


# Construction Management Plan Pro-forma



## PRO-FORMA

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Queries: <a href="mailto:planningobligations@camden.gov.uk">planningobligations@camden.gov.uk</a>	
 <b>Camden</b>	

# CONSTRUCTION MANAGEMENT PLAN

## 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).

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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.)

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## 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: 6 John Street  
Holborn  
London  
WC1N 2ES

Planning application reference: 2014/6795/P

Type of CMP – Section106 Condition discharge

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

Name: Cape Construction

Address: 30 Gratton Terrace  
Kilburn  
London  
NW2 6QE

Tel: +44(0) 208 450 5703

Email: [info@capeconstruction.net](mailto:info@capeconstruction.net)

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

Name: Cape Construction

Address: 30 Gratton Terrace  
Kilburn  
London  
NW2 6QE

Tel: +44(0) 208 450 5703

Email: [info@capeconstrcution.net](mailto:info@capeconstrcution.net)

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

Name: Sebastian Lakomiec

Address: As Q3

Tel: +44(0) 7527 477 334

Email: [sebastian@capeconstruction.net](mailto:sebastian@capeconstruction.net)

**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: Sebastian Lakomiec

Address: (Site Office)  
6 John Street  
Holborn  
London  
WC1N 2ES

Tel: +44(0) 7527 477 334

Email: [sebastian@capeconstruction.net](mailto:sebastian@capeconstruction.net)

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

As above.

**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: Cape Construction

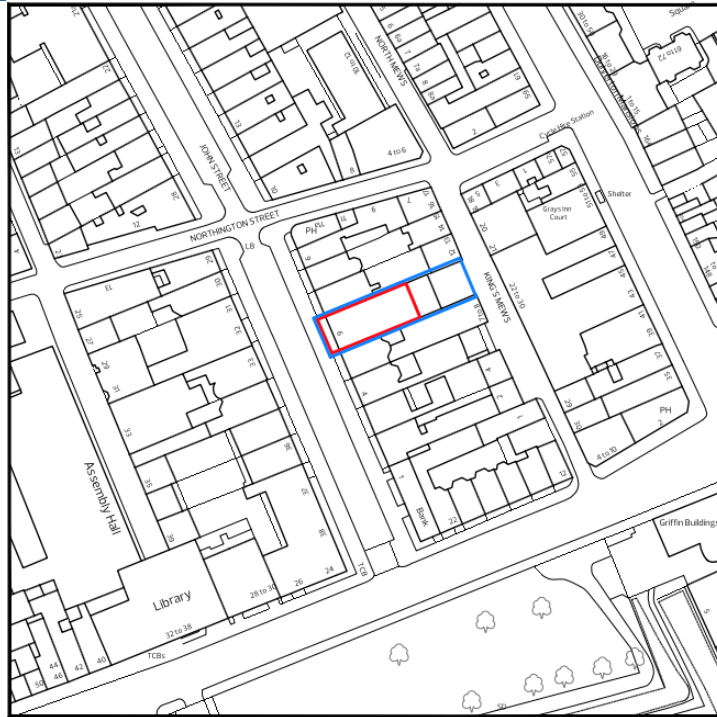
Address: 30 Gratton Terrace  
Kilburn  
London  
NW2 6QE

Tel: +44(0) 208 450 5703

Email: [info@capeconstruction.net](mailto:info@capeconstruction.net)

## 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.**



6 John Street  
Holborn  
London  
WC1N 2ES

6 John Street is a grade II listed façade building modified over previous tenures to provide office commercial space. The building is within a mixed residential and commercial area at John Street and Kings Mews.

The surrounding area to the site includes a Public House, offices a car garage and residential properties to the front, side and rear. Due to the style of property, and the build up of the surrounding area, the site will be accessed from the rear via Kings Mews.

**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 works will initially include demolition of the rear extension and façade of the building, with additional foundations being installed within the existing building's footprint.

Subsequent works will include installing a new steel frame within the building and following refurbishment of all floor levels to the agreed specification provided by Coffey Architecture and Clients requirement.

The main issues for addressing through the works are:

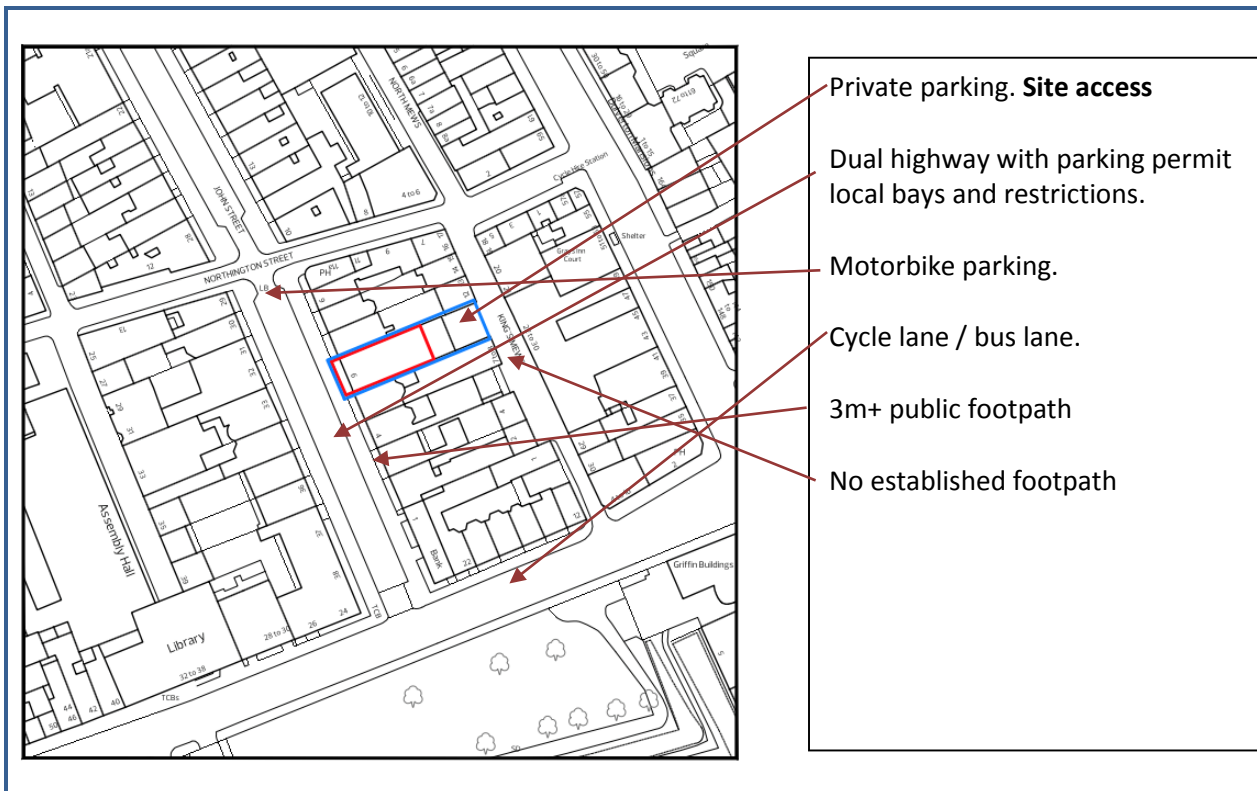
- Enclosed site and access from rear of building only
- Pedestrian crossing adjacent to the front of dwelling

- Consideration of plant and material movement
- Enclosed site and noise / disturbance to residents at John Street / Kings Mews
- Additional construction activities and developments existing and further into the programme of works
- Grade II considerations and legal protection

**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.).**

Activity	Impact	Affecting
Demolition of rear extension and facade	Noise Vibration Dust Fumes	5 & 7 John St Occupants at Kings Mews
Site Access and entry	Vehicles Loading / Unloading Movement of materials	Occupants at Kings Mews
Full property refurbishment	Noise Dust Vibration Fumes	John Street Occupants Kings Mews Occupants

**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.**





**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).**

<b>6 John Street Programme</b>	<b>19/08/15</b>	<b>19/08/16</b>
	Start	Completion
Site set out (Hording, scaffolding, site office)	Week 1	Week 2
Demolitions, alterations and Site preparation	Week 2	Week 5
Temporary work - steels	Week 3	Week 5
Installation of Metal Framing as per SE specification	Week 5	Week 8
Drainage -	Week 6	Week 7
Roofing	Week 7	Week 8
Application for Main services	Week 9	Week 9
Rear elevation brickwork	Week 9	Week 15
Timber framing and drylining	Week 10	Week 12
Windows, Doors and glazing	Week 12	Week 15
Sanitary fitting order	Week 12	Week 12
Plumbing and electrical first fix	Week 12	Week 15
Border, Plaster and Render	Week 12	Week 17
Delivery tiles, marble, kitchen...	Week 20	Week 22
Stone & ceramic tiling	Week 22	Week 27
Plumbing and electrical second fix	Week 27	Week 29
Ironmongery	Week 30	Week 30
Joinery work	Week 30	Week 35
Floor Finishes	Week 35	Week 39
Fittings	Week 39	Week 41
Equipment	Week 41	Week 41
Front door, front lightwell - railing	Week 41	Week 42
Decoration	Week 35	Week 42
Snagging and cleaning	Week 42	Week 43
Cleaning, site demobilisation	Week 43	Week 52

**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**

Monday to Friday: 08.00 to 18.00  
Saturdays: 08.00 to 13.00

**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.**

In accordance with initial survey of the building, the mains water supply is anticipated to be upgraded. Full confirmation is due from initial enquiries from Thames Water. On-going correspondence is taking place with Thames Water to finalise the requirements.

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

Asbestos Refurbishment and Demolition Survey undertaken by SL Environmental Ltd on 29-04-2015. All asbestos to be removed by licensed contractors under Client instruction.

Key findings:

Building	Floor	Location	Item Description	Risk Assessment Score	Recommendation
6 John Street	Basement	002 - Room	Electrics	7	Remove
6 John Street	Basement	005 - Stairwell	Infill panel to outer wall of lift shaft	7	Remove
6 John Street	Basement	006 - Lift	Infill panel to outer wall of lift shaft	7	Remove
6 John Street	Basement	006 - Lift	Debris to lift shaft	11	Remove
6 John Street	Basement	007 - Cupboard	Infill panel to outer wall of lift shaft	7	Remove
6 John Street	Basement	008 - Corridor	Infill panel to outer wall of lift shaft	7	Remove
6 John Street	Basement	016 - Stores	Safe	7	Remove
6 John Street	Basement	017 - Plant room	Gaskets	7	Remove
6 John Street	Ground Floor	011 - Reception lobby	Infill panel to outer wall of lift shaft	7	Remove
6 John Street	Ground Floor	013 - Lift	Infill panel to outer wall of lift shaft	7	Remove
6 John Street	Ground Floor	013 - Lift	Debris to lift shaft	11	Remove
6 John Street	First Floor	009 - Stairwell	Infill panel to outer wall of lift shaft	7	Remove
6 John Street	First Floor	010 - Stairwell	Infill panel to outer wall of lift shaft	7	Remove
6 John Street	First Floor	011 - Lift	Infill panel to outer lift shaft wall	7	Remove
6 John Street	First Floor	011 - Lift	Debris	11	Remove
6 John Street	Second Floor	001 - Stairwell	Infill panels to outer wall of lift shaft	7	Remove
6 John Street	Second Floor	002 - Lift	Debris to lift shaft	10	Remove
6 John Street	Second Floor	002 - Lift	Infill panel to outer wall of lift shaft	7	Remove
6 John Street	Third Floor	001 - Stairwell	Infill panel to outer lift shaft wall	7	Remove
6 John Street	Third Floor	002 - Lift	Debris	11	Remove
6 John Street	Third Floor	002 - Lift	Infill panel to outer wall of lift shaft	7	Remove
6 John Street	Fourth Floor	001 - Plant room	Gaskets	7	Remove
6 John Street	Fourth Floor	008 - Lift motor room	Brake shoes	5	Remove
6 John Street	Fourth Floor	009 - Stairwell	Infill panel to outer lift shaft wall	5	Remove

## 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.

### Vehicle Servicing Hours

#### Deliveries / Loading / Unloading

Monday to Friday: 09.30 to 16.30  
Saturdays: 08.00 to 13.00

No schools are located in the immediate proximity of the site where vehicles may conflict with restrictions required for school vehicles. The closest school is identified as St George the Martyr COE Primary School located at Johns Mews, London, WC1N 2NX (150m travel distance by pedestrian footpath). All site management will be notified of possible school activities and risk to school children as pedestrians in the immediate zone area around site.

- 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.

Vehicle Type	Gross Weight / Size	Frequency
Small 2-Axle Vehicles	3.5 ton / 6m L	Lightweight for general use / deliveries/ materials removal of equipment. Trades delivery of equipment. Averaging 2 daily throughout works. 15 minutes dwell time only.
Bigger 2-Axle Vehicles	3.5 ton / 10m L	Waste removal on weight and load. Demolition – 4 daily over two weeks. One hour dwell time.
HGV 3-Axle Vehicles	20 ton / 12.5m L	Delivery of main piling plant. One drop off One pick up only. One hour dwell time.

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

There are no requirements for temporary structures including scaffolding, gantries or cranes that will overhang the public highway at this time of construction planning.

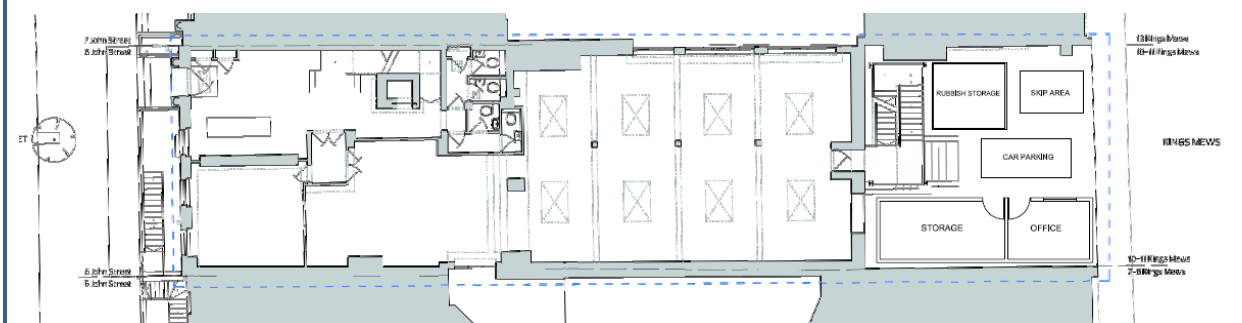
During planning stages the requirement for temporary structures will be reviewed to address any highway licensing requirements. In the event such licenses are required this will be consulted with and applied for immediately to [www.camden.gov.uk/buildinglicences](http://www.camden.gov.uk/buildinglicences)

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

Hoarding for the works will be established at the front boundary of 6 John Street and the rear boundary at Kings Mews. The hoarding will not occupy the public highway but will conform to Camden hoarding specification for robustness, durability and lighting where this affects public highway.

**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.**

There are no highway works or works affecting public highways through these refurbishment works. Site set up is the site will be located within the boundary of the development as follows.



**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.**

Adequate site access is provided directly into site loading area via Kings Mews at the rear of site. There is no requirement for parking bay suspensions or temporary traffic management orders under these refurbishment works.

## Section 4 - Traffic Management for the Site

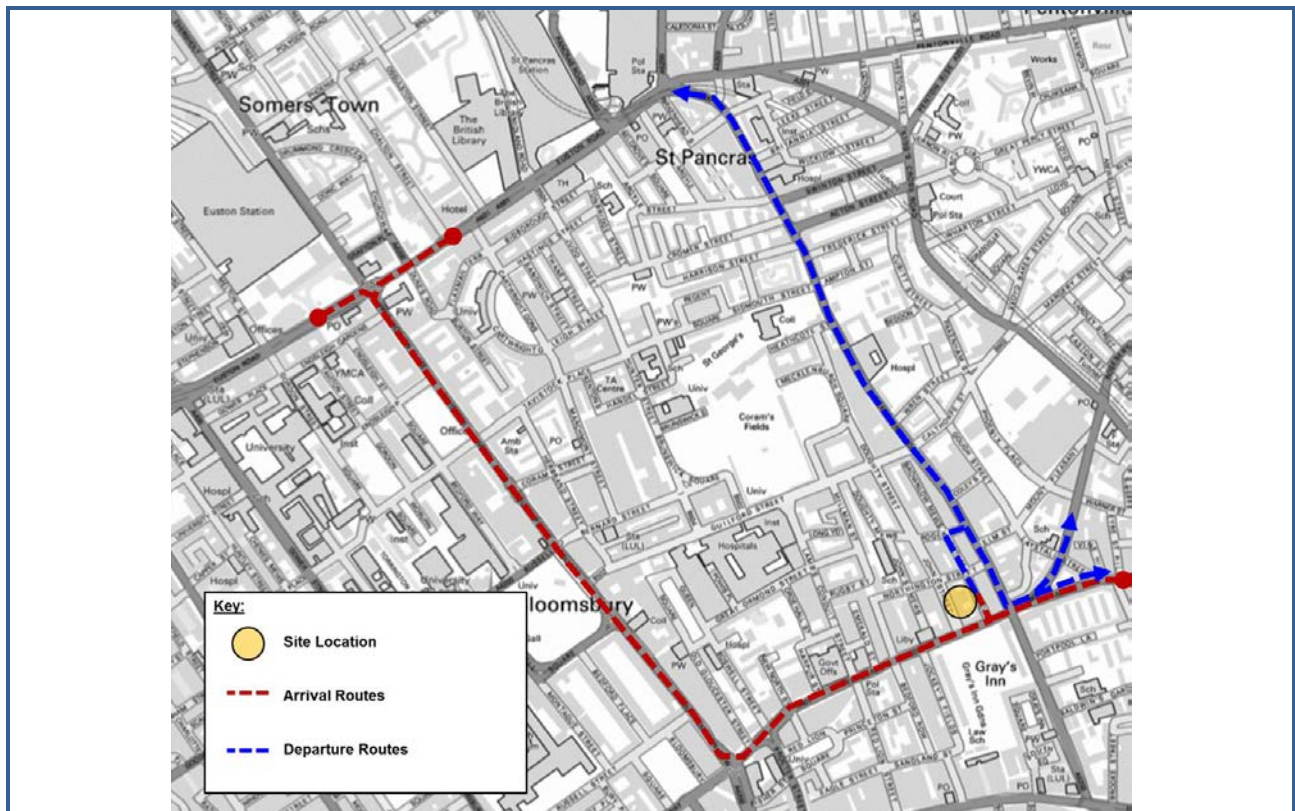
- Q22.** Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public 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 intended preferred route for all vehicles will be entry from the southern direction of Clerkenwell Rd to allow for access to the rear of the building via Kings Mews, where they will access the service yard to the rear of the 6 John St site.

All vehicles approaching the building will phone in advance to notify the site managers who will operate as Banksmen and Marshall Traffic.

All contractors, suppliers and delivery vehicles are informed of the site access and delivery arrangements on at initial procurement stages.

- 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.





**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.**

The access/egress for construction vehicles on site will be from Kings Mews and all parties will be required to give a notice period of 48 hours prior to arrival/departure. All vehicular movement accessing/egressing the site will be monitored and controlled by the site manager and qualified banksmen. They will be responsible for the coordination and control of all aspects of material deliveries and movement.

Under the Considerate Constructors Scheme prior notice to visitors will be given issuing instruction that no parking facilities are available on site and that parking restrictions are in place in the immediate surrounding site zone.

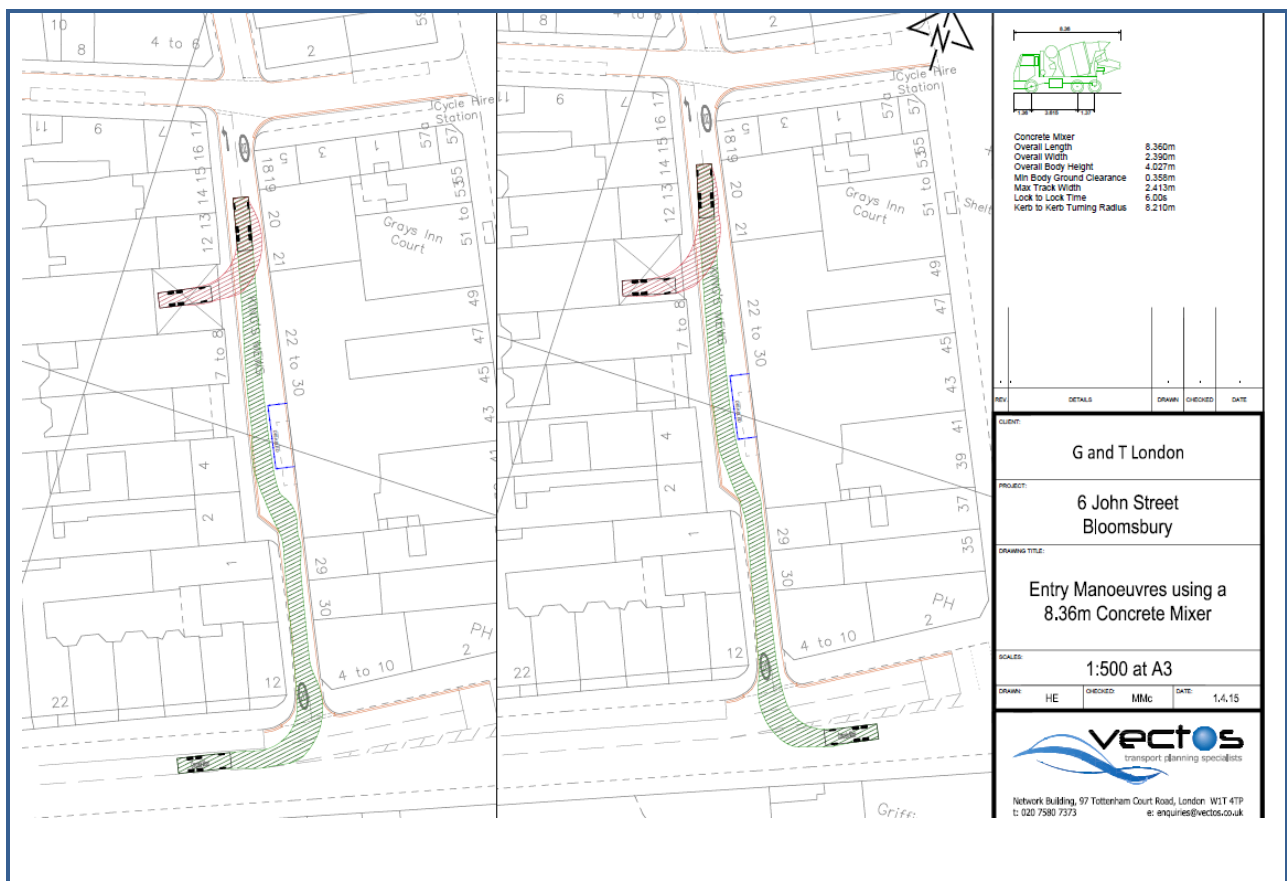
**Q25. Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.**

Access to the site for all vehicles will be via Kings Mews from the south.

Additional road access does exist from John St, but due to use of the surrounding buildings and existing residents parking bays this area will not be used for construction vehicles associated with 6 John Street.

Due to the frequency of vehicles and sizes we see no overt disruption to the local area or impact on the public highway network.

**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).**



## 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 significant noisy works during the works will be during demolition phases which will include breaking out concrete floor slabs within the building and ground pile drilling.

Floor level reduction will be undertaken by a series of 120mm diameter holes will be diamond drilled completely through the slab at 300mm centers to create a plane of weakness within the concrete using 110v drilling rigs.

On completion of the holes a 3 phase electric bursting unit will be used to crack the concrete in a quiet and controlled method

A Bursting head will be placed into the holes and pressure applied. The bursting head contains a number of pistons which build up lateral forces within the concrete which then cracks along the plane of weakness created by the drilled holes.

Once the concrete is cracked sufficiently, this will enable the area to be cleared with any reinforcement being cut up using 110v grinder with carbon blade.

The same method will be used to reduce to foundation levels once the slab has been removed but the holes will only be drilled down to the required reduction level and only this amount will be burst.

The above method will produce minimal noise levels with the diamond drilling producing 86dB dependable on the acoustics of the building and amount of reinforcement being drilled, this is not a percussion process so the noise will not reverberate around the building or through to neighbouring premises.

This phase of works and following construction works will follow the noisy operations times agreed from initial consultation with neighbouring properties and occupants prior to commencement.

Current allowance under Camden working Hours:

Monday to Friday Only: 08.00 to 18.00

**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.**

Pre-construction noise impact assessment carried out by WSP UK Ltd on 27/10/2014.  
Impact assessment attached to this CMP.

**Q29. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.**

The full list of equipment and methodology of the demolition contractor is provided which indicates the maximum equipment dB levels of 103dB dependant on acoustics of the building and reinforcement within the building structure.

The diamond blade produces around 103dB but again is dependable on the acoustics of the building and also the amount of reinforcement within the wall structure but as the drilling this is not a percussion process so will not reverberate around the building.

On similar sites records working to two hour maximum noisy works the predicted impact would be from the following works to be undertaken:

*Site preparation works - 60-90 dB*

*Floor level 3 reduction to lower ground – 70-110dB*

*Various openings through floors and walls for new stair cases – 70-110dB*  
*Removal of cheek walls – 70-110dB*  
*Excavation and piling operation – 70-110dB*

**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.**

Working hours of noisy works to be within LA working hours and agreed noisy times. Minimum conditions to be expected of two hours on and two hours off.

Site noise monitoring records to be kept with register of complaints for reference at all times of works.

Experience from similar sites has shown that by implementing the following measures will serve to reduce noise and vibration levels to the most practical levels considering the deconstruction and demolition works.

- Phasing the works to maximise the benefit from perimeter structures;
- Any compressors brought on to site to be silenced or sound reduced models fitted with acoustic enclosures;
- All pneumatic tools should to be fitted with silencers or mufflers;
- Deliveries should programme to arrive during daytime hours only.
- Care to be taken when unloading vehicles to minimise disturbance to local residents. Delivery vehicles to be prohibited from waiting at site with their engines running;
- All plant items to be properly maintained and operated according the manufacturers' recommendations in such a manner as to avoid causing excessive noise. All plant to be sited so that the noise impact at nearby noise-sensitive properties is minimised;
- Hoarding, screens or barriers to be erected as necessary to shield particularly noisy activities; and
- Problems concerning noise from construction works to be avoided by taking a considerate and neighbourly approach to relations with local residents. Works should not be undertaken outside of the hours agreed with the local authority.

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

All direct staff are trained internally in accordance with BS5228, COP for noise and vibration control on construction and open sites with direct reference to Regulation 8 of the Control of Vibration at Work Regulations 2005 for employee health.

All sub-contractors are to provide evidence of their own training in respect of CoVaWR, with particular attention to (HAV), (WBV), assessment and management of reducing exposure limits.

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

The works require demolition and strip out works that will generate dust disturbance primarily within the building and within an immediate vicinity of 20m dependant on wind conditions.

All works with breaking out and demolition will combine dampening and mist spray as best practicable means in conjunction with immediate bagging of waste, storage and removal from site. Public footpath crossed over with removal of debris will be immediately washed and swept. Scaffold at front and rear elevation will combine netting / mono-flex covering to suppress building dust at site area.

Any concerns or concerns from local residents in relation to dust will be addressed immediately.



**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.**

To reduce dust and dirt on the public highway to a minimum we will allow for regular cleaning and wheel washing facilities on site compound exit. These are to be used on any vehicle that visits or leave site in order to minimize the debris in Kings Mews and the surrounding roads. Wheel washing facilities are to discharge into the existing mains sewer via the drainage in Kings Mews subject to any planning concerns. Where necessary road sweepers will control excess debris. A 2.4metre site hoarding at site entrance and enclosed party walls at site will also reduce the amount of dust/debris dispersing onto the street.

**Q34. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.**

Working hours of noisy works to be within LA working hours and agreed noisy times. Minimum conditions to be expected of two hours on and two hours off. Site noise records to be kept with register of complaints for reference at all times of works.

Site dB apps are used as part of internal site management systems including distance from operation, party wall and site boundary. Site manager recording are for noisy works only and during the confirmed noisy hour working with LA and party wall surveyor's requirements.

During working hours under planning conditions noise monitoring will reduce as works progress to internal fit out within an enclosed working environment. All complaints will automatically be reviewed against site records with any exceedances fully investigated to further improve on noise and vibration mitigation measures. All incidents recorded within the site incident logbook at the site office.

**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.**

Under the GLA BPG on "*control of dust emissions from construction and demolition*" the following assessment has been made.

Size of Site	Number of Properties	Potential Sensitive Receptors	Construction Impact
859.1 sqM	Internal sub-division of one property into 7 residential units.	5 John Street 7 John Street Kings Mews Residents Local up to 20M	Floor removal Removal of rear building Removal of debris / waste Storage of material Prolonged period of works 1 year Weather Conditions Site vehicles
Assessment Site Score		<b>Low Risk</b>	

**Q36. Please confirm that all relevant mitigation measures from the [SPG](#) will be delivered onsite.**

Prevention, suppression and containment of dust and measures relevant to the SPG through the following guidance on low risk development requirements.

*Planning*

Hoarding barriers / scaffold and mono-flex / netting at site boundary. Immediate barriers at demolition works internally. No waste storage on site. All dust causing activities located internally in site.

*Construction Traffic*

No idling vehicles. Wash off vehicles at site exit. Covering all loads entering leaving site.

*Demolition / Site Works*

Water mist used as suppressant on site. Cutting equipment to use water as suppressant and local exhaust ventilation for plant. Covered skips and minimised drop heights for waste removal at height.

**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.**

Not applicable to these works.

**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).**

Initial baiting undertaken on 03.08.15 by: West London Pest control, Contact details: 07977227176, address: TW11 8SY, 21 Stanley Gardens Road Name of Surveyor is Michael Coates.

Location of pest control at main sewer connection located at the John Street pavement vault within 6 John Street property boundary. Rain water to rear of property. Previous occupants undertook pest control at these two areas with no records of pest infestation.

Follow up bait treatment and assessment booked for 28/08/15

## 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.

The intended preferred route for all vehicles will be entry from the northern direction of Kings Mews to allow for immediate access to the rear of the building without the need for turning.

There is no anticipated requirement for temporary traffic light controls due to the short duration expected at deliveries / loading periods and use of self-contained entrance.

Traffic congestion at these periods will be managed by trained Banksmen and Traffic Marshalls during vehicle manoeuvring for parking and pulling out.

Set times for deliveries and loading will be outside of main congestion periods:

Monday to Friday: 09:00 to 16:00

All vehicles approaching the building will phone in advance to notify the site managers who will operate as Banksmen and Marshall Traffic. Due to the location of the pedestrian crossing two traffic Banksmen will be in attendance during vehicle parking and exiting parked location.

Particular attention is to be made of the cycle and bus lane at Theobald Road / Kings Mews.

All contractors, suppliers and delivery vehicles are informed of the site access and delivery arrangements on at initial procurement stages as defined by Cape company policy. No unplanned waiting or delivery outside of agreed times will be permitted.

- 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](#)).

Not applicable to this size of development.

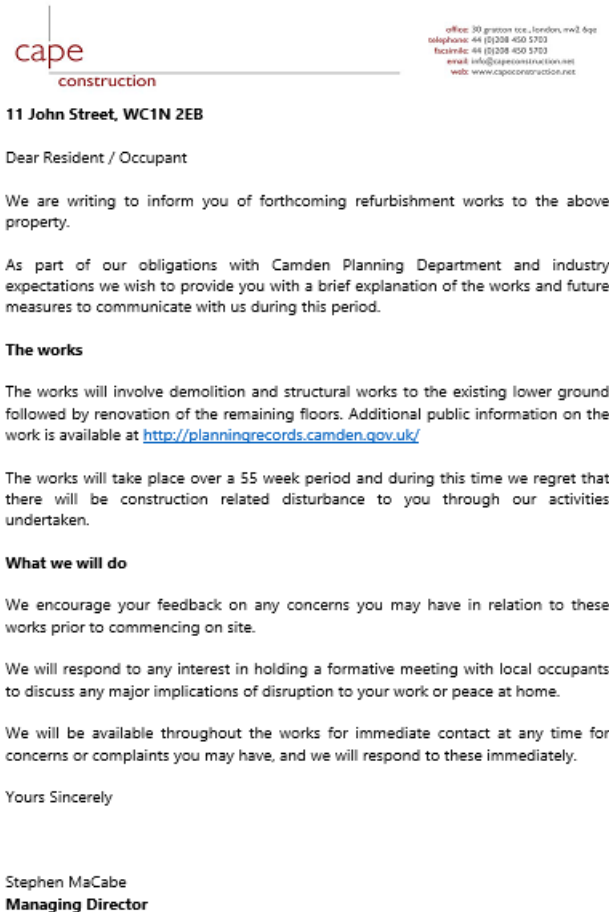
- Q41.** Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in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

A consultation letter will be issued immediately from issue of this CMP to Camden Planning.

Cape Construction through its company procedures initiates consultation with occupants affected by works to limit disturbance and provide communication routes to deal with concerns or complaints. Additional notices are displayed at the site entrance with site contact details for further communication routes with local residents.

All feedback from local occupants and further concerns are recorded on site to ensure any complaints are dealt with within a professional and courteous timescale.

A copy of the consultation letter:



**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.**

Community liaison will be formed by the following:

- Neighbourhood consultation letter including site contact details
- Establish meeting with local residents to consult on construction work and agree noisy works hours
- Monitor works and establish log book for complaints and incidents to remediate.

**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](#)”.**

Cape Construction do not own or operate control over any fleet of vehicles that are construction heavy goods vehicles that are significant in impact to road safety.

Cape raise awareness of road safety issues for contractors and employees through training and induction to the site traffic management plan.

Cape will request sub-contractor goods vehicle operators confirm they are compliant with FORS, Van Excellence or other FORS-equivalent standards on appointment. Any further measures that can be introduced for the site traffic management from CLOCS standards will be done for the benefit of the operations undertaken.

**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.**

The professional expectations of all Cape employees, sub-contractors and suppliers is addressed through site rules and expectations inducted on site.

Any such deviation from these standard rules will result in removal from site. This includes our professional appearance, courtesy to public and neighbouring occupants and cleanliness of site.

Works will be conducted in line with the following documents:

- Camden’s minimum requirements for construction sites
- Guide for Contractors working in Camden
- The control of dust and emissions during construction and demolition.

**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.**

Currently there is one other refurbishment project underway on John St and one on Kings Mews of similar scope in construction refurbishment and impact to immediate neighbouring properties.

On instruction to proceed by the Client an additional assessment of local construction work will be undertaken to address impact to neighbouring properties within the John Street area.

Further to this assessment contact details with neighbouring projects will be exchanged followed by a briefing on phased works and programme to address any clash in major delivery or disruption at times of high vehicle volume within the area. Continued communication will then follow throughout the construction phase.

**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.

Cape Construction do not own or operate control over any fleet of vehicles that are construction heavy goods vehicles that are significant in impact to road safety.

Cape raise awareness of road safety issues for contractors and employees through training and induction to the site traffic management plan.

Cape will request sub contractor goods vehicle operators confirm they are compliant with FORS, Van Excellence or other FORS-equivalent standards on appointment.

Critical to the works at 11 John Street is parking and moving away from the site loading area indicated within the TMP. Any further measures that can be introduced for the site traffic management from CLOCS standards will be done for the benefit of the operations undertaken.

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

No further relevant considerations for site transport other than those stated within prior sections of this CMP.

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: 03/082015

Print Name: Barry Lowther

Position: Contracts Director

**Submit:** [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form