

Construction Management Plan

pro forma v2.0

Address: 25 & 26 Red Lion Street, London

Planning Reference: 2015/3015/P

Works: Roof conversion to form a two bedroom flat.

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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

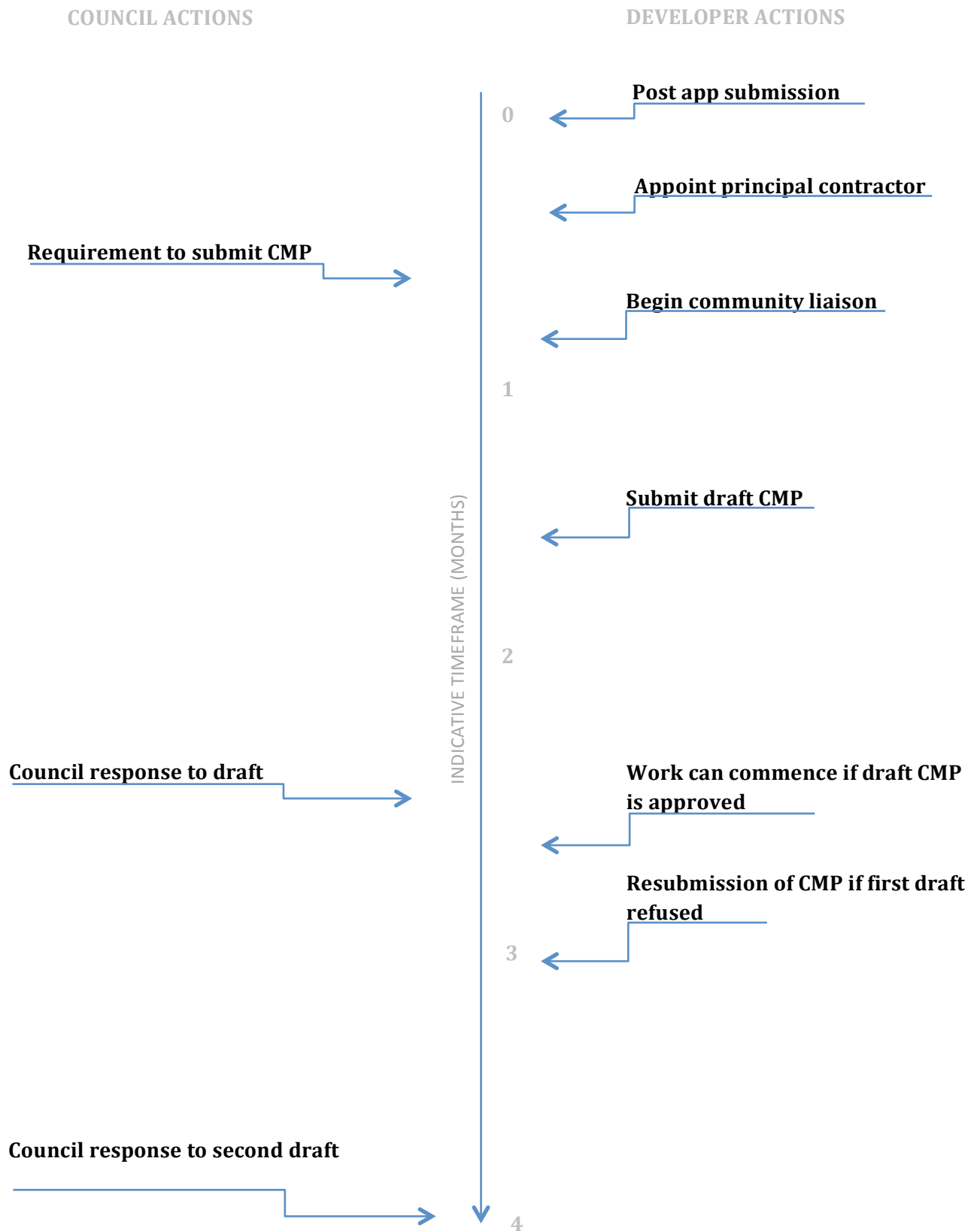
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

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: 25-26 Red Lion Street, London WC1R 4PS

Planning ref: 2015/3015/P

Type of CMP – Required by Condition 5 – Construction Management Statement to be submitted prior to the commencement of works (small residential conversion).

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

Name: Luke Palmer

Address: Palmer Glew Limited, 154-160 Fleet Street, London EC4A 2DQ

Email: luke@palmerglew.com

Phone: 020 3735 8802 / 07703 117565

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: Luke Palmer

Address: Palmer Glew Limited, 154-160 Fleet St, London EC4A 2DQ

Email: luke@palmerglew.com

Phone: 020 3735 8802 / 07703117565

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: Luke Palmer

Address: Palmer Glew Limited, 154-160 Fleet St, London EC4A 2DQ

Email: luke@palmerglew.com

Phone: 020 3735 8802 / 07703117565

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.

Community Investment Programme not applicable.

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: TBC

Address: TBC

Email: TBC

Phone: TBC

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 Property

The site comprises 25 and 26 Red Lion Street, which is two 19th Century mixed use terraced buildings arranged over basement, ground and first to third floors. The basement and ground floor levels are occupied by a restaurant and the upper floors contain six flats (three flats per building). There are three flats within each building and each building has a separate entrance and internal single staircase.

The Surrounding Area

Red Lion Street runs north to south and is bounded by High Holborn to the south and Theobald's Road to the north. No. 25 & 26 are located to the east side of the road, approximately 20 metres to the south of the intersection with Princeton Street. There is a pelican pedestrian crossing in front of the entrance to No.26.

The surrounding buildings comprise a mix of restaurant, retail and residential accommodation.

The Works

The work that relates to the CMP comprises the addition of a mansard roof conversion above fourth floor level and installation of a two bedroom flat. In addition to the roof conversion, the external elevations are to be redecorated and the two top floor flats are to be refurbished.

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 works comprises the conversion of the existing flat roof and installation of a mansard roof conversion to house a two bedroom flat of approximately 75 sq.m in size.

The main challenges relating to the logistics of the construction works are as follow:

- Narrow street with no off road parking. Although there are three on street pay and display parking bays nearby and a loading bay.
- Existing first and second floor flats to remain in occupation.
- Surrounding buildings are occupied with a mix of retail and residential.
- Pedestrian crossing to the front of the building.

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 receptors will be the four occupied flats (first and second floors) and the commercial unit within 25 & 26 Red Lion Street.

Number 24 Red Line Street is occupied as offices and No.27 contains restaurant at ground floor level with residential above.

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 attached site location plan.

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).

The works will commence in mid May and will last for 24 weeks. A detailed programme will be available once a principle contractor has been appointed.

Scaffolding is likely to be erected to the front of the property for at least 17 weeks.

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

8am – 5pm Monday to Friday

8am – 1pm on Saturday

No works on Sundays or 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.

The new flat will require a new water supply and new gas supply.

Enquiries are currently on-going with Thames Water and National Grid to establish if new connections are required in the pavement / road. Further details will be provided once this information is available.

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.

We have advised the owners/occupiers of No. 24, 25, 26 and 27 of the pending works and are in the process of arranging access for scaffolding and party wall agreements (where applicable).

We met with Gordon Hamilton from Camden's Highways Department on the 22nd March to discuss the extent of work and implication on the surrounding roads and occupiers. Mr Hamilton advised that due to the small scale of work he didn't deem it necessary to advise any other nearby occupants of the proposed works. However, we will send a letter to all immediately surrounding residents and business to advise them of the work once a contractor has been appointed.

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.

A letter will be distributed to the immediately surrounding properties advising them of the following:

- Principle contactor and site foreman contact details.
- Project manager and contact details.
- Nature of work
- Hours of work
- The duration of work
- Plans to show the existing and proposed front elevation.

The letter will be distributed to the surrounding businesses and residential occupants once a start date has been confirmed.

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 principle contractor will be required to adhere to the Guide for Contractors Working in Camden.

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.

We are not aware of any other works within the immediately surrounding area. We have searched the planning portal database and the only other planning consent is for a change of use of the basement within 47 Red Lion Street from A2 to B1 & A2 (2015/7009/P).

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:

To be confirmed.

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).

We were advised by Gordon Hamilton that the CLOCS standard will not be required due to the small scale of the works and the limited number of vehicles and type of vehicles travelling to and from the site.

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:

We were advised by Gordon Hamilton that the CLOCS standard will not be required due to the small scale of the works and the limited number of vehicles and type of vehicles travelling to and from the site.

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 \(TLRN\)](#).

Please see site plan attached showing the route vehicles will take to and from Red Lion Street. This will be via either Theobald’s Road or High Holborn.

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.

Strict material delivery scheduling and booking systems will be imposed on the project to ensure that congestion is avoided. It is envisaged that all deliveries to site, again where possible, occur between the hours of 9.30am and 2.30pm to avoid the morning and afternoon rush periods. Each delivery will be allocated a delivery time period and an allotted area from which to load or unload. This will be suitable for the material being delivered and will adhere to site working hours.

Clear instructions will be issued to all direct suppliers and subcontractors detailing access routes and stating that delivery vehicles should use the agreed route as an access route to the site. All vehicle deliveries should enter the site from either Theobold's Road or High Holborn subject to final agreement.

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.

As far as is practicable, the number of heavy vehicles attending site will be limited to 3-4 per day, between the hours of 9.30am and 2.30pm to avoid rush periods. However, an increase in this number may be required during the busier elements of the works. Sizes of vehicles will be in line with the requirements set out by Camden.

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

None that we are aware of.

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.

This is not deemed to be applicable as vehicles will not be entering the site.

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.

This is not deemed to be applicable due to the scale of the work and the nature of 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).

This is not deemed to be applicable due to the scale of the work and the nature of the site.

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

There is no on-site parking. Therefore, all deliveries and removals from site will be undertaken from the designated loading bay on Red Lion Street. This will be from the nearby Loading Bay located outside 21 Red Lion Street or from the single yellow line outside number 24 Red Lion Street (when use for loading is allowed).

Vehicles will access Red Lion Street from High Holborn to the south and exit Red Lion Street via Theobald's Road to the north or visa versa.

Materials will be manually handled from the entrance of 25 Red Lion Street to and from the waiting vehicle.

The contractor will engage dedicated banksmen and traffic marshals for any vehicular activities to ensure there are no safety issues during the delivery process.

Temporary signage and safety barriers will be erected along the route of any material transportation on the pedestrian pathway whilst site operatives transport materials to and from the waiting vehicle.

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

Not applicable as vehicles will be parking on the road in designated loading / unloading areas.

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).

Not applicable as vehicles will be parking on the road in designated loading / unloading areas.

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.

Not applicable as vehicles will be parking on the road in designated loading / unloading areas.

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.

There is no on-site parking. Therefore, all deliveries and removals from site will be undertaken from the designated loading bay on Red Lion Street. This will be from the nearby Loading Bay located outside 21 Red Lion Street or from the single yellow line outside number 24 Red Lion Street (when use for loading is allowed).

Materials will be manually handled from the entrance of 25 Red Lion Street to and from the waiting vehicle.

The contractor will engage dedicated banksmen and traffic marshals for any vehicular activities to ensure there are no safety issues during the delivery process.

Temporary signage and safety barriers (if deemed necessary) will be erected along the route of any material transportation on the pedestrian pathway whilst site operatives transport materials to and from the waiting vehicle.

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](#).

Not applicable.

There is a pedestrian crossing (zebra) outside the entrance to No.26 Red Lion Street. We discussed the works with Gordon Hamilton from Highways and he advised that he does not deem it necessary for the pedestrian crossing to be closed or diverted so long as the beacons are kept visible and sufficient lighting is provided beneath the scaffolding so passing vehicles can see pedestrians waiting at the side of the pedestrian crossing.

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).

Not applicable.

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

Scaffolding will be erected for the majority of the construction duration (circa 17 weeks). Safety lighting will be installed to the scaffolding in accordance with Camden's requirements.

Temporary barriers will be erected on the pavement to separate pedestrians from the route of materials being transferred to and from waiting vehicles if deemed necessary by the principle contractor. If barriers are not deemed necessary, traffic marshals will line the route to and from the waiting vehicle to the entrance of No.25 to direct pedestrian traffic away from any potential hazards.

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).

Not applicable.

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.

All footpaths and walkways surrounding the perimeter of the site boundary will remain unimpeded from construction activities at all times, except for deliveries and any such emergency requiring the full evacuation from site and further such planned works for connections to utilities and forming new or closing off existing crossovers.

In these instances the principle contractor will provide alternative pedestrian access in accordance with the Street Works Act.

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 will be erected to the front elevations of No.25 & No.26 Red Lion Street for circa 17 weeks during the construction phase. The scaffolding will be provided with a protected crash deck above the pavement which will have a sheeted and double boarded deck.

Full details of the scaffolding will be submitted with the scaffold licence application.

• 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 works to be kept to a minimum where possible and subject to the mitigating measures below:-

- Co-ordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers) where the transfer of noise to adjoining properties is likely to cause an unacceptable nuisance
- Utilising construction techniques that minimise the production of noise
- Utilisation, where possible, of pre-fabricated components
- Strict adherence to the site working hours as set out by Camden: 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- Implement an action plan where noise levels exceed acceptable levels
- All noisy works to be carried out within the hours agreed with Camden's Environmental Health Department

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

A noise survey was undertaken prior to the submission of the planning application. Copy attached.

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

Noise levels will be kept to a minimum and will noisy works will not be undertaken outside of the dedicated hours (08:00-18:00 Monday to Friday and 08:00-13:00 Saturdays).

Radios will not be permitted on site.

We propose to keep noise and vibration levels within the limits imposed by Camden and in line with those reasonably expected by the nature of the works.

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.

- Co-ordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers) where the transfer of noise to adjoining properties is likely to cause an unacceptable nuisance
- Utilising construction techniques that minimise the production of noise
- Utilisation, where possible of pre-fabricated components

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

To be provided by the principle contractor once appointed.

All new staff and site operatives will be trained on BS 5228:2009 with specific toolbox talk and record of operatives trained. All new operatives to receive site induction and toolbox talk on noise nuisance.

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

The works most likely to generate dust involve the removal of roofing slates, flat roof decking, roofing joists and some small areas of brickwork – all at main roof level. These materials will be removed by hand and small hand tools where necessary.

The scaffolding will be enclosed by full monarflex sheeting, which will help prevent the spread of any dust arising from the removals at roof level.

Any dusty materials, such as mineral fibre insulation, will be placed into rubble bags at roof level immediately following removal. The bags will be sealed and will be taken to waiting vans for removal from site at a pre-arranged time.

Any dirt or dust arising from the works will be cleaned on a daily basis to prevent it spreading to adjacent or neighbouring properties.

The properties that are most likely to be affected by the works will be provided with Party Wall Awards, which place further requirements on the contractor and building owner to ensure their properties are kept clean during the work.

Other methods to prevent the spread of dust are as follow:

- Ensure that all materials transported to and from site are in enclosed containers or fully sheeted
- Ensuring materials have a minimum of packaging
- Ensuring all polystyrene and similar lightweight materials are weighted down
- Making sure all dust generating materials are adequately packaged
- Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly via an advised site telephone number
- Ensuring all contaminants kept on site are safely stored with the necessary procedures put in place for leaks and spillages etc. (compliance with ISO 1400 will be required)
- A waste management system will be implemented 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.

The site foreman will be responsible for inspecting the pavement following any loading / unloading and at the end of each working day. Any dirt or debris identified on the pavement as a result of the works will be removed from the pavement and will be kept on site until the next planned rubbish removal van attends the property.

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

Main contractor's Health and Safety and Environmental Policies to be adhered to as well as measures specified within the Construction Stage Health & Safety Plan.

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.

A risk assessment will be undertaken by the principle contractor once appointed and will be included within the Construction Stage Health & Safety Plan prepared by the main contractor.

All Risk assessment related to dust emissions will be prepared in accordance with Supplementary Planning Guidance – The Control of Dust and Emissions During Construction and Demolition. Please note that according to the above guidance only limited number of activities will be affected (chapter 4)

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.

This will be provided by the principle contractor once appointed.

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.

Not applicable.

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).

This is deemed to be a very low risk as the basement, ground, first and second floors of the building will remain occupied and the works are being undertaken at roof and third floor levels. However, the following procedures will be put in place:

- Compression plugs to be installed to any open ended drains to prevent rodent ingress
- A visual inspection will be undertaken each week for any signs of rodent ingress. If any signs rodents on the site are identified mitigating measures will be put in place to prevent rats spreading out from the site. Measures will include the use of traps set out in various locations to prevent rodents spreading from the site. A specialist will be employed to ensure method of trapping and any other measures implemented are effective.

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

This is to be undertaken in the next week and will be provided once the report is available.

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.

There will be no smoking area on site as the building will be partially in use. Site operatives will be required to smoke on the pavement away from the site and will not wear high – vis jackets during this period. Cigarette ends will be discarded appropriate bins.

There will no radios on site.

All site operatives will be required to comply with the Principle Contractors site rules. Any site operative not complying with the site rules will be removed from site.

 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: 4th April 2016

Print Name: Luke Palmer BSc (Hons) MRICS

Position: Director for and on behalf of Palmer Glew Limited

Please submit to: planningobligations@camden.gov.uk

End of form.