

Construction/ Demolition Management Plan

pro forma

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Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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

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

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

The approved contents of this CMP must be complied with unless otherwise agreed with the Council. 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.)

Contact

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

Address: Belsize Fire Station, 36 Lancaster Grove, London NW3 4PB

Planning ref: Not yet allocated

Type of CMP - Section 106 planning obligation/Major sites framework:

Section 106 planning obligation

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

Name: Vulcan Properties Limited

Address: 8 Queripel House, 1 Duke of York Square, Kings Road, London SW3 4LY

Email: ms@ntaplanning.co.uk

Phone: 020 7636 3961

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: not yet appointed

Address:

Email:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3.

Name: Not yet appointed

Address:

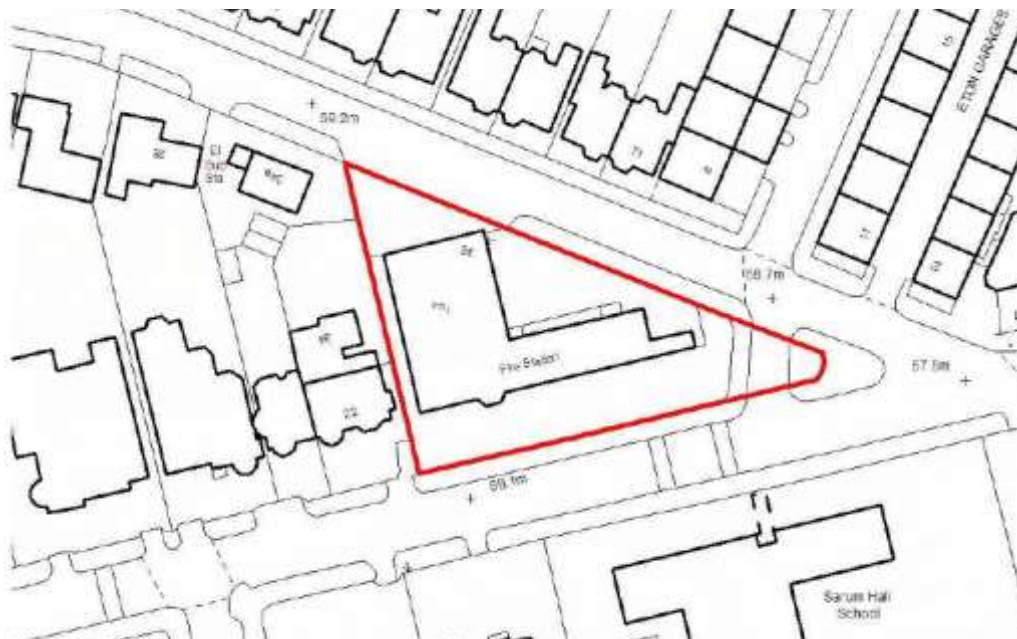
Email:

Phone:

Site

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

The former Fire Station lies in Belsize Park at the junction of Lancaster Grove and Eton Avenue. The triangular shaped plot comprises 0.44 acres (0.1761 hectares).



SITE LOCATION PLAN

The building has an L shaped plan and comprises a part basement, ground/upper ground and first floor levels. There is also a substantial roof void at second floor level, together with an internal integrated drill tower arranged over four additional upper floors.

Elevations are constructed principally from brick, with stone dressings, together with pitched tiled roofs over. High architectural quality of an Arts and Crafts style is manifest in its design, detail and materials. The building is mostly intact, having not been extended or significantly altered externally; it retains its original timber appliance bay doors, plan form, and numerous other features ('greasy' poles etc).

The property comprises a three appliance bay/hall at ground floor fronting Lancaster Grove, together with offices, resting area, welfare accommodation, storage, washroom facilities, kitchens, toilets and other ancillary spaces. A number of these spaces, for example the main appliance hall, include a number of artefacts associated with the former fire station use. Additional storage areas are provided within a part lower ground floor, formed under the *east wing* of the building.

Over the upper floors, the majority of the building accommodates former dormitories and self contained flats, associated with former brigade staff. These residential parts are served with simple internal detailing in contrast, to some extent, to other parts of the building such as the appliance hall.

Parts of these areas remain in residential use to date, despite the closure of the fire station. Those areas that remain in use fall outside the scope of this application and remain unaffected by the development proposals at this stage. (Please note that those areas outside of the scope of this application are left blank/white on the planning application drawings).

The site benefits from a forecourt area, partly exposed to the Lancaster Grove street frontage/ partly set behind a c.2m high brick boundary wall, served by gated access. The element exposed to Lancaster Grove serves the main appliance hall and features attractive cobbled paviers. To the rear (Eton Avenue), the property enjoys outdoor/landscaped garden space, set behind a 2m high privet hedge and low fencing.

The surrounding area is predominantly in residential use. Neighbouring residential properties are typically Victorian three storeys in height, the majority of which include a roof storey of accommodation served by prominent dormer windows to front and rear roof planes, semi detached or detached.

The main exceptions are the Sarum Hall School, an independent preparatory school for directly opposite the site on Eton Avenue. There is also a pocket of commercial uses along the west side of Lambolle Place to the north of the site, within the ground floor of converted Victorian dwellinghouses. Other retail and commercial uses are accessed to the north-east of the site along Haverstock Hill.

The property has an average access to public transport, with a confirmed PTAL of 2/3, on a scale where 1 is the worst and 6 is the best. Belsize Park, Chalk Farm and Swiss Cottage underground stations are approx 0.5 mile to the north, east and west respectively. Bus services are also available in the local area and pass the site. There is an active CPZ operating in the area restricting on-street parking to local residents. A car club bay, serving two vehicles, is accommodated on Lambolle Place along the eastern boundary of the site.

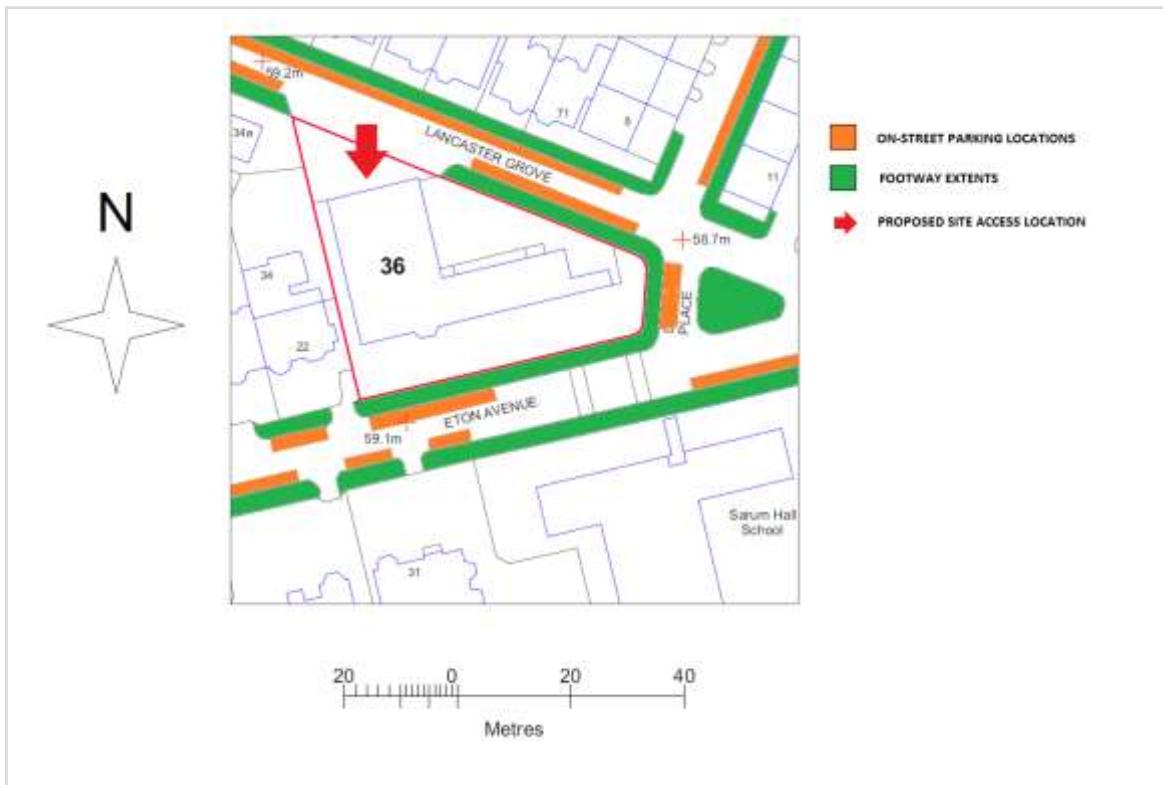
2. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

The proposals seek the conversion and extension of the existing fire station to provide 12 self-contained flats. The main challenges are the listed nature of the building, site access limited largely to Lancaster Grove (to the north) and the relatively close proximity to neighbouring dwellings.

3. 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 potential receptors are 34a Lancaster Grove (dwelling to the north west), 22 Lambolle Place (dwelling to south west), Sarum School (school to south), and the 61-71 Lancaster Grove (odds) (dwellings to north). Some noise from construction likely, although the majority of works are limited to internal parts.

4. 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.



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

Main contractor not yet appointed.

6. 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

Main contractor not yet appointed, however it is anticipated that Camden's standard construction hours will be respected.

7. 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.

N/A

8. 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 them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Consultation will be undertaken in due course, subject to obtaining planning and listed building consents.

9. 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.

The main contractor, when appointed, will be eligible to sign up to the considerate constructor's scheme. Details of community liaison to follow, on appointment.

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

As above

11. 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 applicants are not aware of any other existing or anticipated construction sites in the local vicinity of the site at the time of writing. Should this change, the main contractor, when appointed will provide further consideration/mitigation against any cumulative impacts of construction.

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 sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material is available here [TBC]. Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Name of Principle contractor:

1. Traffic routing: should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) may consider installing Trixi mirrors at junctions.

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 also be given as to whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used.

This should then be communicated to all contractors and sub-contractors servicing the site and not deviated from unless unavoidable.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the Transport for London Road Network (TLRN).



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

All contractors delivery companies etc will be advised in writing of the delivery point on Lancaster Gr. The access will be manned during deliveries by a trained traffic marshall.

2. Control of site traffic, particularly at peak hours: Traffic servicing the site should be controlled using a delivery booking system to manage site traffic. Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

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

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

Information to follow on appointment of main contractor

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

N/A

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

Information to follow on appointment of main contractor

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

Information to follow on appointment of main contractor, if applicable

3. Site access and egress: Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

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

The site is served by two access and egress points, fronting Lancaster Grove.

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

The site access point will be manned during deliveries by a fully trained traffic marshall to ensure vehicles enter and exit the site safely. The site accommodation will house the site management team, as well as the welfare set up and segregated pedestrian access will be available from the footways on the adjacent highway. Site visitors will be able to access the site office without entering the construction site. The site boundary with public frontages (where existing walls do not exist) will be dressed with upto 2.40m high hoarding which will help mitigate noise and dust nuisance. On this hoarding will be placed a notice board, which will clearly state the name, telephone number and address of the senior manager on site should a member of the public wish to speak to him/her.

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

N/A

d. Provision of wheel washing facilities should be considered if necessary.

Information to follow on appointment of main contractor

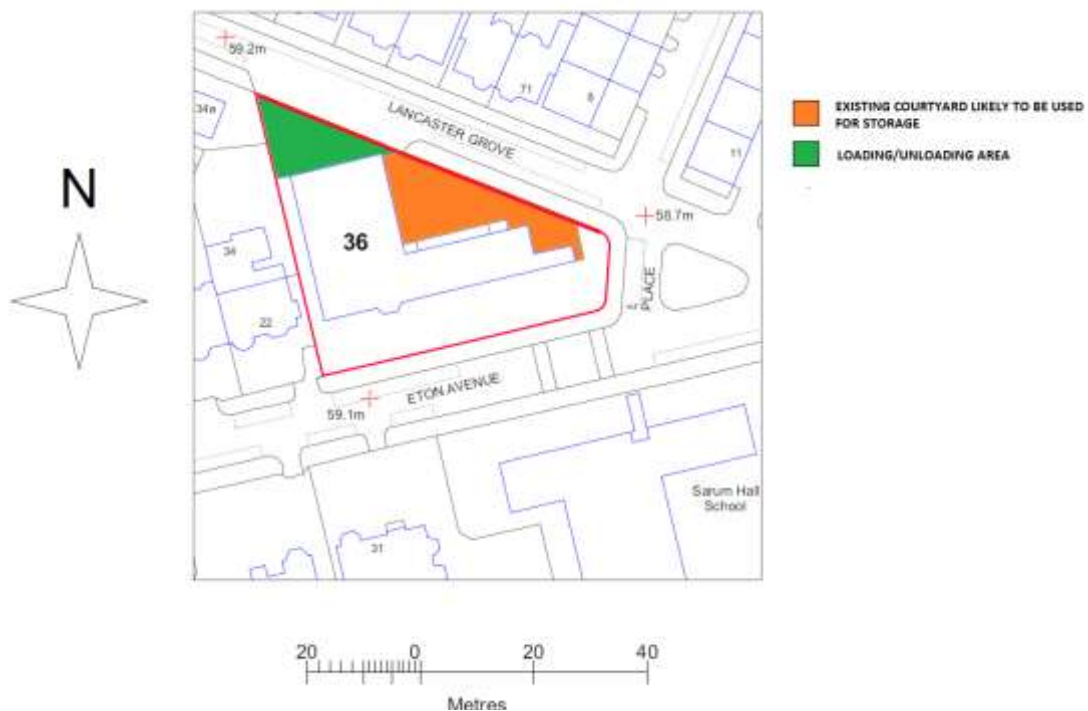
4. Vehicle loading and unloading: vehicles should be loaded and unloaded on-site as far as is practicable. If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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

will take to ensure that loading/unloading is carried out safely. Please refer to Q4 under the Highways section if any parking bay suspensions will be required.

Loading/Unloading is expected to take place at the existing site access on Lancaster Grove (see plan below, area highlighted green). The site access point will be manned during deliveries by a fully trained traffic marshall to ensure vehicles enter and exit the site safely, as well as the welfare set up and segregated pedestrian access will be available from the footways on the adjacent highway.

Materials, skips and plant are expected to be stored within the existing secure courtyard (see plan below, area highlighted orange).



5. Where one is assigned, please submit your principal contractor’s proposed method for checking vehicle and driver compliance.

Information to follow on appointment of main contractor

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

Information to follow on appointment of main contractor

7. Please sign-up to join the CLOCS community to receive up to date information on the standard by expressing an interest online: www.clocs.org.uk/clocs-community/.

I confirm I have registered to receive information on the CLOCS standard

Information to follow on appointment of main contractor

8. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard [link].

Information to follow on appointment of main contractor

Please contact CLOCS@camden.gov.uk for advice on any aspect of this section.

Highways

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

N/A

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

Information to follow on appointment of main contractor

3. 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 that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

N/A

4. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information to follow on appointment of main contractor

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

Information to follow on appointment of main contractor, if applicable

6. If pedestrians and/or cyclists are diverted, Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements. 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.

Information to follow on appointment of main contractor, if applicable

Environment

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

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

Information to follow on appointment of main contractor

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

A noise survey has not yet been undertaken, but will prior to commencement of development. Details to follow on appointment of main contractor

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

See above

4. 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.

Information to follow on appointment of main contractor

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

Information to follow on appointment of main contractor

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

Information to follow on appointment of main contractor

7. 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.

Information to follow on appointment of main contractor, however should vehicles spread significant amounts of dust and dirt, a wheel wash facility would be expected to be incorporated.

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

Information to follow on appointment of main contractor

9. 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.

Information to follow on appointment of main contractor

10. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

Information to follow on appointment of main contractor

11. 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.

N/A

12. 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).

Information to follow on appointment of main contractor

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

N/A

14. 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.

Measures will be put into place to mitigate complaints in respect of the conduct of builders.
Information to follow on appointment of main contractor

Agreement

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:

Please submit to: planningobligations@camden.gov.uk

End of form.