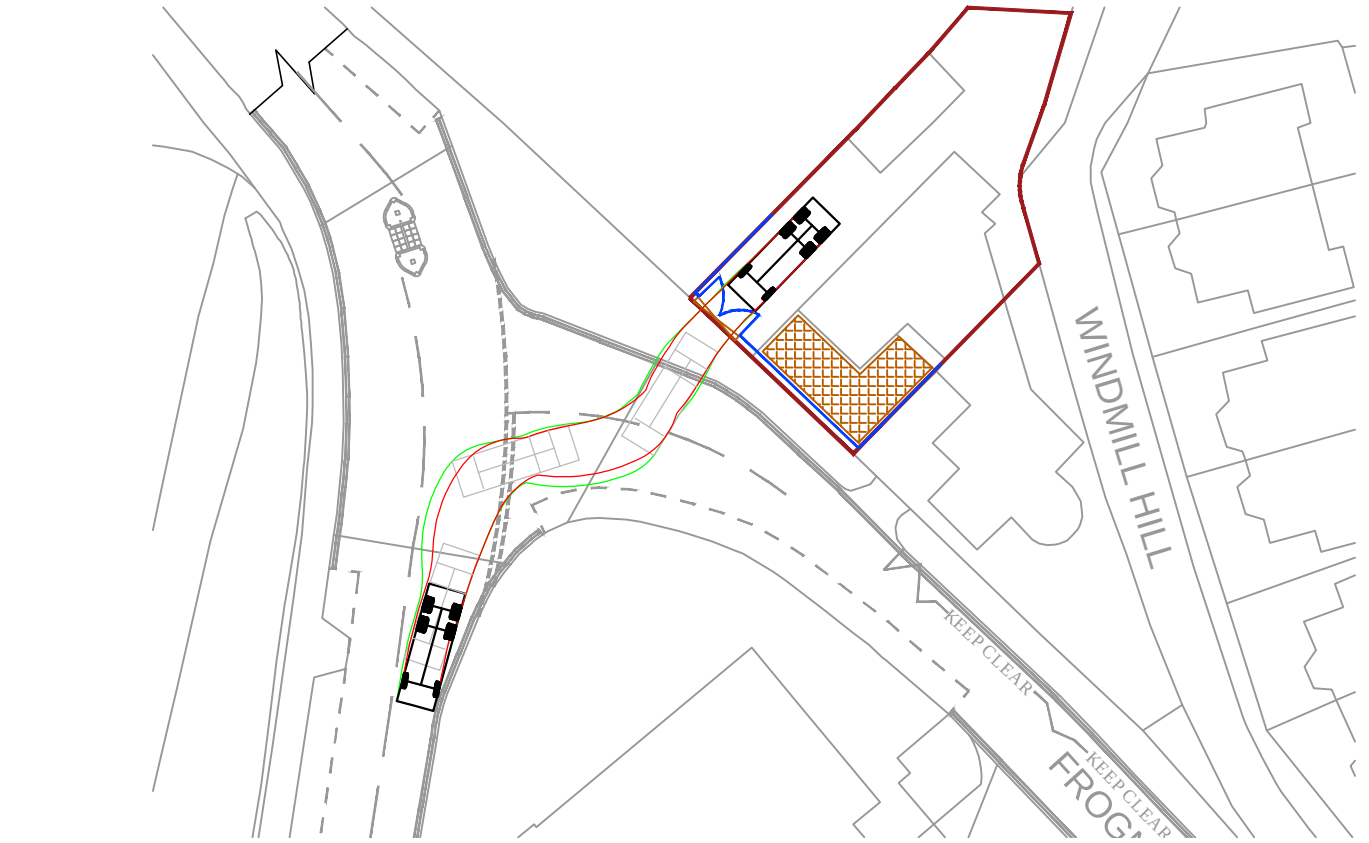
Vehicle Routeing Plan

Not to Scale

Appendix E

Swept Path Analysis





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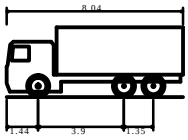


Mercedes Actros Rigid Tipper 6x4 2632K	
Overall Length	8.040m
Overall Width	2.490m
Overall Body Height	3.191m
Min Body Ground Clearance	0.257m
Track Width	2.490m
Lock to Lock Time	5.00s
Wall to Wall Turning Radius	8.750m

Project:
4 Frognal Rise

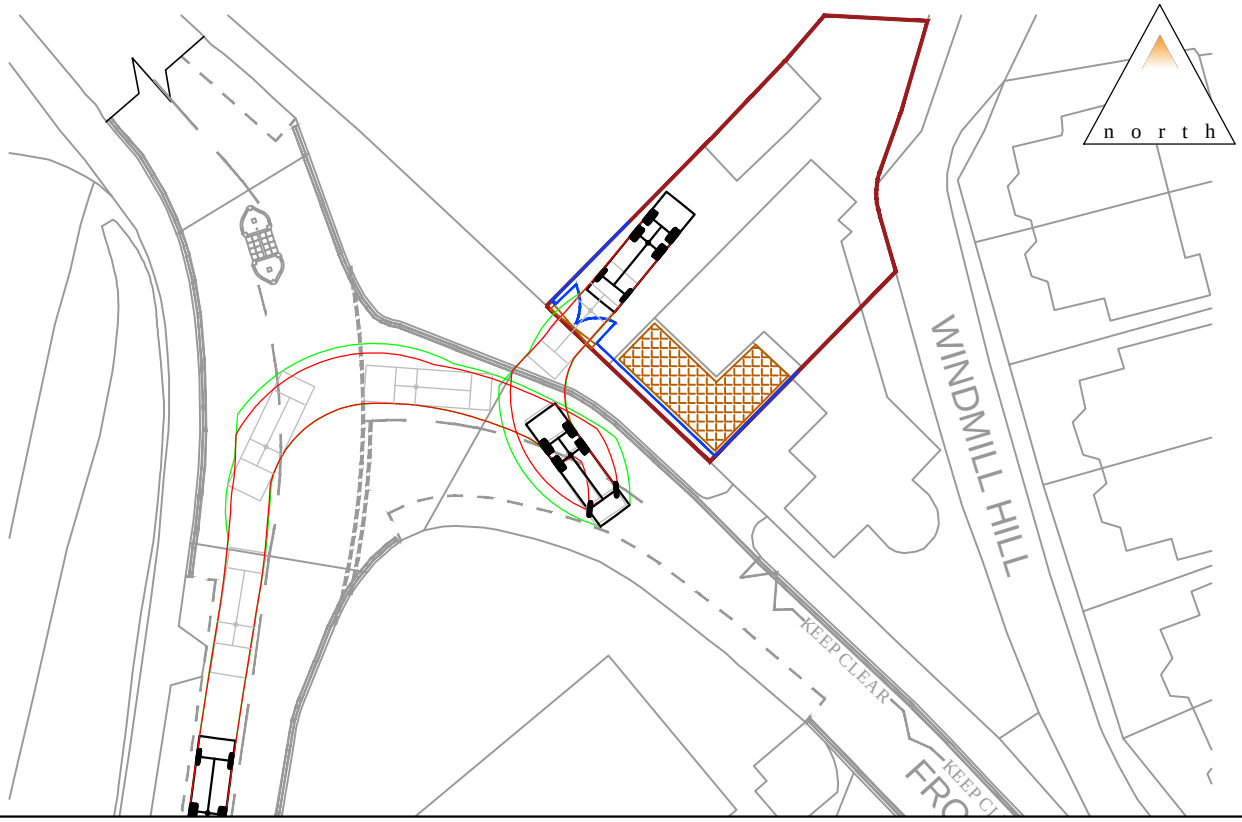
Title:
Swept Path Analysis
8m Tipper

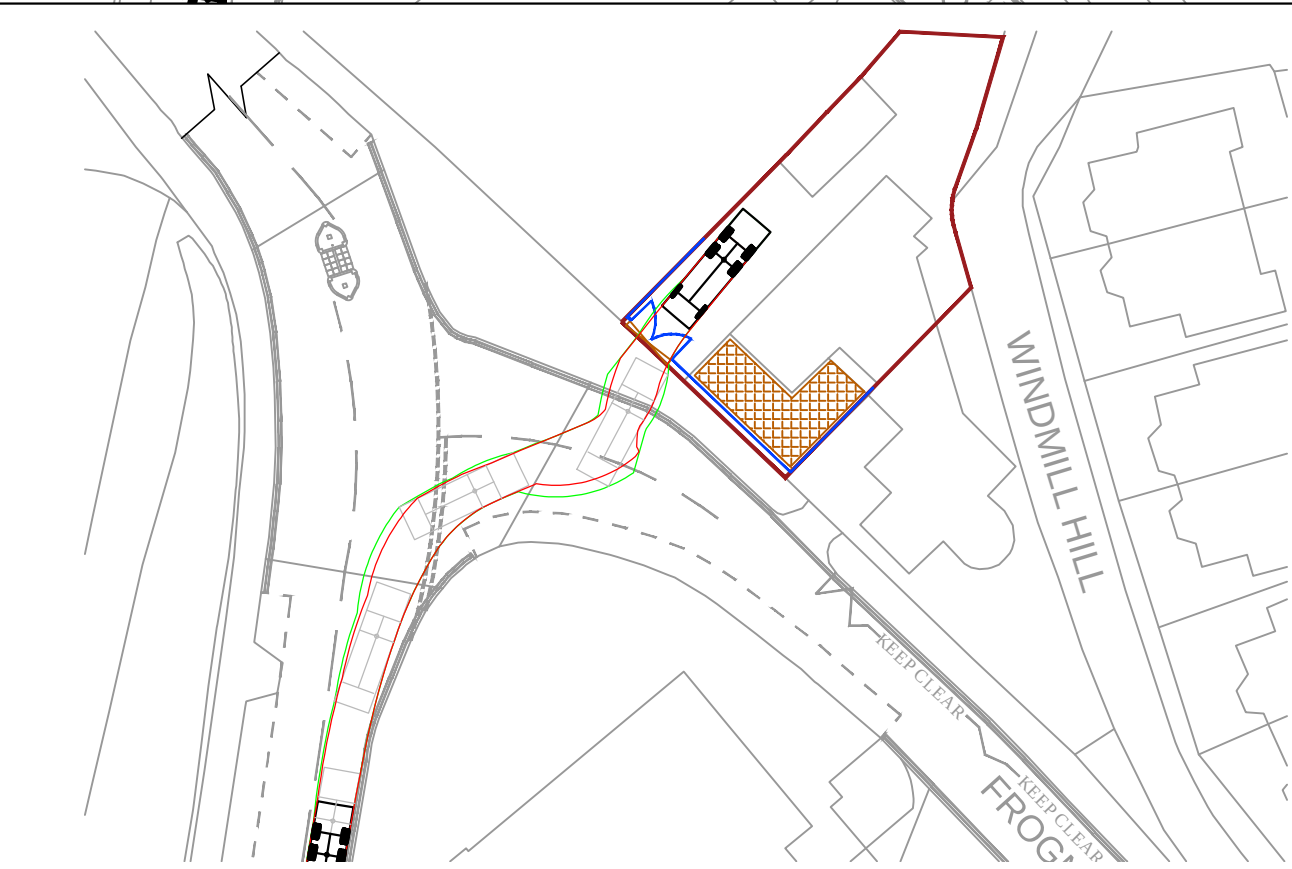
Scale: 1:500 (@ A4)

Drawing:
150239-TK01

Revision:
-

L:\Projects\ewfror 150239\Drawings\150239-03.dwg





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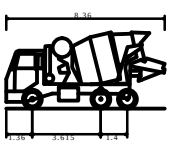

Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

Project:
4 Frognal Rise

Title:
Swept Path Analysis
Concrete Mixer

Scale: 1:500 (@ A4)

Drawing: 150239-TK02

Revision: -

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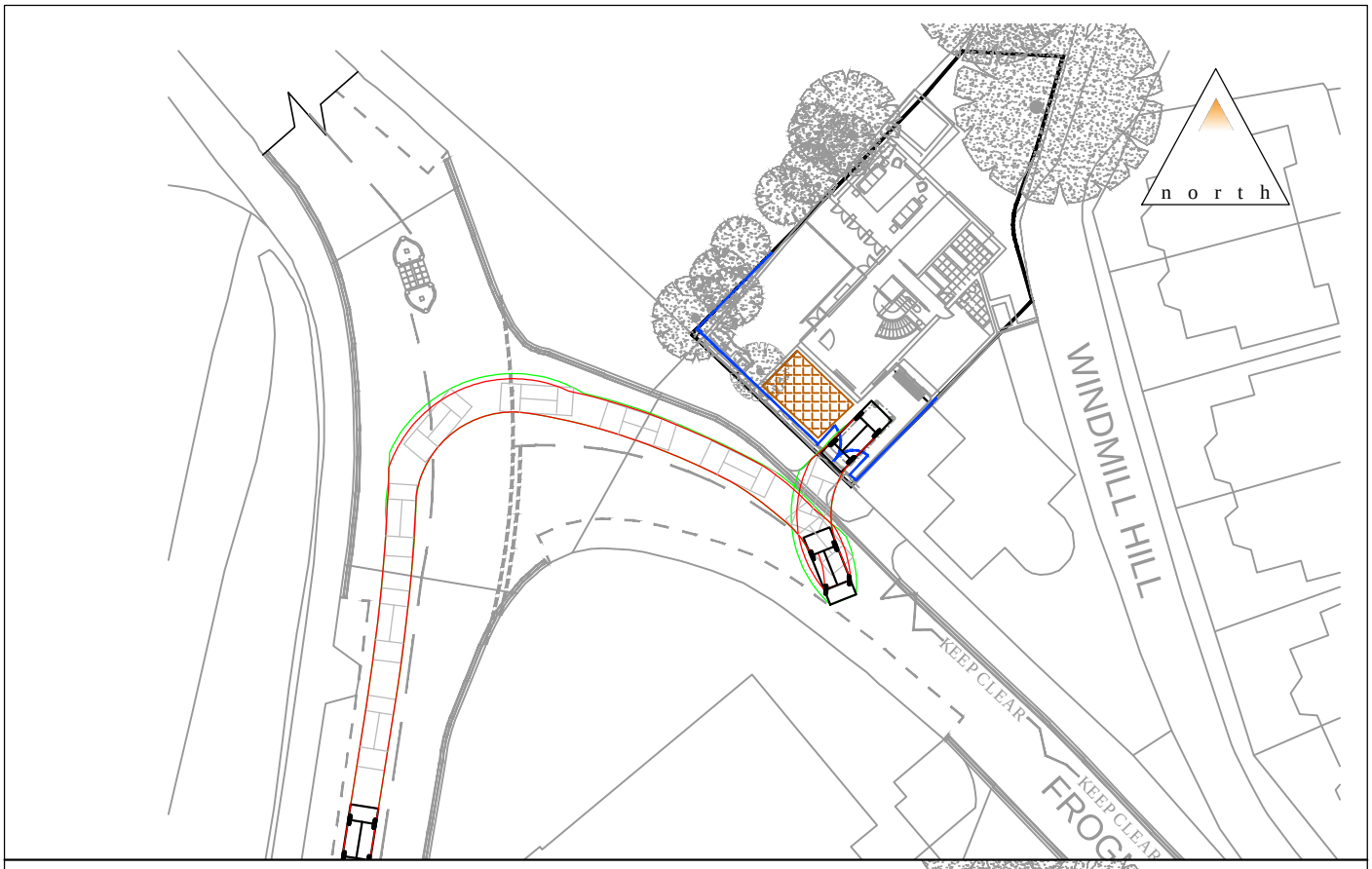

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Nissan Cabstar (MWB)	
Overall Length	4.899m
Overall Width	1.900m
Overall Body Height	2.791m
Min Body Ground Clearance	0.241m
Track Width	1.900m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.850m

Project:
4 Frognal Rise

Title:
Swept Path Analysis
Nissan Cabstar

Scale: 1:500 (@ A4)

Drawing: 150239-TK03

Revision: -

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