Construction Management Plan (CMP)

The proposed development of

47 Doughty Street
London
WC1N 2LW

Prepared by:	Natassja Norval
Reviewed by:	Laurence King
Date:	February 2016

Revisions

Rev	Date	By	Notes
-	February 2016	N Norval	Issued

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CONTENTS

1. INTRODUCTION

Kias Services Ltd has been commissioned by Mr Yifan He to compile a Construction Management Plan (CMP) for 47 Doughty St, WC1N 2LW to be submitted with the planning application as required in the Planning Obligations (Section 106)

The proposed development consists of extending the rear basement to reach the rear boundary of the property, a new rear ground floor extension and re-building the rear closet wing to increase the height & depth.

The primary aim of this CMP is to reduce the impact of the construction works on the residents of Camden, specifically the residents of Doughty Street. A number of site specific measures are being proposed to alleviate the disruption to local residents as set out in this document; however, the CMP is a live document that will evolve as necessary to address issues that may be identified through ongoing consultation with local residents as the project progresses.

The Construction Project Manager will be responsible for implementing measures contained in the CMP and will be the point of contact for local residents. The Project Managers name, telephone number and email address will be added to the CMP once he/she has been appointed.

2. SITE LOCATION OVERVIEW

Doughty Street is a relatively wide road with Resident Parking Bays on both sides.

Goodenough College is situation on Mecklenburgh Square backing onto the corner of Doughty St and Guilford St, it is a post graduate college with residential accommodation.

The Charles Dickens Museum is located next door at No. 48 Doughty Street with opening hours of Tuesday to Sunday from 10am - 5pm.

The proposed development shares a party wall with the adjacent residential propertie at 46 Doughty Street and the museum mentioned above at 48 Doughty street.

3. CAMDEN COUNCIL CONSTRUCTION MANAGEMENT PLAN PRO FORMA V2.0

As the site is located on a residential street, the impact on the local residents is of paramount importance.

The logistics of how construction vehicles will reach the site was considered thoroughly and Camden Councils "Minimum requirements for building/construction/demolition sites" has been taken into account in the preparation of this document

Construction Management Plan

pro forma v2.0

Contents

Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	*(attach appendix if necessary)*
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

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

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

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

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

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

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

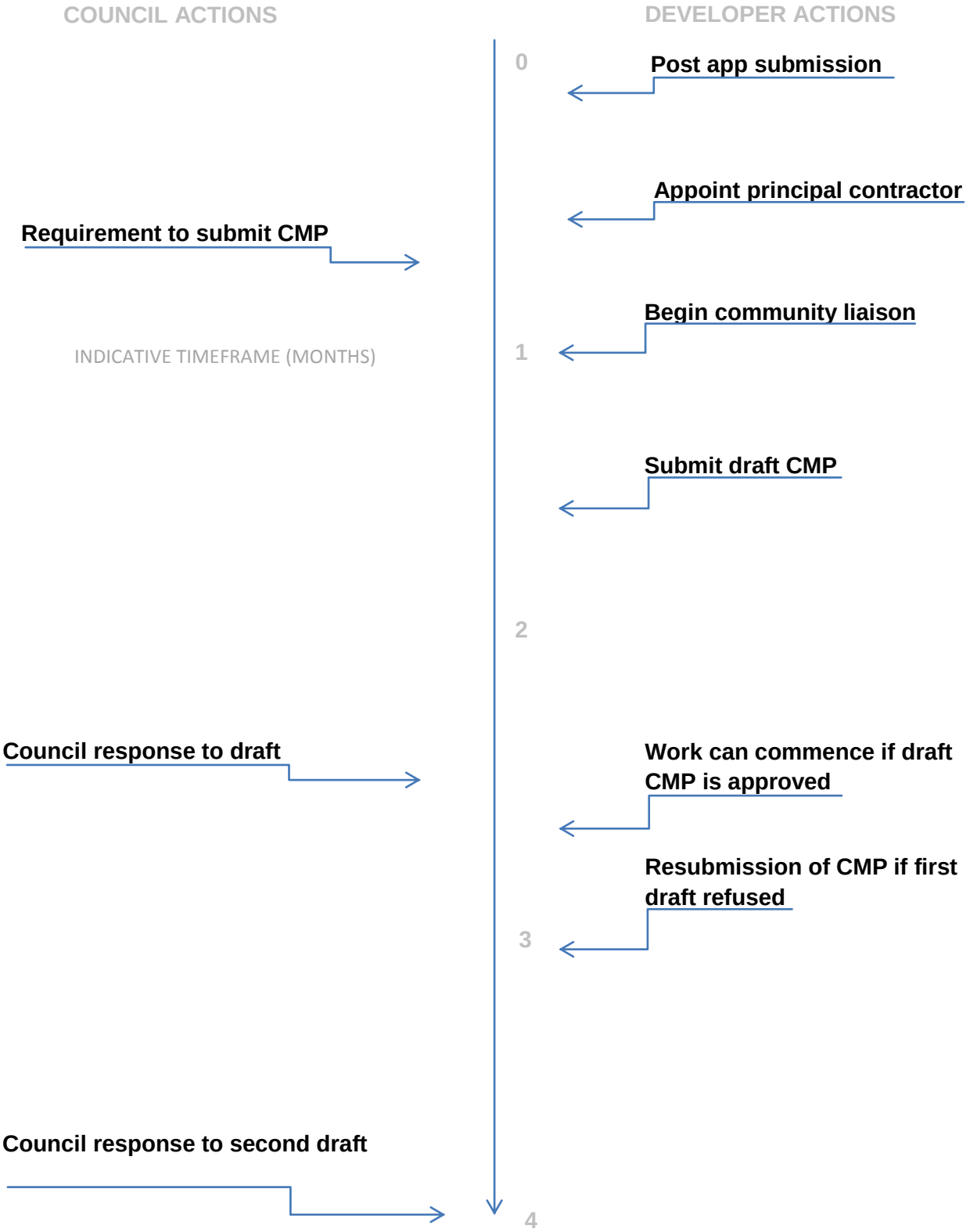
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "Demolition Notice"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

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

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
INDICATIVE TIMEFRAME (MONTHS)
0
1
2
3
4
Post app submission
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
Submit draft CMP
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
Council response to second draft

Contact

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

Address: 47 Doughty Street, London, WC1N 2LW

Planning ref: TBA

Type of CMP - Section 106 planning obligation/Major sites framework: Section 106 planning obligation to submit with planning application.

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

Name: Natassja Norval on behalf of Kias Services Ltd

Address: 2 Longfield Court, Bedford Road, Letchworth, SG6 4EG

Email: tassj@kias.services

Phone: 01462 483 201

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.

Once the project has been tendered for and a contractor chosen, this information will be added to the CMP and the information submitted to the council as well as the local residents.

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: Natassja Norval on behalf of Kias Services Ltd

Address: 2 Longfield Court, Bedford Road, Letchworth, SG6 4EG

Email: tassj@kias.services

Phone: 01462 483 201

Note: this only applies during planning application, as soon as a main contractor is chosen, responsibility of community liaison will be transferred to them as detailed in Q3

5. Please provide full contact details of the person responsible for community liaison/dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the responsible Camden officer.

Name: Natassja Norval on behalf of Kias Services Ltd

Address: 2 Longfield Court, Bedford Road, Letchworth, SG6 4EG

Email: tassj@kias.services

Phone: 01462 483 201

Note: this only applies during planning application, as soon as a main contractor is chosen, responsibility of community liaison will be transferred to them as detailed in Q3

6. 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.

Once the project has been tendered for and a contractor chosen, this information will be added to the CMP and the information submitted to the council as we as the local residents.

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 project is located at 47 Doughty Street, London, WC1N 2LW. The site is in a predominantly residential area, which is land-locked by the residential garden of No.46 to the North and the Charles Dickens Museum to the South, and the properties of Brownlow Mews to the East.

There is a residential parking bay directly in front of the property.

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).

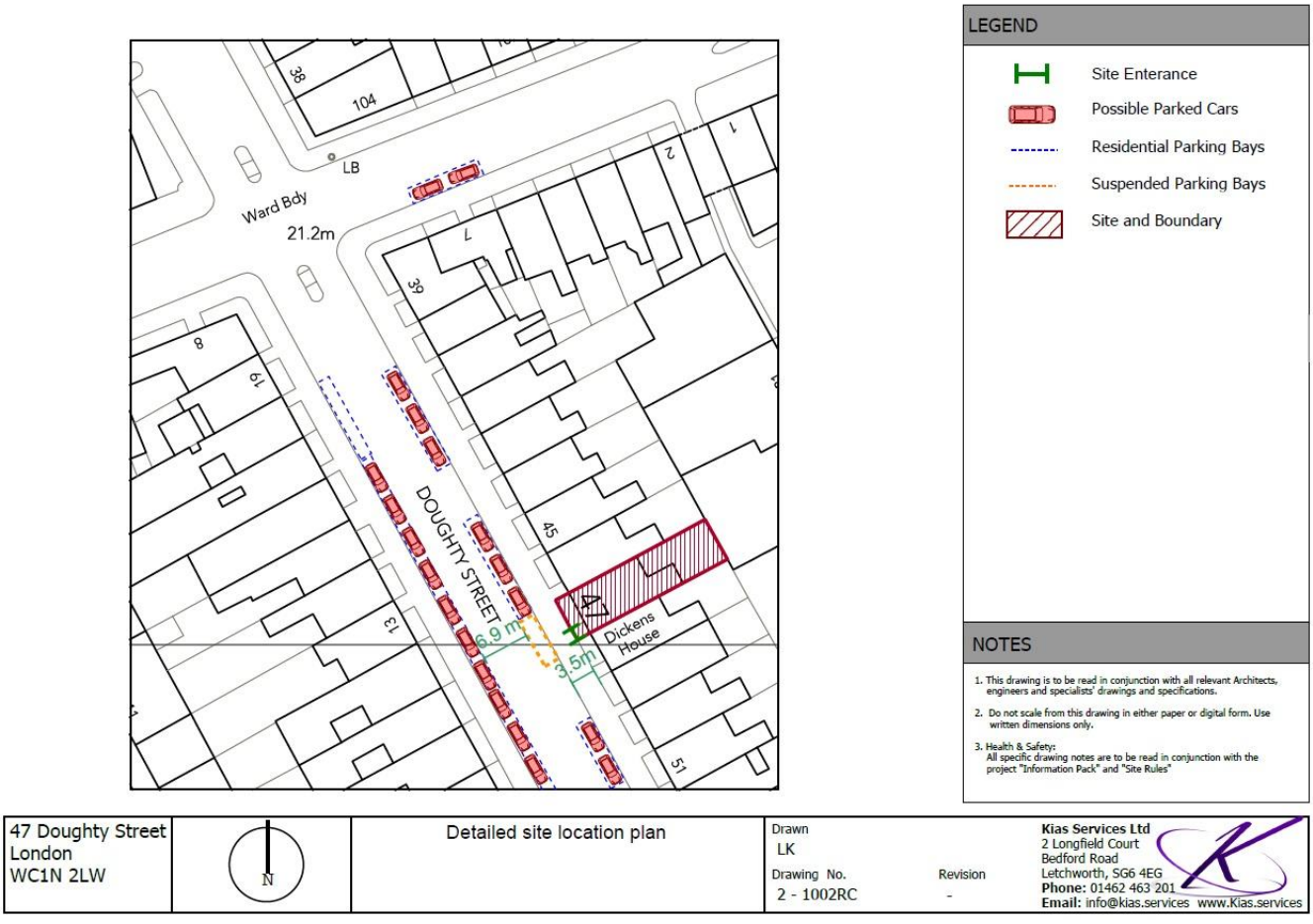
The proposed works consist of:

- Demolition of the existing ground floor rear conservatory
- Partial demolition of the existing closet wing
- Extension of the rear basement to reach the boundary of the property
- Rebuilding with increased height and depth of the rear closet wing
- Minor internal alterations

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 likely to be affected by the activities on site would be the neighbours in No. 46, the Charles Dickens Museum at No. 48 and the properties at Brownlow Mews.

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.



There are no cycle lanes along Doughty Street.

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).

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.

Activity	Weeks	Workers on Site
Site Preparation, building Regulations and Health & Safety Documentation	2	3
Demolition	3.5	5
Excavation	8	8
Concrete footing, Slab and Retaining Walls	5	8
Building Frame	12	6
Internal Fit out	10	6

Total Estimated Construction Period 10.5 Months

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

We can confirm that the hours of construction, will be restricted as follows:

- Between 8am and 6pm, Mondays to Fridays inclusive
- Between 8am and 1pm, Saturdays (except Noisy Works)
- No work on Sundays and public holidays

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.

Thames water, UKPN, BT – The main contractor (when appointed) will discuss installation dates with the utilities suppliers, agree trenching details with them and coordinate installation dates.

Community Liaison

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

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of

what is being proposed in terms of the development process. Ideally this consultation and discussion process should have already started with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the build, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.
Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact
Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.
The Council can advise on this if necessary.

1. Consultation
The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents prior to submission of the first draft CMP.
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.
Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Contact with various landowners, residents, local representatives and the emergency services will be maintained throughout the project informing them of the construction process. The site's construction team will deal with any queries and provide immediate response to any issues raised.

The Mecklenburgh Square Residents Association is believed to be the closest residents association to the development and will be consulted and made aware of all construction activity during the development.

The Following letter and a Draft CTMP, requesting that they review the plan and put forward any comments and suggestions has been sent to:

Mr Wilson
Mecklenburgh Square Residents Association
17 Mechlenburgh Square
London
WC1N 2AD

Charles Dickens Museum
48 Doughty Street
London
WC1N 2LX

The Owner/ Occupier
46 Doughty Street
London
WC1N 2LW

The Owner/ Occupier
21A Brownlow Mews
London
WC1N 2LA

The Owner/ Occupier
49 Doughty Street
London
WC1N 2LW

The Owner/ Occupier
11 Doughty Street
London
WC1N 2LW

The Owner/ Occupier
12 Doughty Street
London
WC1N 2LW

Kias Services Ltd
2 Longfield Court
Bedford Road
Letchworth, SG6 4EG

Phone: 01462 483 201 Mobile: 07894 541 706 Email: info@kias.services Web: www.kias.services

Date: 19.02.16

Mr Wilson
Mecklenburgh Square Residents Association
17 Mechlenburgh Square
London
WC1N 2AD

Dear Mr Wilson,

Re: 47 Doughty Street - Construction Management Plan, Neighbouring Consulation

Kias Services Ltd has been appointed by Messrs. He and Zhu, the owners of 47 Doughty Street and who wish to repair and upgrade the house.

A Construction Management Plan (CMP) has been prepared as part of the objective of reducing as much as possible the impact of the construction works on the local area and residents.

A draft copy of the CMP is enclosed and you are invited to make any comments or suggestions and these will be considered before the CMP is finalized.

Should you wish to make any comments or suggestions, please contact us using the details above, or you can email me directly on tassj@kias.services

We would welcome any input in the next seven days.

With Kind Regards

Your sincerely

Natassja Norval
Director

2. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

Once a main contractor is chosen, letters will be sent to the neighbours informing them of the start date of the works and detailing the contact details of the person responsible for community liaison.

There will also be a Construction Site Contact Info Sign displayed on the outside of the site, similar to the following:

3. Schemes

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

The site must be registered with the Considerate Contractors scheme and pass the 2 inspections resulting in receiving the Considerate Construction Certificate at the end of the project.

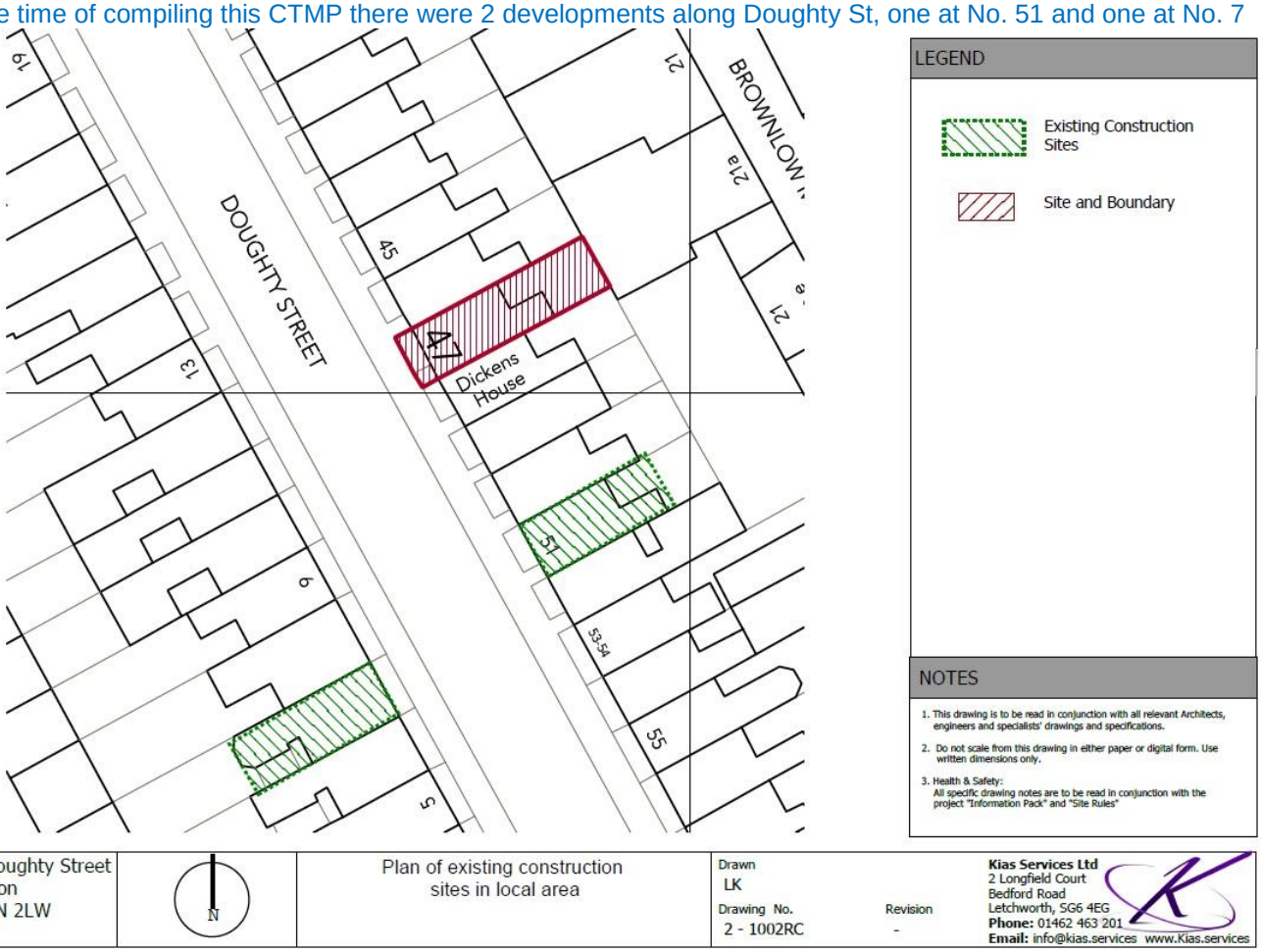
The main contractor will also follow the guidance in Camden's two documents noted above.

4. Neighbouring sites

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

The Main Contractor responsible for the project will make all reasonable efforts to coordinate the scheduling of any construction traffic movements with other nearby developments.

At the time of compiling this CTMP there were 2 developments along Doughty St, one at No. 51 and one at No. 7



At the start of the project, the site manager should make himself known to each development and exchange details in order to maintain communication and schedule activities as required.

Transport

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

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles

and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.
This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.
Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.
Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Please refer to the CLOCS Overview and Monitoring Overview documents which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal contractor:

Once the project has been tendered for and a contractor chosen, this information will be added to the CMP and the information submitted to the council as we as the local residents.

2. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

All supply chain enquiries will be issued with clear requirements that compliance with the CLOCS standard is mandatory on this contract.

Traffic Marshalls will be fully trained in the required CLOCS operating standards and will be empowered to refuse access to the general site area if the vehicle or its driver is found to be in a material breach of contract.

The contractor should plan to use the checking and monitoring process within the CLOCS standard.

3. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

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

I can confirm that we have read and understood the CLOCS Standard. The appointed main contractor will have to include the requirement to abide by the CLOCS Standard in all orders to their supply chain.

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

Site Traffic

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

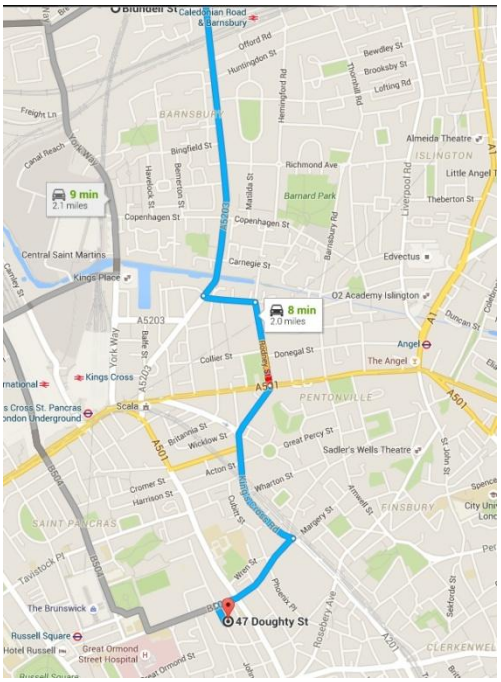
4. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

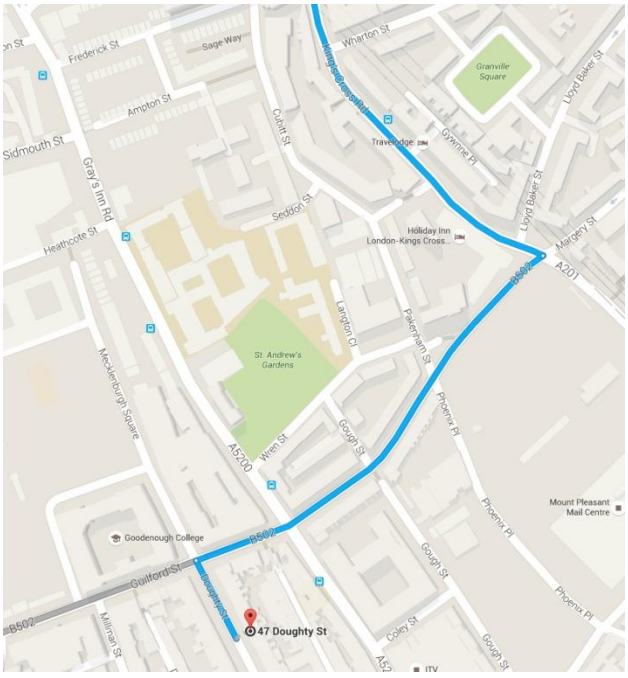
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes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

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

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

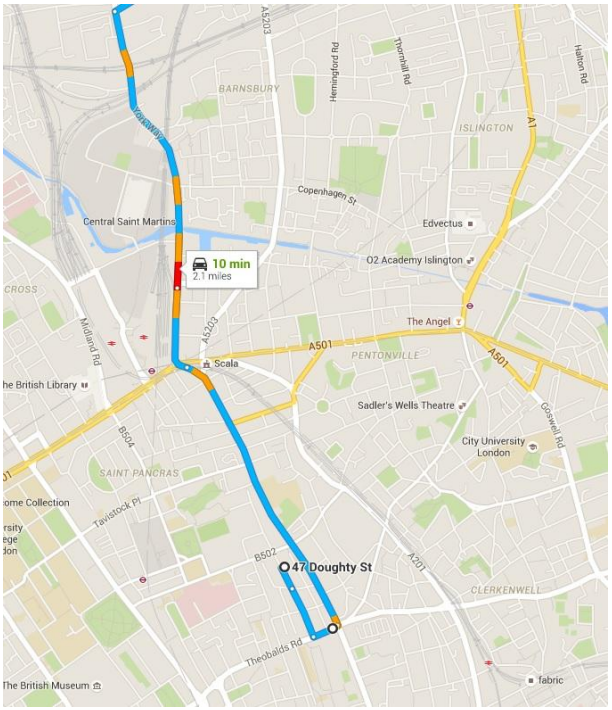
Vehicles coming from the North

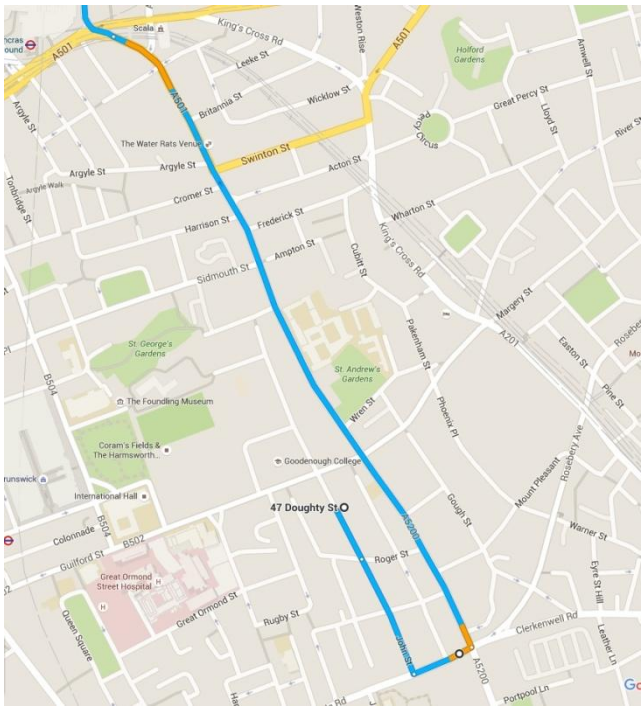




Coming from The A501 Pentonville Road, Continue onto Penton Rise A201/A501
Turn right onto Calthorpe Street B502
Take the third left onto Doughty Street and the site will be on the left

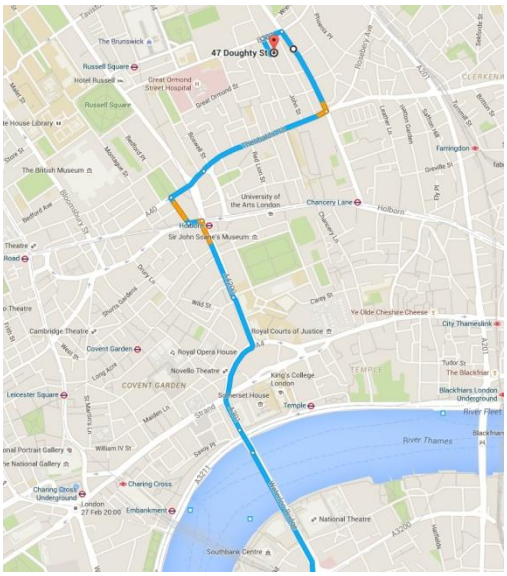
Vehicles leaving to the North

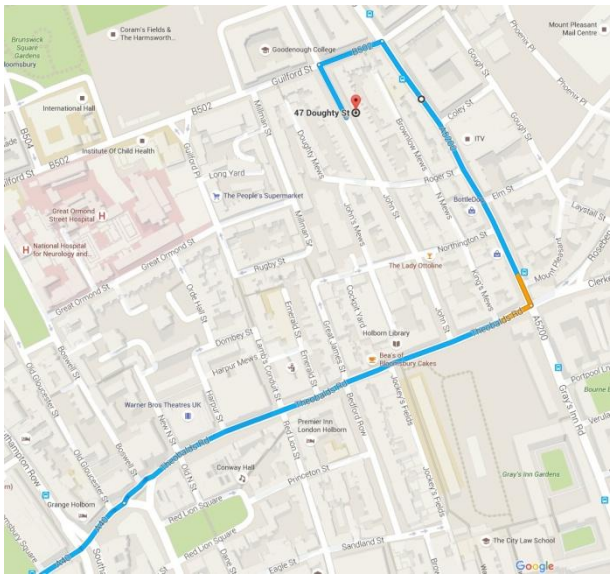




When leaving site, continue straight on Doughty Street
Take John St to Theobalds Road A401 and turn left .
Then take the second left onto Grays Inn Road A5200
Continue straight onto York Way A5200/ A5203

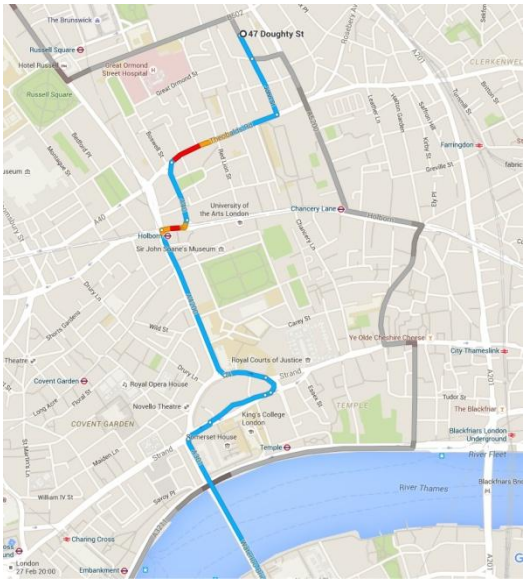
Vehicles coming from the South

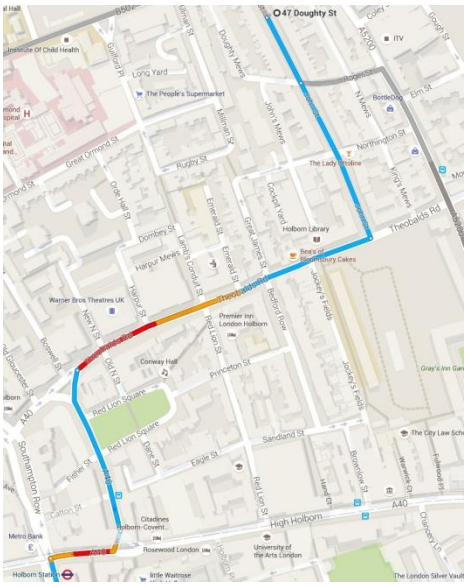




From the Waterloo Bridge A301, continue onto Strand Underpass
Then a slight right onto Kingsway A4200 and turn left onto High Holborn A40
Immediately turn right onto Southampton Place and right again onto Vernon Place A40/A401
Use the left 2 lanes to turn slightly left onto Theobalds Road A401
Turn left onto Gray's Inn Road A5200 and Left again onto Guilford St B502
Finally take the next left onto Doughty Street and the site is on the left.

Vehicles leaving to the South





When leaving site, continue straight on Doughty Street
Take John St to Theobalds Rd A401 and turn right
Theobalds Rd A401 turns slightly left and becomes the A40
Use the right 3 lanes to turn slightly right onto High Holburn A40
Turn left onto Kingsway A4200, then use any lane to turn left onto Aldwych A4
Use the right 3 lanes to turn slightly right onto Aldwych
Use any lane to turn slightly right onto Strand A4 and keep left to continue on Strand A4
Turn left onto Lancaster Place A301
At the roundabout, take the 3rd exit onto York Road A3200
Continue onto Westminster Bridge Rd A302

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.

A copy of this CMP will form part of the documentation provided in the construction contract.

The contractor will be required to pass the CMP information to each sub-contractor & Suppliers. The maps of the site access and egress routes mentioned above will be issued to all suppliers and Sub-contractors.

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

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

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

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

The following list provides details of the type of vehicles that will need to gain access to the site during the construction process:

- **Skip Lorry Vehicle:** 4 wheels, 20tonne, 6.1m x 2.3m
- **Concrete Mix & Deliver Vehicle:** 8 wheels, 32 tonne, 10m x 2.6m (Heaviest vehicle to attend site)
- **Grab Lorry Vehicle:** 4 wheels, 20tonne, 6.1m x 2.7m
- **General Building Materials:** 6 wheel, 24tonne HIAB flat-bed, 8.2m x 3.1m (Largest vehicle to attend site)
- **Sundry Materials:** 4 wheel, 3 tonne (van/flat-bed), 4m x 2m
- **Rubbish Lorry:** 4 wheel, 6m x 2.5m

The estimated dwell time for spoil removal lorries is 20-30 minutes, material lorries is 10-20 minutes and 30-40 minutes for concrete lorries.

During the various phases of work we would expect:

- ***Site strip out, demolition and excavation*:**
  - o 2no. grab lorries per week, (once a day)
  - o 1no. general building materials lorry per week,

- ***Structure:***
  - o 2no. skip lorries per week
  - o 2no. concrete mix & deliver lorries per week
  - o 3no. general building materials lorries per week

- ***Fit out***
  - o 2no. rubbish lorries per week
  - o 1no. general building materials lorry per week,
  - o 2no. sundry materials lorries per week

The vehicles stated above will be the largest attending site. Maximum vehicle sizes and maximum dwell times for each construction vehicle type will be revised as necessary by the contractor to ensure conflicting deliveries never arise and to maintain highway operation

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

At the time of compiling this CMP there were 2 developments along Doughty St, one at No. 51 and one at No. 7

There are currently no major construction sites on the proposed route .

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

No waiting will be permitted next to or in close proximity to the site.

Suppliers shall call the Site Manager 30 minutes before their vehicle arrives at site, to confirm that the loading area is available. If the loading area is unavailable, the delivery will be cancelled and re-arranged accordingly.

The above measures will ensure conflicting deliveries never arise.

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. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

No off-site holding areas will be required

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

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

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

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

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

As answered in 4: Traffic Routes.

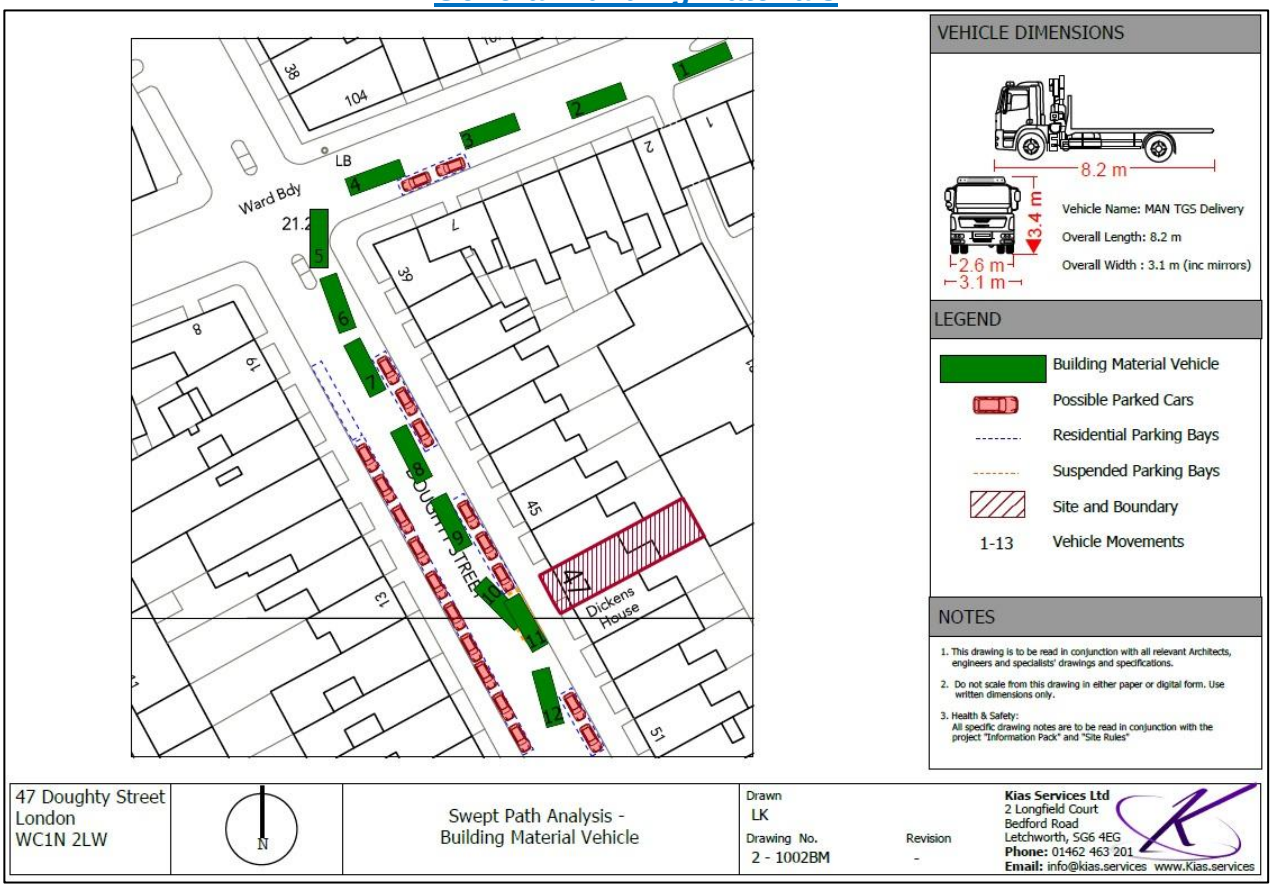
There is no vehicle access to site.

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

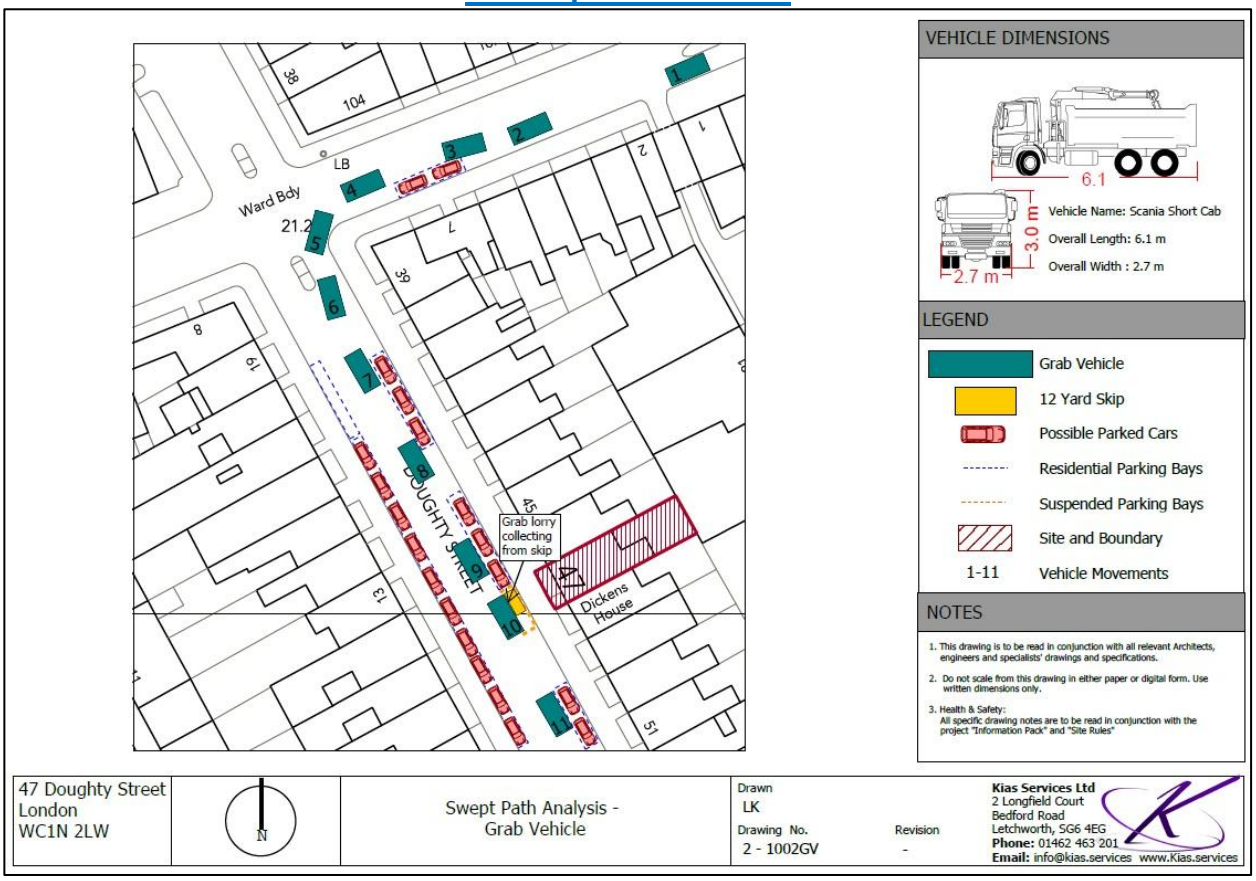
The maps of the site access and egress routes mentioned above will be issued to all suppliers and Sub-contractors.

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).

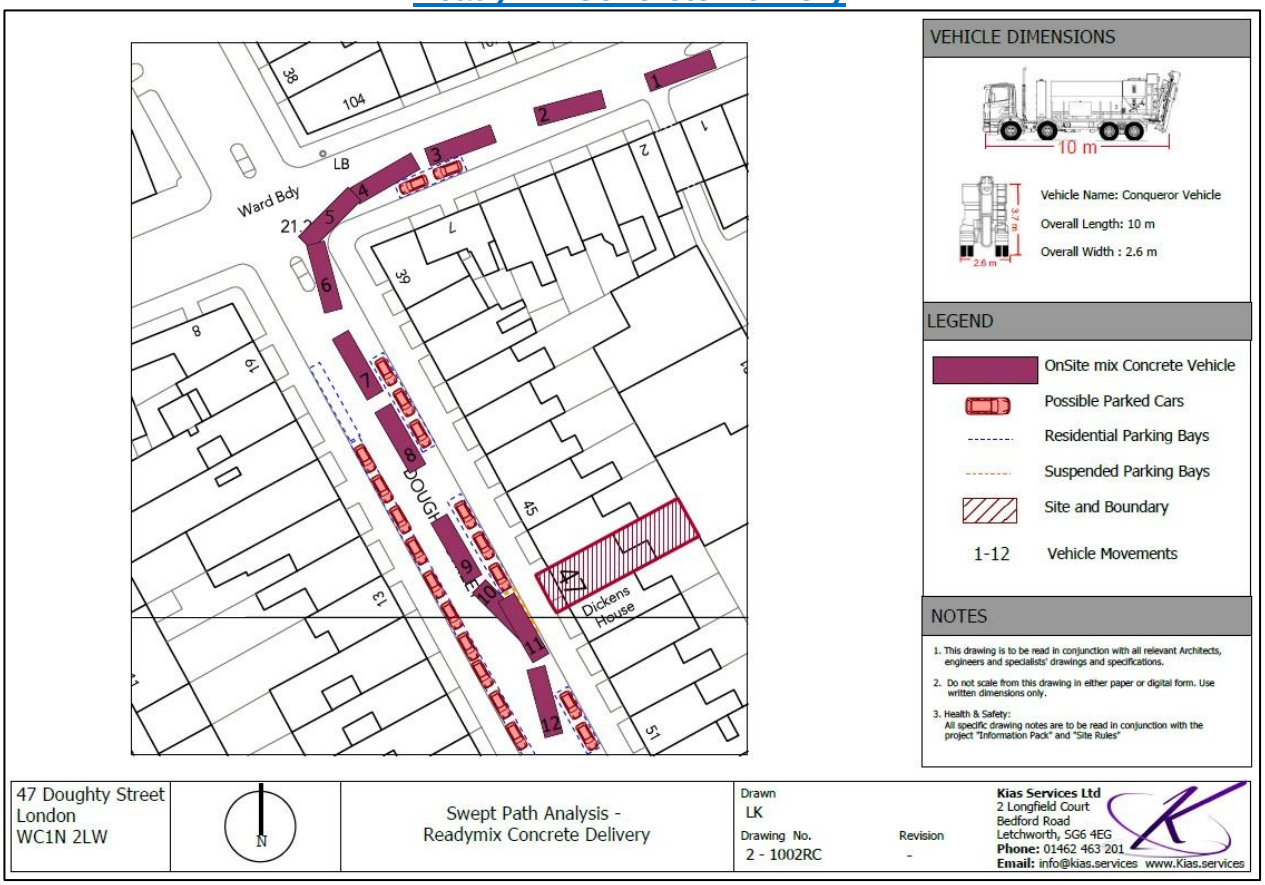
General Building Materials



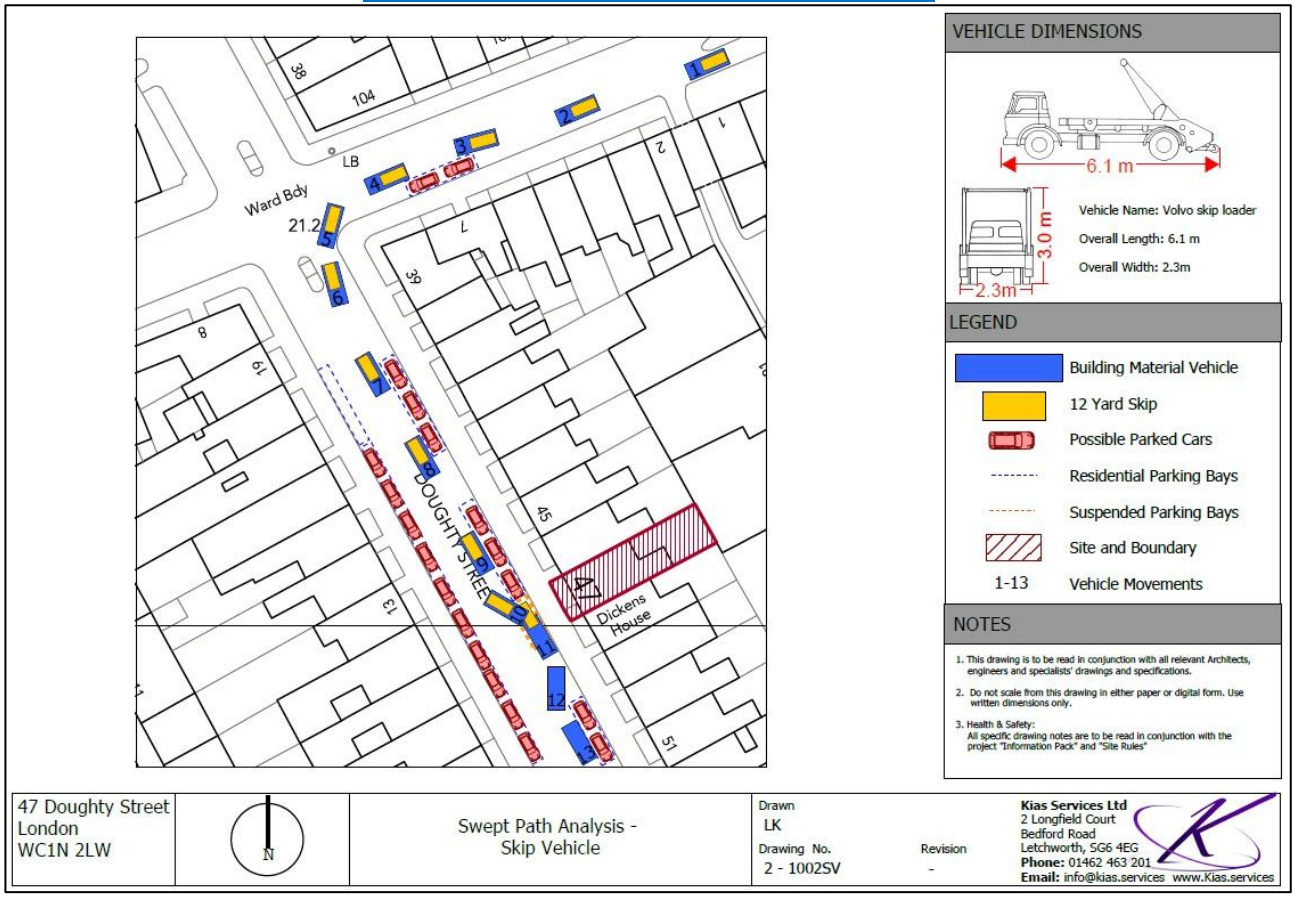
Grab Spoil Collection



Readymix Concrete Delivery



Skip Drop Off, Exchange & Collection



d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

Wheel washing facilities should not be necessary however the main contractor will monitor the condition of the highway and foot paths regularly.

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

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

Given the constraints of the site and the surrounding highway network, it will be necessary to unload materials from vehicles parked on the highway.

This loading bay would also be subject to the booking system as described above.

Highway interventions

8. Parking bay suspensions and temporary traffic management orders

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

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

Information regarding parking suspensions can be found here.

In order to maintain an uninterrupted flow of traffic and prevent the road from becoming blocked, it will be necessary to apply for one bay to be suspended directly outside No. 47.

This will allow the site to accept deliveries without affecting the traffic.

9. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

No Highway works will be necessary

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

The construction lighting will be limited and task specific to the specification in the table below:

 Mini POD 500W	 Festoon Light 30M	 Fluorescent Light 2FT	 Fluorescent Light 5FT
The Faithfull Site lights will suit both commercial and domestic use. Each lamp is constructed from a die-cast body and is equipped with a metal grille to prevent accidental contact with the hot lens and to protect it against damage. The leads to all lamps are fitted with plugs. These Faithfull Lights are free standing, portable and come in 240 Volt, 110 Volt and with 150 or 500 watt lamp versions. Mounted on a strong tubular steel frame for added stability. A 'tilt and lock' facility, this allows the head to be adjusted to a variety of positions to optimise the powerful light output . 500 Watt 240 Volt	Festoon lighting strings meet the requirements of BS7375: 1996 abd are designed for 110V operation.	Built for demanding construction tasks. Assembled using low temperature cable (-30 to +70 degrees) and Defender plugs and sockets. IP65 rated. Tough polycarbonate lens. Fully powder coated stand.	Built for demanding construction tasks. Assembled using low temperature cable (-30 to +70 degrees) and Defender plugs and sockets. IP65 rated. Tough polycarbonate lens. Fully powder coated stand.

All temporary lighting will be directed towards site and only put on when necessary, particularly during winter. No external lighting (other than safety/hazard lighting) will operate outside the hours of construction and controlled by a timer if necessary.

Procedures will be put in place for monitoring the lighting, and adjustments will be made to lighting to ensure minimal environmental and social impacts occur.

All the relevant Health & Safety signs will be displayed within and around the site as required.

10. Diversions

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

There will be no diversions, disruption or other use of the public highway during the construction period.

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered, these include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/ hoardings, etc.

A secure hoarding will generally be required to the site boundary with a lockable access

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Pedestrian and cyclist safety will be a priority of the contractor. Special consideration will be given to vulnerable road users. Safe pedestrian access will be maintained at all times. The adjoining public highway will be regularly cleaned down (at least once daily and after concrete mixing), kept free from obstructions and inspected for hazards to ensure road users and pedestrians are protected at all times

Signage will be positioned along Doughty Street before and during any construction vehicle movements to warn vulnerable road users

Pedestrians

Pedestrian access and movements are a priority so banksmen will control pedestrian movements and should any vehicles be in the way of pedestrians they will endeavour to move as soon as possible.

Cyclists

During certain loading and unloading events, personnel will direct and halt traffic as required to ensure that these activities do not conflict with each other and that a safe environment is maintained.

Qualified (LANTRA or similar) banksmen will be in position during the transfer of materials across the footway to ensure that safe pedestrian passage in maintained at all times and priority will be given to members of the public crossing the footway.

The contractor's operatives are to maintain courteous relations and must be helpful to neighbours and passers-by at all times.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

There are no temporary structures overhanging the public highway

SYMBOL IS FOR INTERNAL USE

Environment

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

1. Please list all noisy operations and the construction method used, and provide details of the times that each of these are to be carried out.

Noisy work on site will be carried out in accordance with guidance provided by Camden Council, e.g.

Restricting the hours that all work is carried out from 08:00 until 18:00, Monday to Friday
and 08:00 until 13:00 on Saturdays. (except Noisy Works)
No works should be carried out on Sundays and Bank Holidays.

Noisy work would consist of general small power tool operations e.g. Drilling, Grinding etc

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.

Bureau Veritas will be employed to provide predicted noise levels for the specific construction phases and ensure that the monitoring stations are located in appropriate areas. A specific location plan showing monitoring points will be produced in association with the Local Authority EHO and Section 61 application.

They will also conduct noise monitoring and provide records to show compliance with set noise levels. Records of percussive piling operations, which would detail the type of hammer, location, time and number of blows will be kept as appropriate and filed with this control plan.

The use of electrically powered modec vehicles has been considered but this had to be discounted as most materials requiring movement will be in bulk and heavy and no commercially available vehicles of the size needed are yet available. In addition, there will be no power supply high enough on site for safety reasons; therefore on site charging of electrical vehicles would not be possible.

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

The project shall not exceed the following noise levels: -

70 dB LAeq 1 hr during the hours of 08:00 to 18:00 on Monday to Friday (excluding Bank Holidays)
55 dB LAeq 1 hr during the hours of 18:00 to 08:00 on Monday to Friday (excluding bank holidays)
70 dB LAeq 1 hr during the hours of 08:00 to 13:00 on Saturdays; and
50 dB LAeq 1 hr at all other times
Daytime free-field equivalent sound pressure levels

The main contractor will respect any reasonable request to reduce the duration of noisy activities further if required. Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.

Vibration levels shall not exceed:

A peak particle velocity of 2mm/s as measured immediately adjacent to the nearest residential property or vibration sensitive structure and

12mm/s measured immediately adjacent to site address

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.

Bureau Veritas will be employed to monitor vibration levels from construction activities. This will be assessed at the same time and locations as for noise monitoring.

In the event that a complaint or concern is raised, an immediate review will be completed to remove the problem wherever possible and to establish what levels of noise and vibration have been emitted from the site. The interested parties will also be notified.

In the event that the limits have been exceeded the operation will be modified and the noise and/or vibration rechecked from that operation to verify that the corrective action has been effective. These actions may include reducing the operating hours, resetting the equipment, changing the method of working or temporary barriers.

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

The main contractor (once appointed) should be able to produce evidence of this and a copy should be kept in a file on site.

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

General Control Measures
Monitor weather reports to ensure appropriate dust suppression or road cleaning is available when required

Dust and Emissions
- Select suitable haul routes away from sensitive areas
- Water dampening measures will be used during the demolition process, which will significantly control dust generation, however consideration must be given to proximity of drains
- Dust screens could also be incorporated during this element of the project.
- Whenever possible, wet processes will be used during cutting, drilling and grinding to limit dust emissions
- Materials handling and storage

Material Stockpiles
- Locate stockpiles out of the wind where possible
- Keep stockpiles to a minimum practicable height and use gentle slopes
- Damp down stockpiles using water misting/sprays as appropriate
- Store materials away from the site boundaries and downwind of sensitive areas. Note: Materials should not be stored in close proximity to drains, water or trees
- Minimise the height of all fall materials (demolition works)
- Waste will be stored in a designated area within the identified compound away from site boundaries
- Use covered containers for waste whenever possible
- No burning of materials on site

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.

Mud on Roads

- Sweepers to be employed to clean roads where appropriate and on a daily basis, if necessary.
- Banksman to clear large debris immediately
- Only designated routes are to be used (not via local towns) – site directions to be provided to supplier and sub contractors
- Wagons to be covered before setting off to prevent materials being blown into the road during transport

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

Bureau Veritas will be employed as detailed above

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

We confirm that the main contractor (once appointed will be requested to submit a Risk Assessment and it will be attached to the CMP as an appendix.

10. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 9 have been addressed by completing the GLA mitigation measures checklist.

We confirm that all of the GLA's "highly recommended" measures have been addressed.

Question 10 – Dust mitigation measures

Applicants must complete the table below (extracted from the Mayors 'control of dust and emissions during construction and demolition' SPG).

Applicants should include all 'highly recommended measures' as a minimum.

XX Highly Recommended
X Desirable

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACKOUT

	CIRCLE RISK LEVEL IDENTIFIED FOR SITE			TICK TO CONFIRM MITIGATION MEASURE WILL BE IMPLEMENTED
MITIGATION MEASURE	**LOW RISK**	**MEDIUM RISK**	**HIGH RISK**	
Site management				
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX	√
Develop a Dust Management Plan.		XX	XX	√
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX	√
Display the head or regional office contact information.	XX	XX	XX	√
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX	√
Make a complaints log available to the local authority when asked.	XX	XX	XX	√
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	XX	XX	XX	√
Increase the frequency of site inspections by those accountable	XX	XX	XX	√
for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.				
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX	√
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.		XX	XX	√
Preparing and maintaining the site				
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX	√
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX	√
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX	√
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X	√
Avoid site runoff of water or mud.	XX	XX	XX	√
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX	√
Remove materials from site as soon as possible.	X	XX	XX	√
Cover, seed or fence stockpiles to prevent wind whipping.		XX	XX	√
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX	√
Provide showers and ensure a change of shoes and clothes are			X	√

required before going off-site to reduce transport of dust.				
Agree monitoring locations with the Local Authority.		X	XX	√
Where possible, commence baseline monitoring at least three months before phase begins.		X	XX	√
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.		X	XX	√
Operations				
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX	√
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX	√
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX	√
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	XX	XX	XX	√
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX	√
Waste management				
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX	√
Avoid bonfires and burning of waste materials.	XX	XX	XX	√

MEASURES SPECIFIC TO CONSTRUCTION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Avoid scabbling (roughening of concrete surfaces) if possible	X	X	XX	√
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	X	X X	XX	√
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.		X	XX	√
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.		X	X	√

MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	X	XX	XX	√
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX	√
Record all inspections of haul routes and any subsequent action in a site log book.		XX	XX	√
Install hard surfaced haul routes,		XX	XX	√

MEASURES SPECIFIC TO DEMOLITION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	X	X	XX	√
Ensure water suppression is used during demolition operations.	XX	XX	XX	√
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	XX	√
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	XX	√

MEASURES SPECIFIC TO EARTHWORKS

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.		X	XX	√
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.		X	XX	√
Only remove secure covers in small areas during work and not all at once.		X	XX	√

which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.				
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;		XX	XX	√
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	X	XX	XX	√
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		XX	XX	√
Access gates to be located at least 10m from receptors where possible.		XX	XX	√
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site		X	XX	√

11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Monitoring location points to be determined and detailed on a location plan.
The trigger values for the project have been confirmed with the EHO and are detailed below. The amount of dust and whether it will cause a nuisance to people or not will depend greatly on the site conditions, local authority interpretation and weather conditions.

- Open Areas less than 100mg/m2/day
- Residential areas less than 150mg/m2/day
- Urban areas less than 200mg/m2/day

(Ref – London Best Practise Guide – Control of dust and emissions from Construction and Demolition)
Glass slides will be exposed for 7 days and analysed on a daily basis against trigger levels, the records of this to be held with this control plan.

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 present copies of receipts (if work undertaken).

The main contractor will carry out good practice in terms of sealing all redundant drainage installations and ensure all new drainage works are properly ended. All food waste to be placed in sealed bins; eating will only be permitted in the canteen.

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

Asbestos survey will be carried in the first half of March. We would expect the report back by the end of March. This report will be added and reissued within the CMP.

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.

The main contractor will provide a smoking area away from the site entry to ensure limited health risks to local residents. Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.

The main contractor is responsible for ensuring that 'No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc.'

As part of the site induction the main contractor will include a section on expected behaviour and a set of site rules.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……
Date: ……..

Print Name: ……..
Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

4. CONCLUSION

As described above, construction works at 47 Doughty St, London, WC1N 2LW will be carried out such that the impact on the local residents and the wider transport network will be minimised.