

Construction Management Plan (Draft)

pro forma v2.0

**Ashton Court – 254-256 Camden Road,
London NW1 9HF**

Application ref: **2015/4553/P**

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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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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	<i>(attach appendix if necessary)</i>
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.

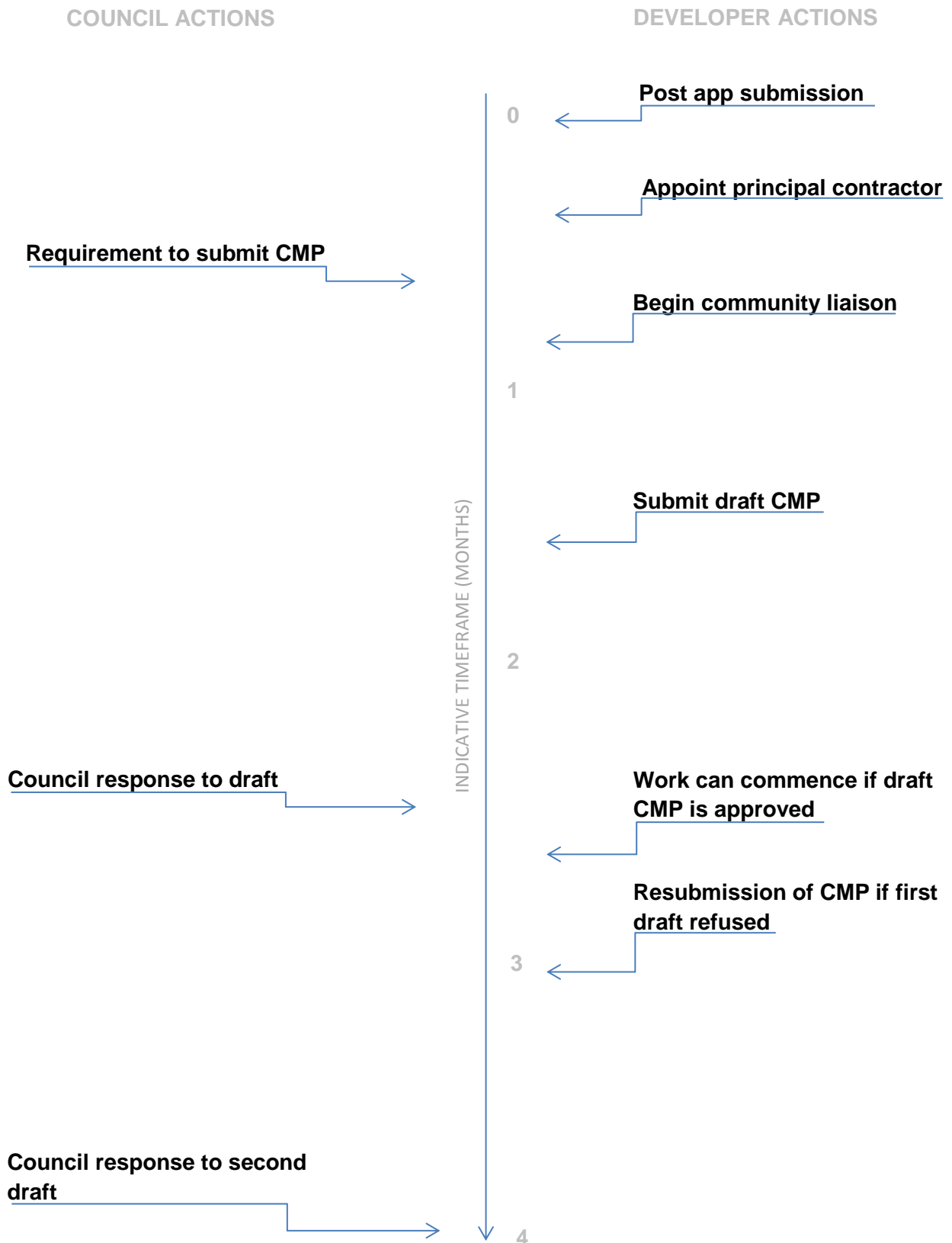
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

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



Contact

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

Address: **Ashton Court, 254-256 Camden Road, London NW1 9HF**
Planning ref: **2015/4553/P**

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

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

Name: **Mark Wells**
Address: **Origin Developments Limited, St Richards House, 110 Eversholt Street, London NW1 1BS**
Email: mark.wells@originhousing.org.uk
Phone: **0207 209 9222**

Contact details to be updated once Principal Contractor appointed

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: **Sam Jarman**
Address: **Robert Lombardelli Partnership, St Luke's House, 5 Walsworth Road, Hitchin, Hertfordshire SG4 9SP**
Email: Sam@rlpsurveyors.co.uk
Phone: **01462 444969**

Contact details to be updated once Principal Contractor appointed

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: **Mark Wells**

Address: **Origin Developments Limited, St Richards House, 110 Eversholt Street, London NW1 1BS**

Email: mark.wells@originhousing.org.uk

Phone: **0207 209 9222**

Contact details to be updated once Principal Contractor appointed

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: **Mark Wells**

Address: **Origin Developments Limited, St Richards House, 110 Eversholt Street, London NW1 1BS**

Email: mark.wells@originhousing.org.uk

Phone: **0207 209 9222**

Contact details to be updated once Principal Contractor appointed

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.

Name: **Details to be provided once Principal Contractor appointed**

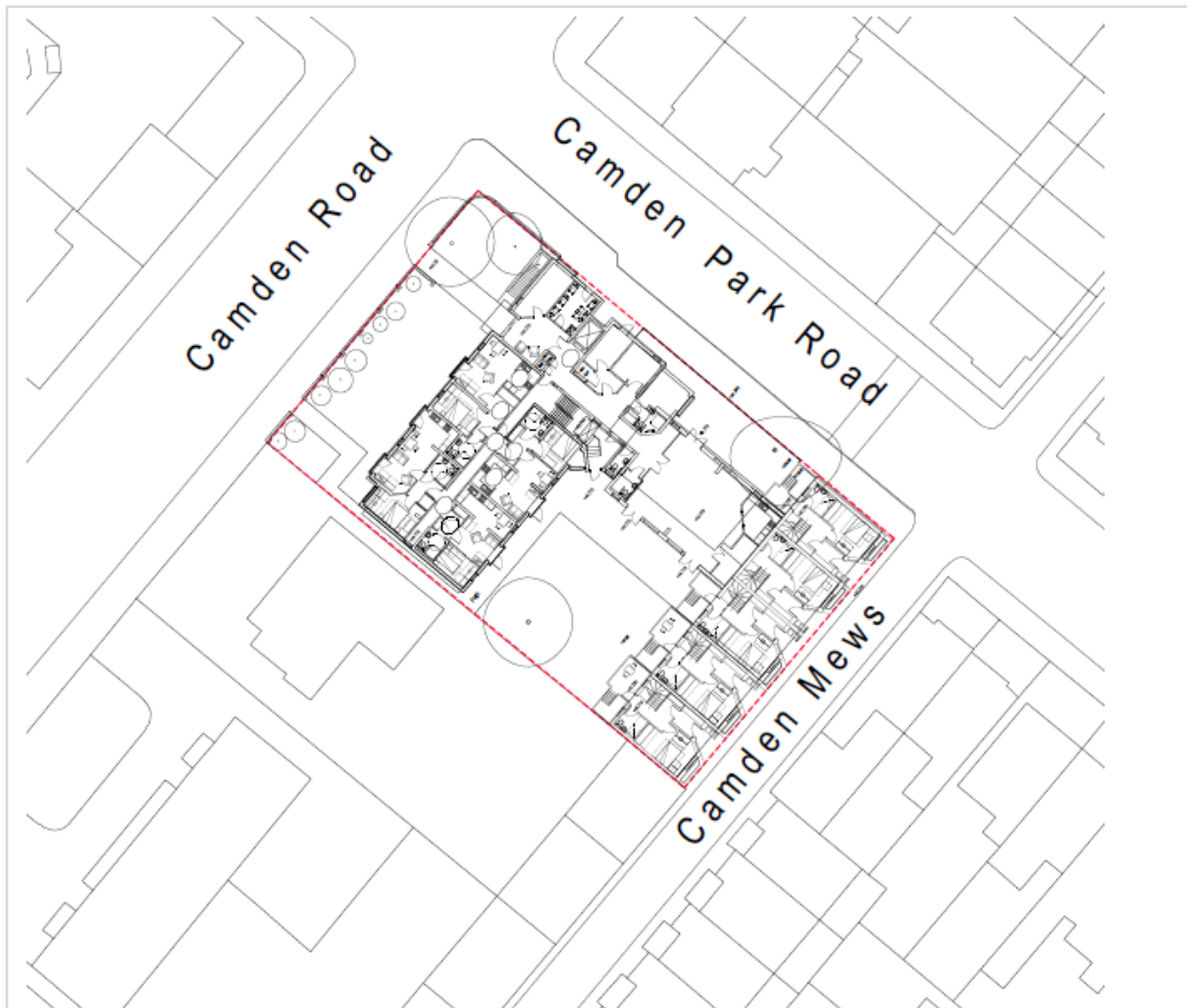
Address:

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.



Ashton Court is situated on a plot enclosed by three roads, Camden Road, Camden Park Road and Camden Mews. The scheme falls within the boundary of the Camden Square Conservation Area. The scheme is located on the east side of the Borough of Camden on the boundary of Islington and falls within the Cantelowes Ward.

Ashton Court is an existing retirement housing scheme consisting of 36 units, the majority of which are exceptionally small bedsits. The development will re-model the existing blocks facing Camden Road and Camden Park Road to provide 24 one bedroom apartments, built to London Plan standards, and will replace the block on Camden Mews to provide 5 two bedroom homes for sale.

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 development will demolish and re-build the blocks facing onto Camden Park Road and Camden Mews. The front block facing onto Camden Road will be retained and re-modelled internally.

The location of the new houses on Camden Mews has been set back to allow scaffold to be located in front without the need for any road closure.

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.).

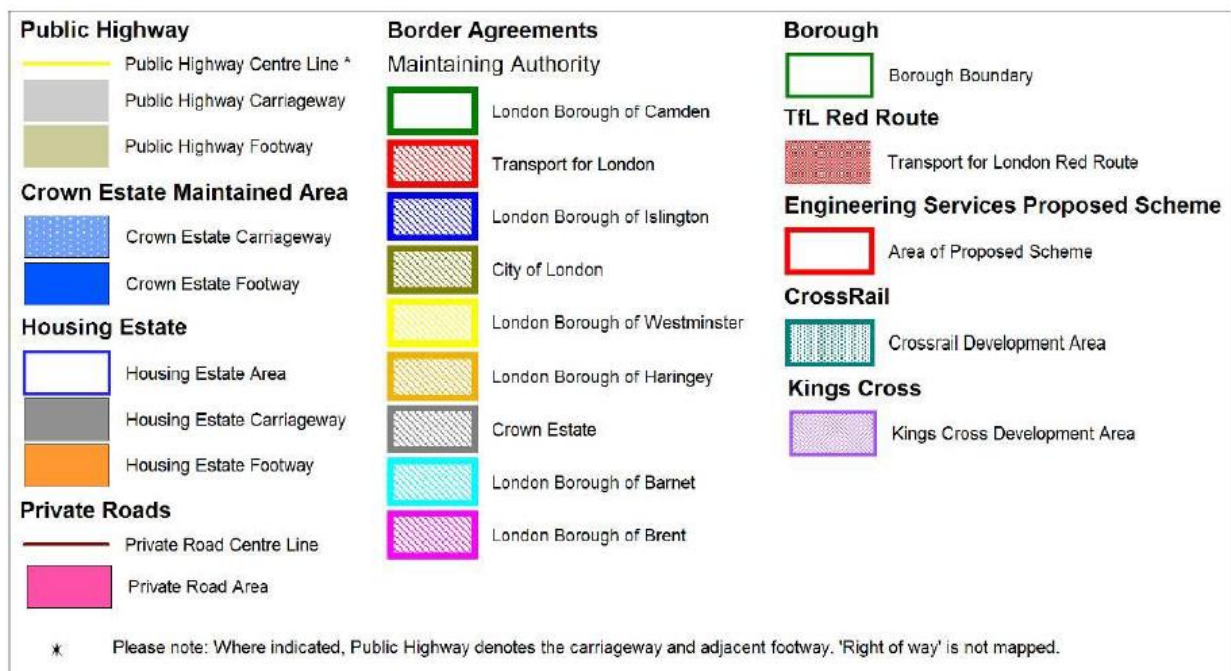
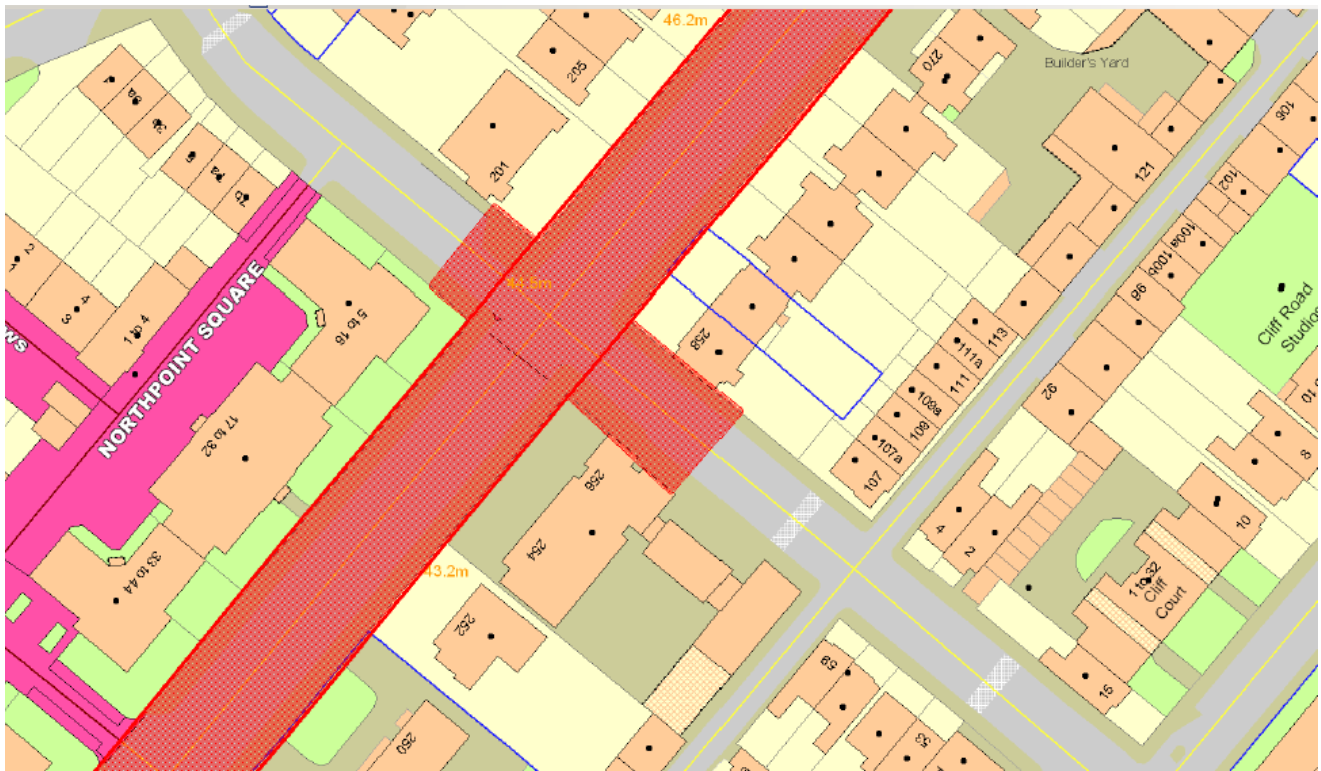
Properties immediately affected are no's 88, 90, 101 and 103 Camden Mews , which are adjacent to and opposite the rear block to be demolished and re-built.

252 Camden Road is next to the front block, which is to be re-modelled internally.



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.

Please see below Highways search.



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).

Exact programme of delivery is yet to be determined, but an indicative programme is as follows:

Phase 1 – Start on site July 2016 – Completion September 2017.

Phase 2 – Start on site September 2017 – Completion October 2018.

This is indicative and subject to change. An updated plan will be submitted once our Principal Contractor is appointed and prior to commencement.

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 will ensure our build contract will include the working hours as set out above, and our Principal Contractor will have to adhere to these.

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.

Existing services are currently being tested to ensure all are in satisfactory condition. We are providing fewer units than existing so we are not expecting to have to upgrade or carry out any changes to the existing services supplying the building. Any required changes will be to the internal re-distribution of existing supplies.

Discussions are yet to take place with any utilities in terms of any disconnections or new metering that may be required.

If any new connections are required we will ensure any excavations can be shared and delivered in line with traffic management proposals.

Community Liaison

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

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

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

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements 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**.

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

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.

An initial consultation was held with Ashton Court residents on 28th April 2015, to provide an update to the planning proposals.

Thereafter, a local resident consultation took place on 3rd June 2015 (Ashton Court residents could also attend this). During this event, proposals of the scheme were presented to local residents and the Camden Area Conservation Group (CAAG) and their comments received. The main area of concern was ensuring a road closure would not be needed for Camden Mews. The design of the Mews houses block has been set back to allow scaffold to be erected in front and hoarding beyond this, which will only extend to the kerb line – ensuring the road can stay open throughout the development.

Since submitting the planning application in August, residents have had dedicated one-to-one sessions to clearly explain the construction process, to assess their needs in terms of moving within or out of Ashton Court, and to enable residents to choose the unit they want to move back into.

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.

Our Principal Contractor will set up a Construction Working group, which will hold monthly meetings (or as regular as necessary) with the local community. A resident liaison officer will also be appointed to manage any day to day issues, and deal with any residents concerns.

Regular newsletters will be issued to update the local community of the programme of works. An example newsletter from Origin to its residents at a recent scheme has been provided in Appendix 1.

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](#)".

Once our Principal Contractor is appointed this development will be registered with Considerate Constructors and it will be a contractual requirement to achieve a minimum of 'Very Good' rating. Our Principal Contractor will be required to adhere to Camden's Considerate Constructors Manual.

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.

Origin has no other sites in the local area.

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:

Principal contractor will be appointed after the planning process is completed. Details to be confirmed once appointed.

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).

Checking compliance will be a combination of contractual requirements for the principal contractor, and checking procedures for the client team. A transport risk register will be compiled during the pre-construction phase, to establish any particular areas of concern. This will assist in the compilation of the contractor's construction phase health and safety plans and traffic management plans.

During the construction phase there will be monthly progress meetings held on site, attended by the client team and principal contractor. There shall be a dedicated action point for discussion of traffic and site management, including deliveries to site. The contractor shall be required to report on:

- **Contact with other local sites, and review of their traffic plans etc**
- **Current site arrangements and routes for material delivery and distribution, including waste sorting and collection – this may change throughout the construction phase**
- **Summary report of contractors collision monitoring procedures**
- **Subcontractor and supplier procurement tracker, including how each subcontractor will get to site and how all materials will be delivered. Subcontractors will be required to sign up to adhering with the contractors plans, which will be in compliances with all CLOCS standards**

In addition to the above, the client's team will carry out spot checks on site to ensure compliance.

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:

The construction contract will include the requirement to adhere to the CLOCS Standard, and require all subcontractors to confirm agreement before their appointment. We will also require the main contractor to deliver regular toolbox talks on the standards to ensure all parties are aware and understand the requirements. The client will obtain minutes and records of these meetings and presentations.

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

Site Traffic

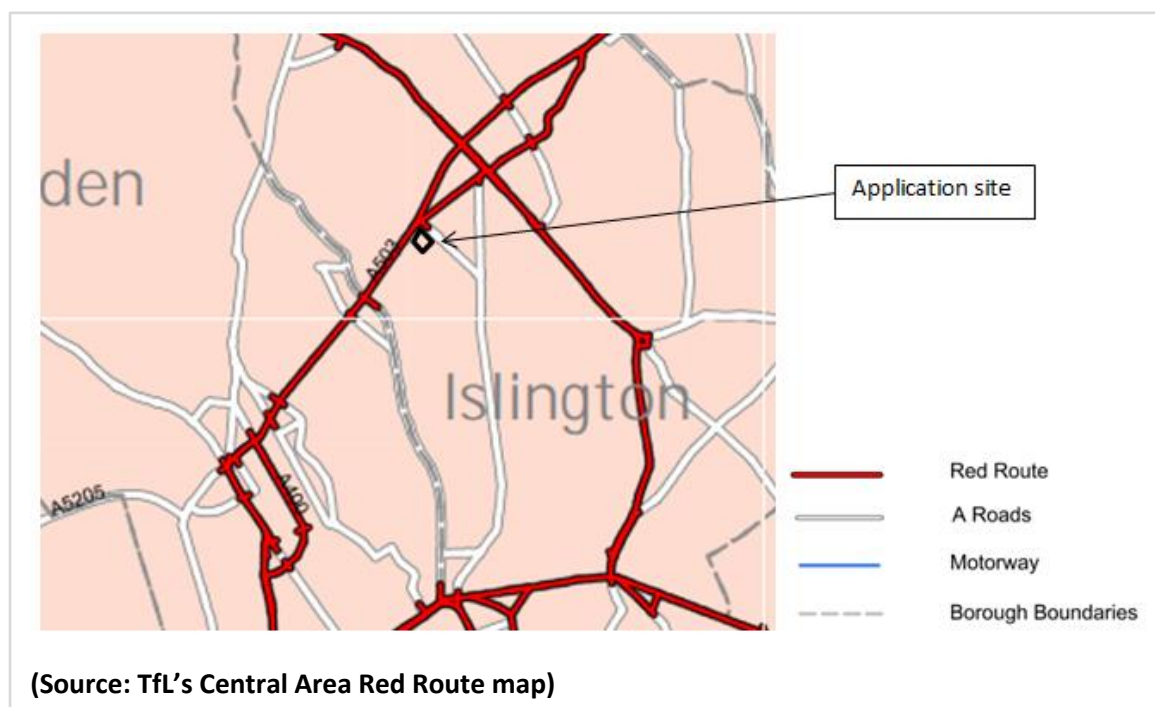
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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 \(TLRN\)](#).



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.

The client team will remain able to sign off on all subcontractors and suppliers – this will be written within the construction contract. Any subcontractor who is not able to agree to the site requirements and delivery routes will not be employed to work on the project. The monthly progress meetings will contain an action point to discuss transport and site deliveries. The main contractor will be required to obtain commitments from all subcontractors to adhere to the delivery route and site restrictions

Any parties found not complying with the requirements will be removed from site.

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 Principal contractor will be required to include a risk assessment and delivery plans for their construction phase plans. This will include a review of local traffic and schools. Origin will ensure the contractor uses delivery companies who can provide delivery times to work around school peak hours and other local restrictions between 09:30 and 15:00 hours on Monday to Friday to minimise traffic congestion and road safety issues. Once the Principal contractor is appointed, a detailed plan outlining the size of vehicles, frequency and times of day these vehicles need to access the site will be submitted to the council for comment and approval prior to commencement.

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

Only one application for a roof extension (ref. 2015/2386/P) has been granted recently that could follow a similar timeline to construction. A plan has been added below for reference:



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.

There will only be one materials drop off and collection point for the site. There will be signage around the remainder of the scheme with directions to the vehicle entrance and contact details for the site agent.

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.

There will be no off site holding areas. All delivery drivers will be required to phone ahead to advise the site team of their expected time of arrival. Banksmen will be available to assist entry to the site.

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).

As part of the pre-appointment interviews and discussions with contractors, the client team will enquire about the contractor's arrangements for deliveries, and how they will manage waste and new materials. Contractors with facilities to accommodate consolidation centres will be given consideration.

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)

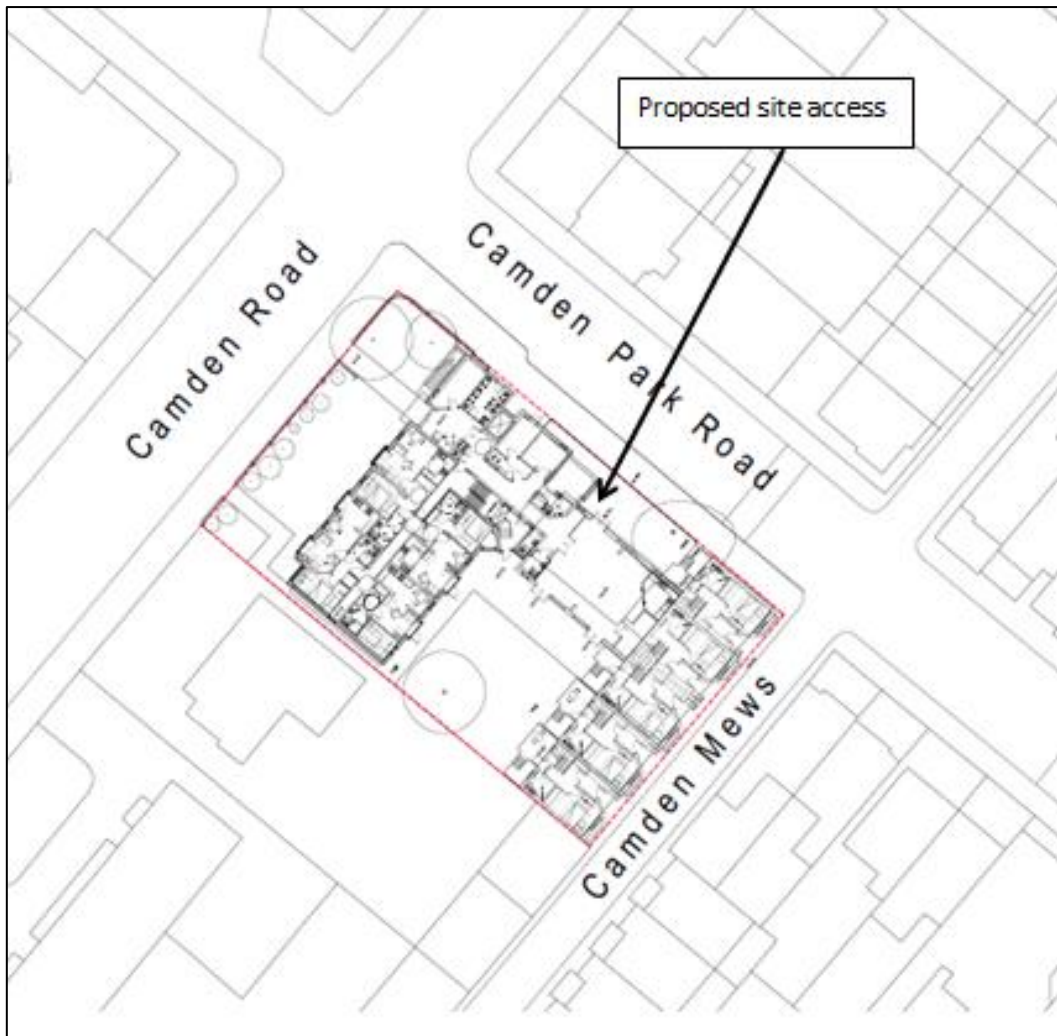
Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

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

The main site access and egress shall be from Camden Park Road; enabling vehicles to enter site in the middle with easy distribution of materials

The site office shall be located adjacent to the site entrance, enabling close monitoring and management of site traffic.

The proposed site access is only indicative at this stage and is subject to change once our Principal Contractor is appointed. Any revisions will be submitted for approval prior to commencement.



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

The vehicle access point will be established as soon as possible in the construction phase. The access management plan will also establish sites elsewhere on Camden Mews to minimise the cumulative impact of various developments. Pedestrian barriers, banksmen and traffic marshals shall be used to reverse vehicles onto site from Camden Park Road.

This is the current proposal. Once the principal contractor is appointed a much more detailed management plan will be established, as the programme of work will be better understood once the designs are fully finalised.

The site arrangements will likely have to change as the phasing of the work is completed, but the priority will be to position the site office as close to any vehicle entrance as possible – so the site management staff can closely monitor the construction traffic – ensuring continued compliance with the construction management plans and other arrangements.

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).

A fully detailed access and egress plan will be completed on appointment of the principal contractor, which will include detailed swept path drawings. At this stage, without a demolition or main contractor, we do not know the type and size of vehicles will be required on site, so a swept path drawing at this stage will likely be inaccurate.

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.

After demolition of the link block, the slab will be left in place, and the demolished brickwork crushed to provide a clean and level area for vehicles to enter and leave site without encountering any mud. The situation will be reviewed monthly and if for any reason wheel washing is required, this shall be implemented by the main contractor.

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.

At this stage, we hope to complete loading and unloading fully within the site, however this requires further detailed discussion with the principal contractor. The arrangement of skips and materials storage will need further analysis of the phasing and what spaces will be available at what time, as well as any concurrent construction sites on Camden Mews.

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](#).

At this time we do not envisage Parking bay suspensions, Temporary Traffic Order, and Traffic Management Orders being required. Should this change once our Principal Contractor is appointed an updated CMP will be submitted prior to commencement.

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).

At this point in time, all site welfare facilities and storage will be managed on site. Use of the public highway will not be required. Areas of public footpath will be used on which to erect scaffold, but adequate clear access will be maintained for pedestrians alongside. We will consult further with the principal contractor once they are appointed to determine the most efficient and appropriate site arrangements.

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

We will consult with the principal contractor to confirm the exact requirements, and if necessary, appoint a traffic consultant to review and confirm proposals.

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).

No highway will be blocked during construction, so diversions should not be required. The only disruption will be from vehicle access and egress to and from site.

Should this change once our Principal Contractor is appointed an updated CMP will be submitted prior to commencement.

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.

The site will be fully hoarded, providing a robust barrier between the site area and any public footpath or highway. If any scaffold is erected on public footpaths which could restrict pedestrian access a suitable covered walkway will be erected.

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.

Scaffolding may have to be temporarily placed on the very edge of the footpath within Camden Mews, whilst the superstructure of the new Mews houses is constructed. Below is a plan showing the anticipated position of scaffolding in blue. This will need to be discussed further and agreed with the Principle contractor.

As above if any scaffolding is erected on public footpaths (which could restrict pedestrian access), a suitable covered walkway will be erected.



● 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.

Once the principal contractor is appointed, and the detailed design progressed, the extent of any noisy operations will be known in much more detail. The majority of work is within the existing building of Ashton Court, and should not produce much noise.

The main source of potential noisy operations will be the demolition of the existing buildings and the forming of the basements along Camden Mews. We will be speaking to the designers and main contractor in detail to understand how they will keep the noise to a minimum for these operations. The timings and programme will be known in detail when the main contractor is appointed.

Once all noisy operations are known we will submit details of the proposed construction method and times they are to be carried out prior to commencement.

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.

The client will instruct a noise survey around May 2016, which will allow time for full analysis and any recommendations to be incorporated within the designs and construction plans.

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

As part of the commissioning of the noise survey mentioned above, we will ascertain predicted noise and vibration levels for all major items of work, and seek advice from specialists and the main contractor on how to minimise these issues.

Final details will be submitted prior to commencement.

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.

As part of the detailed design and contractors input, we will look to use construction methods that will help to minimise noise and vibration levels. We can look to use on site monitoring and also compile a noisy work programme which can be given to neighbours – perhaps keeping particularly noisy work to a set, shortened period of time. We will need to liaise and discuss in detail with consultants, designers and the Principal contractor.

Final details will be submitted prior to commencement.

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

We will raise this as a specific requirement within our construction contract, and look to furnish the Council with a contact name of the person responsible for the main contractor's compliance with the British Standard.

Details will be submitted prior to commencement.

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

We will ensure water jets are used during demolition to keep dust to a minimum. Demolition shall also cease during high winds, and netting will be used where appropriate.

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.

We will establish a management plan that will provide processes to avoid any dirt or dust leaving site. However, if it does, banksmen and labourers will be made available to wash down and clean all areas following departure of the vehicle, and any neighbouring property/ vehicles.

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

This will be managed and monitored by the Principal Contractors site manager. During the design phase we will liaise closely with the demolition contractor to understand their process and how they will deal with noise and dust, and will ensure suitable arrangements are in place.

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 do not have sufficient information about how the site will be developed to complete a suitable risk assessment at this time. We will ensure measures are in place to minimise any impact on residents and neighbours. Our Principal Contractor will undertake a specific risk assessment appropriate to the construction methods proposed once appointed.

A full risk assessment will be submitted for approval prior to commencement.

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](#). Please attach this as an appendix.

Please see response to Question 9.

Details will be submitted prior to commencement.

- 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.

Please see response to Question 9.

If required, dust monitors will be installed 3 months prior to commencement and quarterly reports will be provided.

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 property is an existing building which was built in 1978. Origin has owned and managed the building since then and there has never been a rodent problem. From initial inspection, we do not anticipate there would be a rodent problem. However we will ensure our Principal Contractor closely monitors site and has control measures in place if a problem develops. This will be monitored and reported at each monthly progress meeting.

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

Various inspections and surveys have been carried out on the existing building. Most recently, a full demolition and refurbishment survey was completed in December 2015. Some ACM was found in the boiler room, stair wells, meter room, and within some floor tiles and cupboards. This survey will be provided to the contractor with the contractual requirement for all ACM to be removed from site by a licenced contractor, where required.

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.

Origin Housing has a clear policy on bad behaviour, which will be included in the construction contract. Instances of bad behaviour are very rare on Origin's other development sites. The types of contractors Origin employs are extremely competent, experienced contractors who have their own very stringent behaviour requirements. There will be no smoking anywhere on site. There will also be no radios or any other activities that could cause a nuisance to other people.

 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: 8th MARCH 2016

Print Name: MARK WELLS

Position: SENIOR PROJECT MANAGER

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix 1

18 September 2013



London
NW1 1PT

Dear 

We are writing to advise that Origin Housing has now selected a contractor to carry out the alternations to the nursery at St Christopher's House. The chosen contractor is Caldera Construction Limited.

Caldera has vast experience with working in existing buildings with residents in situ and is aware of the sensitive nature of these types of works. Caldera will have its own resident liaison officer who will be your first point of contact should you have any queries whilst they are onsite. Caldera will be sending out an introductory letter next week with contact details, if you have any initial queries in the interim please do not hesitate to contact us.

The start date for the refurbishment is **Monday 23rd September 2013** and is programmed to last for 19 weeks. Completion will take place in the week commencing **27 January 2014**. Please find a copy of the indicative programme enclosed with this letter.

In order to facilitate the works Caldera will have site compound located in the courtyard of St Christopher's House. Please be assured that all access points will be kept clear and that all Health and Safety regulations will be abided by. We appreciate that the presence of the site hut in the courtyard may not be welcomed however due to the restrictions of the site it is not possible to locate this in any alternative location. We apologise for any inconvenience this may cause. Please find enclosed a drawing of where the site hut will be located to give you an idea of what to expect.

Please be aware that all Caldera staff members will wear photo ID at all times.

Further details of the contractors working hours will be included in Caldera's introductory letter.

Yours sincerely

A handwritten signature in black ink, appearing to be 'J. H.', with a long horizontal stroke extending to the right.

[REDACTED]
Project Manager
020 [REDACTED]