

Construction Management Plan

Ferdinand Place,
London, NW1 8EE



Draft-April 2016

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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

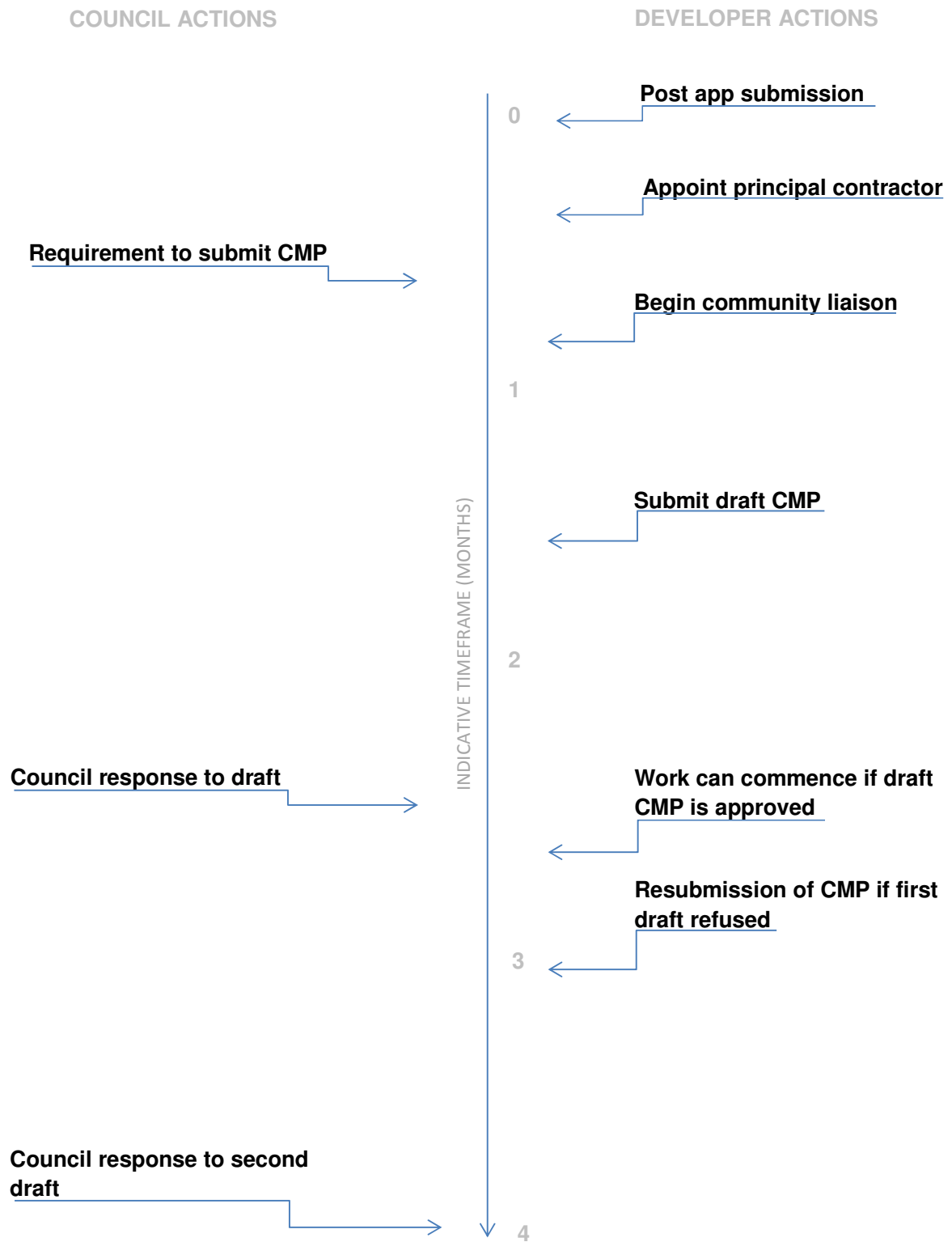
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

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: Site A, 4-8 Ferdinand Place and Site B, 1-3 Ferdinand Place, London NW1 8EE

Planning ref: TBC

Type of CMP - Section 106 planning obligation

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

Name: Mike Napp, Blenheim House Construction Ltd

Address: The Old Bank House, 11-13, London Street, Chertsey, Surrey, KT16 8AP.

Email: mnapp@bhcltd.co.uk

Phone: 01932 578700

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: Paul Smith, Blenheim House Construction Ltd

Address: The Old Bank House, 11-13, London Street, Chertsey, Surrey, KT16 8AP.

Email: PaulSmith@bhcltd.co.uk

Phone: 01932 578700

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:

Address:

Email:

Phone:

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:

Address:

Email:

Phone:

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: Mr Richard Taylor, Blenheim House Construction Ltd

Address: The Old Bank House, 11-13, London Street, Chertsey, Surrey. KT16 8AP.

Email: rtaylor@bhcltd.co.uk

Phone: 01932 578700

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.

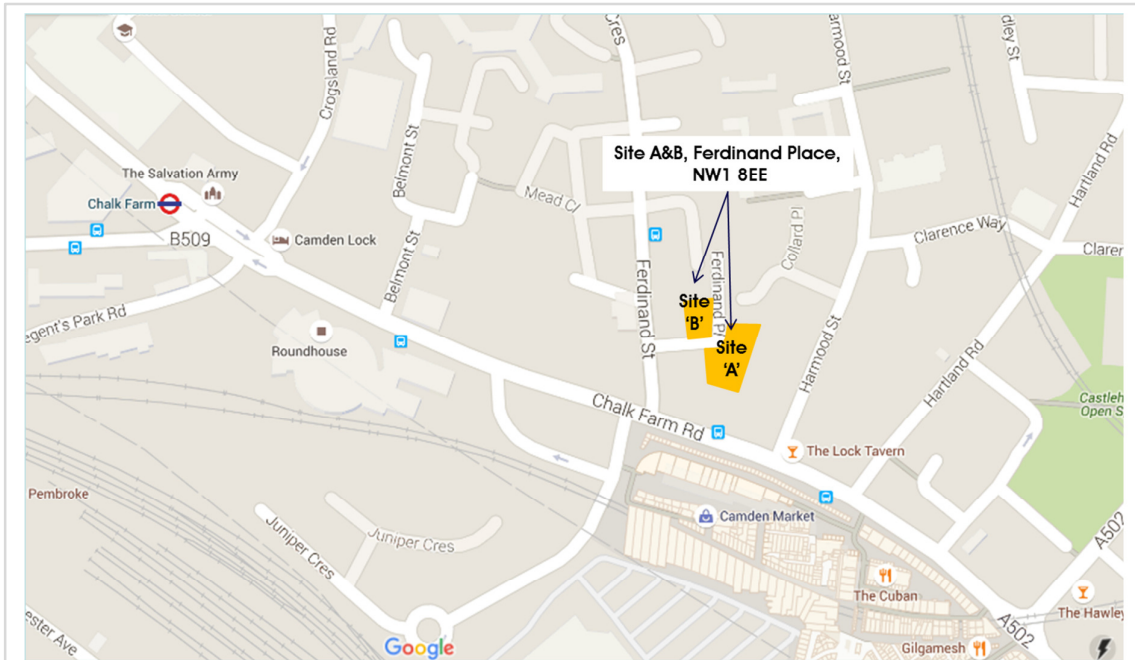


Figure 1 Location plan

The site consists of two existing buildings directly opposite each other located in North West London, in Ferdinand Place. Ferdinand Place is a no through road just off Ferdinand Street. In the surrounding area there are a number of low rise residential properties and medium rise apartment blocks. On Ferdinand Street there are a number of shops and restaurants. The site is not far from the Junction of Ferdinand Street and Chalk Farm Road opposite Camden Market. On Site A there is an existing low rise garage facility for funeral cars and a forecourt whilst across the road on site B is an existing 2 storey property. The planned development will involve the demolition of the existing buildings and the reconstruction of a five storey mixed use building on site A and a six storey residential apartment block on site B. Both buildings will incorporate a basement level. On Site A, the funeral parlour business operation will be located on the basement and ground floors and there will also be residential apartments on the upper levels, floors 1, 2 & 3.

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 existing buildings are low rise and they are of traditional construction. These will be encapsulated with a reinforced plastic sheeted scaffold and then carefully demolished by a combination of hand held medium duty breakers and a medium sized tracked excavator with mechanical attachments. The masonry, timber and metals will be separated and recycled where possible and the waste materials will be removed by licensed carriers to the local waste transfer station. Once the sites have been cleared of above and below ground obstructions the new basements will be constructed. The walls will be formed by installing sheet piles using silent piling / low vibration methods. The piles will then be linked together at ground level with a reinforced concrete capping beam so that the basement areas can be excavated. Temporary steel shores will be inserted to brace the openings. The foundation slabs, lining walls and ground floor slabs will also be reinforced concrete. The upper levels will be constructed from a reinforced concrete structural frame with traditional brickwork cladding. As the buildings are constructed general access scaffolds with protective sheeting will be erected around the outside. A luffing jib tower crane will be provided in order to unload and distribute materials. The proposed funeral parlour business operation on Site A is approximately 777m² in size and there is a further 789m² of residential accommodation above. Site B consists of 814m² of residential accommodation. Sites A and B are opposite each other and are located on the corner of a no through road, Ferdinand Place. It is anticipated that both sites will be developed together. The close proximity to residential properties and the restricted access are the main challenges on this project.

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 surrounding buildings are likely to be affected these include, the even numbers, 4-10 on Ferdinand Street, Number 2 Ferdinand Place, Broomfield (the apartment block), Numbers 1-6 in Collard Place and the odd numbers 1, 1a and 3-19 on Harmood Street. Numbers 36 - 39 and 41-48 on Chalk Farm Road may also be affected.

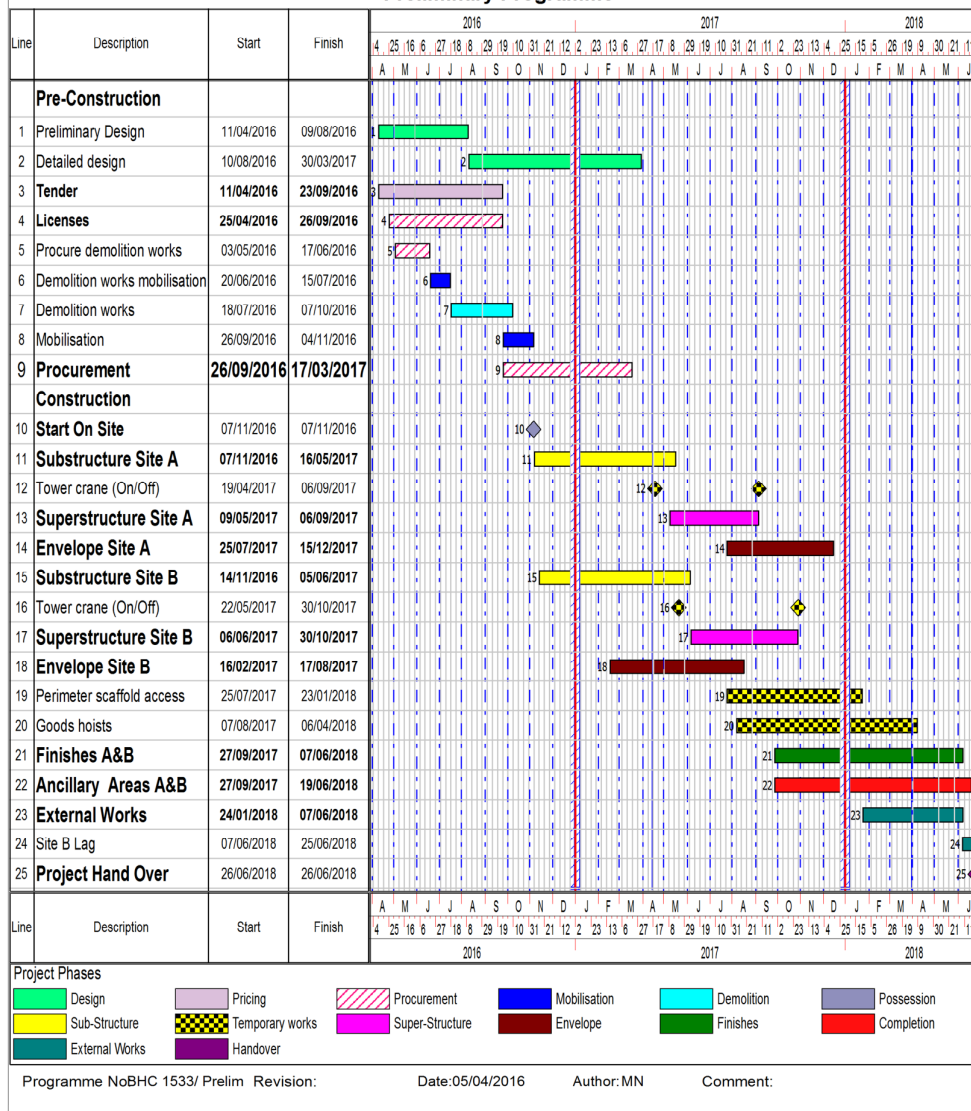
4. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.



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

Site A & B Ferdinand Place, NW1 8EE

Preliminary Programme



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 confirm the standard working hours on site will be:

- 8.00am to 6.00pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working 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 drainage will be re-used if possible.

Because the buildings are new build the electrical supplies, gas supplies and Thames water supplies will all be renewed.

Details of the new supplies and discussions with the utility companies are not available at this time.

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 routing 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.

Invitation

A public consultation was held on Tuesday 10th November from 3pm to 8pm to which all adjoining owners were invited by letter to attend hand delivered one week in advance of the event. The event was held in the Boardroom of the Grafton Arms close to the site. A series of presentation panels explaining the nature and scope of the development were prepared and presented to visitors with members of the design and Client team available to answer all questions and note responses.

Turnout

Response was entirely made up of residents from Collard Place with no representation from Harmood Street, Ferdinand Street, Chalk Farm Road or Broomfield. A total of four households were represented, all from adjoining properties on Collard Place. A separate invitation was made to the adjoining commercial landowners of 10 Ferdinand St and 2 Ferdinand Place. This invitation to meet was declined.

Commentary

Residents were supportive of the need for new residential properties in the area and understood the need for the business to remain in operation on site. Concerns were raised over the proximity of the northern element of site A (nearest Collard Place) in terms of reduced daylight and sense of enclosure. Further investigations in respect of this element were undertaken and a few design amendments were made.

Aside from concerns about proximity and height where it affected their own property, most residents were otherwise comfortable with the appearance and treatment of the design, but noted that render could be a maintenance issue.

One neighbouring resident was complimentary about the design and was happy for the development to go ahead in its presented form.

Harmood Street Residents Association Meeting (Feb 2016)

A separate meeting was held on the 15th of February 2016 with a representative of the Harmood Street Residents Association who expressed specific concerns regarding the protection of trees and the scale, form and expression of the rear elevation facing onto the rear gardens of Harmood Street. It was also agreed that a second consultation event should take place to give all residents another opportunity to view the revised scheme before planning Submission.

Invitation to the 2nd Consultation (March 2016)

A second public consultation event was held on Tuesday 9th of March from 6pm to 8pm again in the Boardroom of the Grafton Arms close to site.

Owners of the adjoining properties were once again invited to attend by letter hand delivered one week in advance of the event. By request, local ward councillors were also invited to the event. New panels, explaining the changes to the development were prepared and presented to visitors with members of the design and client team available to answer all questions and note responses.

Turnout

Representatives of the Chalk Farm Estate including one ward councillor were in attendance and voiced support for the development. Several adjoining Collard Place residents returned along with adjoining households on Harmood Street, representing a much more complete response from the neighbourhood.

Commentary

Residents were again generally supportive of the aims of the scheme, its appearance and choice of materials and noted the improvements to the scheme from the initial consultation. Whilst noting that concessions had been made, concerns remained over the closeness and height of site A (nearest Collard Place) in terms of outlook and sense of enclosure from the adjoining gardens. This has led to further design amendments and a reduction of the scheme from 20 to 19 residential units.

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.

3.

Schemes

We have an open door policy with regard to interaction with neighbouring premises. Prior to our commencement on site we will visit the surrounding properties immediately affected by the works to understand individuals' concerns and to establish points of contact and methods of communication. We will issue a contact sheet to properties in the vicinity of the works, and then at regular intervals throughout the project, a newsletter detailing the nature of the works being carried out and future major work operations.

Contact names and numbers for the site will also be posted on the hoarding in line with the requirements of the Considerate Constructors Scheme.

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](#)".

We will undertake to register and operate the project in accordance with the Considerate Constructors' code of practice and not only maintain a clean, tidy and safe site but also ensure that the requirements regarding the environment, site welfare facilities, the workforce and the general public are met. We will also follow 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.

There is an existing new build already underway beside number 10 Ferdinand Street, this project looks to be fairly well advanced and is being serviced from the main road on Ferdinand Street. The immediate area does not appear to have any other works in planning.

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:

Name: [Blenheim House Construction Ltd](#)

Address: [The Old Bank House, 11-13, London Street, Chertsey, Surrey. KT16 8AP.](#)

Email: bhc@bhcltd.co.uk

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 confirm that as a company we ensure that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the conditions as outlined in the CLOCS Standard. This shall be demonstrated by carrying out routine checks of vehicles entering the site and reporting the findings of the checks in site documentation. Subcontractors and suppliers failing to meet the requirements of the CLOCS standard will be notified and action will be taken.](#)

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 confirm that we will include the requirement to abide by the CLOCS Standard in our contracts to our sub-contractors and suppliers](#)

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

Site Traffic

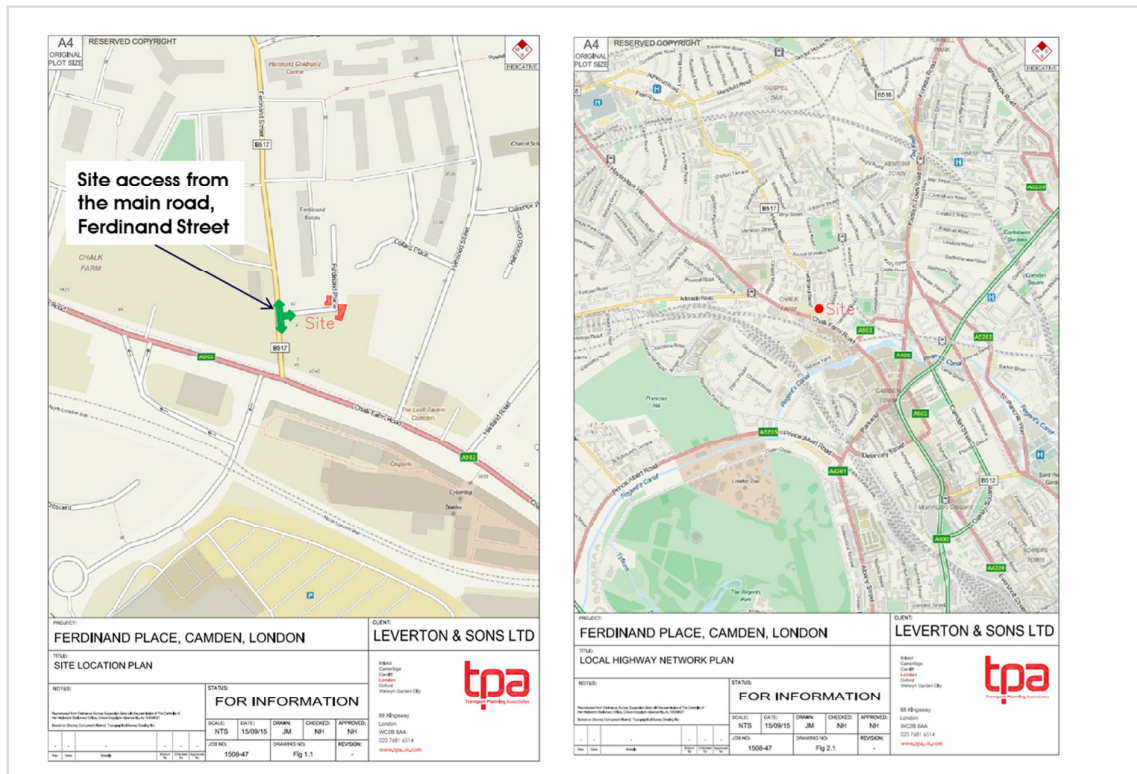
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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.

Site deliveries will be time controlled with specific time slots allocated to suppliers. This will be controlled by the site manager. A site notice board will be used to display the daily delivery schedule. The instructions for delivering to site will be described in a delivery plan which will be given to subcontractors and suppliers at the time of placing contract orders.

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.

Deliveries will be planned so that they do not inconvenience other road users, businesses and neighbours in surrounding properties. They will be coordinated and arranged so that they only arrive on site during working hours. We will arrange weekday deliveries to avoid the peak hours of 8am to 9.30am and 4.30pm to 6.00pm where ever possible. Vehicles will be met at the site by a trained banksman who direct them safely to the unloading zone. Numerous types of rigid body delivery vehicles will be used to bring materials to and from this site. They include:

- Skip lorries/ wait and load for demolition works (approx. size 7.5m long and 2.4m wide) and standard 8 yards skips for general waste (approx. size 7m long and 2.4m wide) if used for short duration
- Waste away Lorries (approx. size 7.51m long and 2.6m wide]
- R. Mix concrete Lorries (approx. size 8.25m long and 2.45m wide) short waiting time
- Mobile pump sets for concrete works (approx. size 7.51m long and 2.6m)
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks / blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).

The projected vehicle movements are:-

- Site set up, demolition and enabling works: 6 per day /short stay
- Substructure, piling and bulk excavation: 8 per day /short stay
- Structural/concrete: 6 per day /short stay
- Envelope works: 6 per day /short stay
- Fit-out works: 4 per day /short stay

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

T.B.C

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.

The instructions for delivering to site will be described in a delivery plan which will be given to subcontractors and suppliers at the time of placing contract orders. Delivery vehicles will be met on site by the site banksman and directed to the unloading zone.

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.

The parking bays outside the site will be suspended for the duration of the works. Off-site holding areas are not anticipated at this juncture.

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).

Waste will be segregated where possible on site and CMCS's will be used as appropriate.

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

Site deliveries will approach the site predominantly from the South travelling along Chalk Farm Road (the A502) and turning into Ferdinand Street (the B517). Ferdinand Place is close to the junction of Ferdinand Street with Chalk Farm Road on the right hand side.

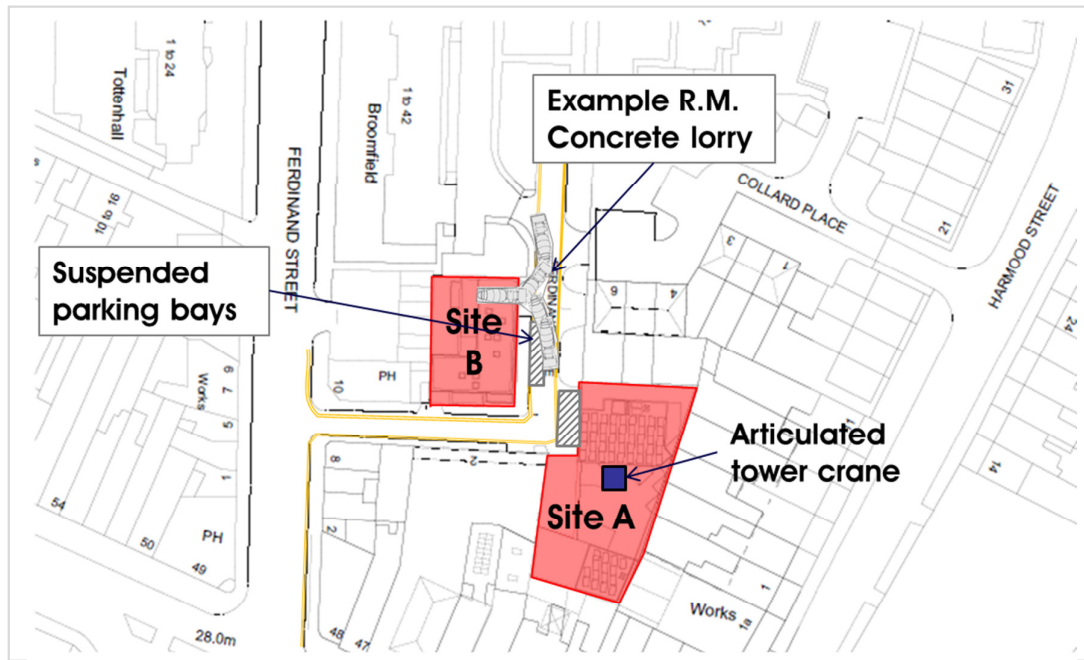
b. Please describe how the access and egress arrangements for construction vehicles will be managed.

The access and egress arrangements for construction vehicles and personnel will form part of our Construction Phase Health & Safety Plan which will be produced by the site team and will be regularly reviewed and updated throughout the life of the site. They will be issued to all parties concerned in the project. Additionally the access arrangements will form part of the site induction which is given to all operatives and personnel.

As part of our company procedures when placing orders and during the pre-commencement meetings with subcontractors and suppliers the site access and egress arrangements will be confirmed.

All deliveries to site will be coordinated by a member of our site team who will be responsible for arranging deliveries and ensuring that the vehicles adhere to the restrictions placed on them. A trained banksman will supervise all site vehicle movements and ensure that the delivery area is free to accept the vehicle prior to finally calling it in.

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).



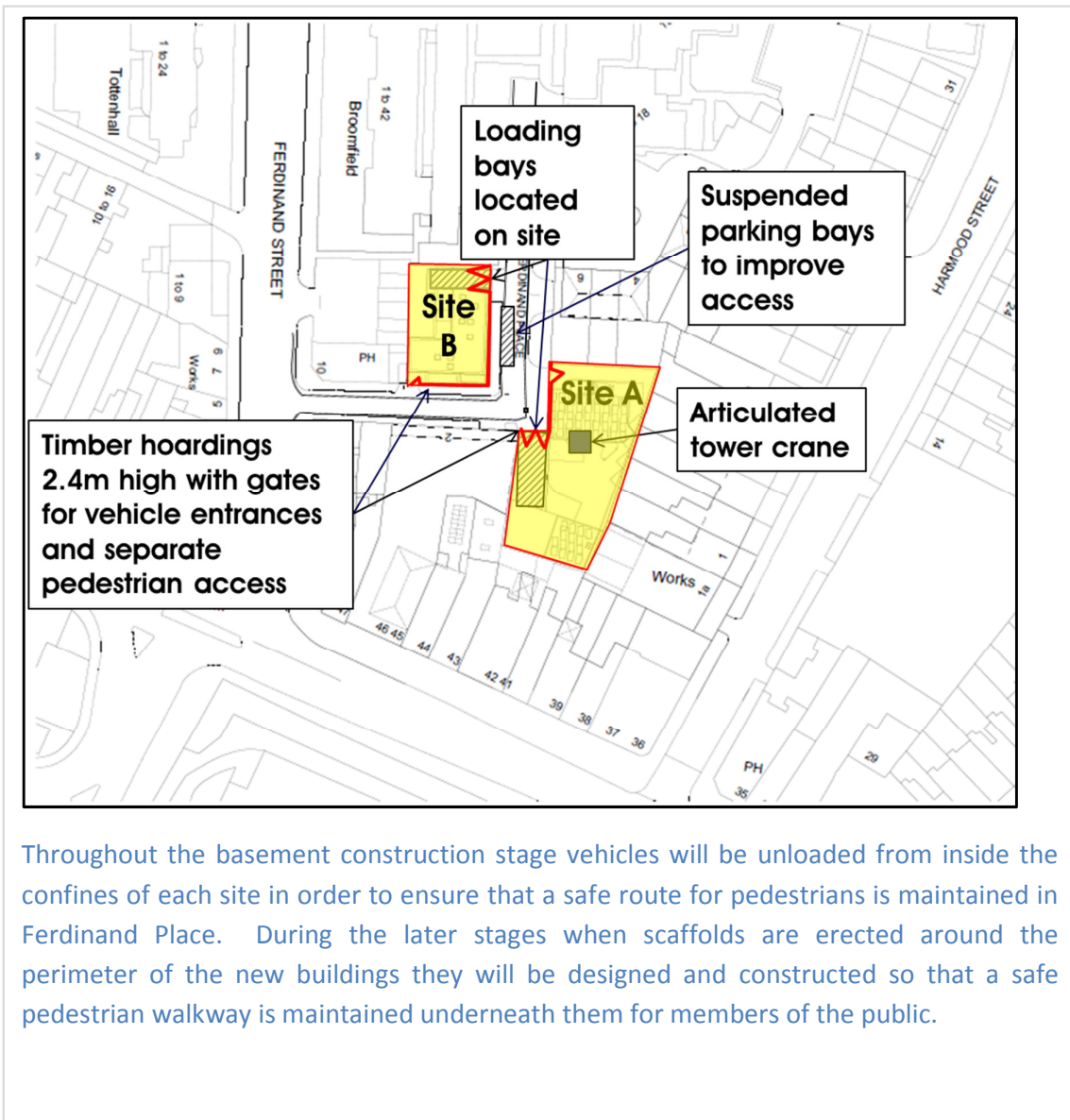
d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

A hard standing will be constructed in the entrances to both site A & B where vehicles can be washed down using a jet wash. A silt trap will be constructed in both locations from which the run off can be collected and periodically removed from site using a road sweeper.

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.



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](#).

A TTO will be required in order to suspend the two number parking bays in front of number 1 Ferdinand Place

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).

There are existing vehicular accesses on site which will be reused in the temporary condition.

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

The external hoardings will be branded with light units fixed to them at regular intervals and there will be signs to warn children against the dangers of building sites and prevent unauthorised access. Ramps will be provided if temporary crossing points are introduced during the course of the works.

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).

We do not anticipate any diversions, disruption or other anticipated use of the public highway during the construction period at this stage except for the temporary footpath closure for demolition detailed in question 11.

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.

It will be necessary to temporarily close the footpath during the demolition stage for building B due to the proximity of the perimeter walls to the footpath. In order to close the footpath for demolition purposes and in order to ensure the safety of members of the public red and white chapter 8 signs will be displayed saying footpath closed please use other side.

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.

A perimeter scaffold will be required to be based out on the footpaths in Ferdinand Place in front of building A and building B.

 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.

The main element of noisy operations will be the demolition of the existing buildings located on the site. This work will be undertaken initially from tube and fitting access scaffolds using hand held medium duty breakers. The scaffolds will be encapsulated with reinforced plastic sheeting and hoardings will be provided at ground level. The site clearance will be carried out using a mechanical excavator. Noisy works will be carried out during two hour on and two hour off periods starting from 8.00 am.

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 carried out on the 11th September 2015 before works started by Emtec, a copy of the survey is attached.

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

Noise levels will be monitored by the site team on a regular basis, records of which will be kept on site; we do not anticipate levels above 75db at the site perimeter.

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.

In order to prevent nuisance problems developing, we will ensure the following precautions are taken:

- All machines will be fitted with silencers and breakers will be fitted with bafflers to reduce noise and vibration; where generators are used on site they will be housed within enclosures to reduce noise levels
- Within reason the timings of the breaking out works will be sequenced around the users of the adjoining properties (this will require further development and review against the programme)
- The method of selection of the breaking out method will be based on keeping the environmental impact to a minimum
- Site working hours will be as stated in the planning conditions for the development but noisy works will be carried out within two hour on and two hour off periods
- We will comply with the Council Environmental Health Officer's noise and vibration levels

Noise monitoring equipment will be used on site to monitor activities during the works and where an activity exceeds the predicted level works will be stopped and investigated and additional measures / alternative means will be undertaken to carry out the works within the permitted levels. Locations have been identified at both the front and rear of building to monitor the readings.

The quietest and newest plant / machinery shall be used at all times. All mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers. These shall be maintained in good and efficient working order and be operated in such a manner as to minimise noise emissions.

The Best Practicable Means (BPM) as defined in Section 72 of the Control of Pollution Act 1974 shall be employed at all times to reduce noise (including vibration) to a minimum with reference to the general principles contained in British Standard BS5228: 2009 Noise and vibration Control on Construction and Open Sites.

Where the noise levels are more than 3dB above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out. This will ascertain the cause of the exceedance of the complaint and to check that the best practicable means are been used to control the noise in accordance with the steps set out in the application for prior consent. Noise levels shall be reduced further if it is reasonably practicable to do so.

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

As a company all our site employees undertake a Site Managers Safety Training scheme, which incorporates training on Noise and Vibration to BS 5228:2009.

The image shows two certificates from Citb Cskills Awards. The left certificate is for 'Site Safety Plus' awarded to Richard Taylor for completing the 'Site Management Safety Training Scheme Refresher' course on 12-09-2014. The right certificate is for the 'Renewal of the Construction Site Manager's Safety Certificate' awarded to Ian Bosley on 8th October 2010 for the successful renewal of the 'Site Management Safety Training Scheme for the Construction and Civil Engineering Industries'.

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

We do not currently envisage large amounts of dust emanating from our works on-site however should an activity arise we would deal with it in the following manner:

Prior to commencement of operations detailed method statements will be prepared on the control of gaseous and particulate matter emissions.

Where possible equipment will be provided with dust collection and dust extractors will filter out particulate emissions. Where direct collection is not possible areas will be sealed and room extraction provided. Should this not be possible then dust will be suppressed at source by damping down using a fine mist spray.

All skips and muck away wagons leaving site will be fully sheeted to prevent any dust arising.

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.

Visits by road sweepers will be provided as and when required.

Should vehicles have significant amounts of dirt or debris on their wheels then they will be jet washed prior to leaving site using appropriate facilities.

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

Our Site Managers will firstly undertake risk assessments and implement method statements prior to any works being carried out and will identify the appropriate requirements for monitoring. As required we will have noise monitoring equipment on site.

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 following a review of the SPG, the site falls into the medium risk category.

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.

We confirm that all identified mitigation measures will be implemented on site in line with the SPG guidance.

- 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.

N/A

12. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

The necessary measures will be taken to ensure proper control of rodents. Existing control measures are in place however; 28 days prior the demolition works commencing a method statement on how the destruction/dispersion of rodents will be controlled will be prepared.

The method statement will demonstrate if / how the presence of rats and mice has been ascertained and how they will be destroyed if they have been/are found on site.

At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal). And we will prepare method statement/s on how existing/new drainage will be sealed during the construction process.

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

T.B.C.

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.

Operatives will not be allowed to loiter around the perimeter of the site at break times with site rules clearly setting out the requirements for appropriate behaviour.

All scaffolds will be Monarflex sheeted and regularly maintained and any vantage points will be shielded to prevent overlooking into neighbouring properties.

Our site rules will clearly establish the code of conduct expected from site operatives and we operate a yellow and red card system for rigorously implementing the code.

 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: *Mike Napp*

Date: 5th April 2016

Print Name: Mike Napp

Position: Senior Planner

Please submit to: planningobligations@camden.gov.uk

End of form.