

Construction Management Plan

pro forma v2.1

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10/05/2016	01	Shorehan Ltd trading as Andrew Kerr

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by

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](#)."

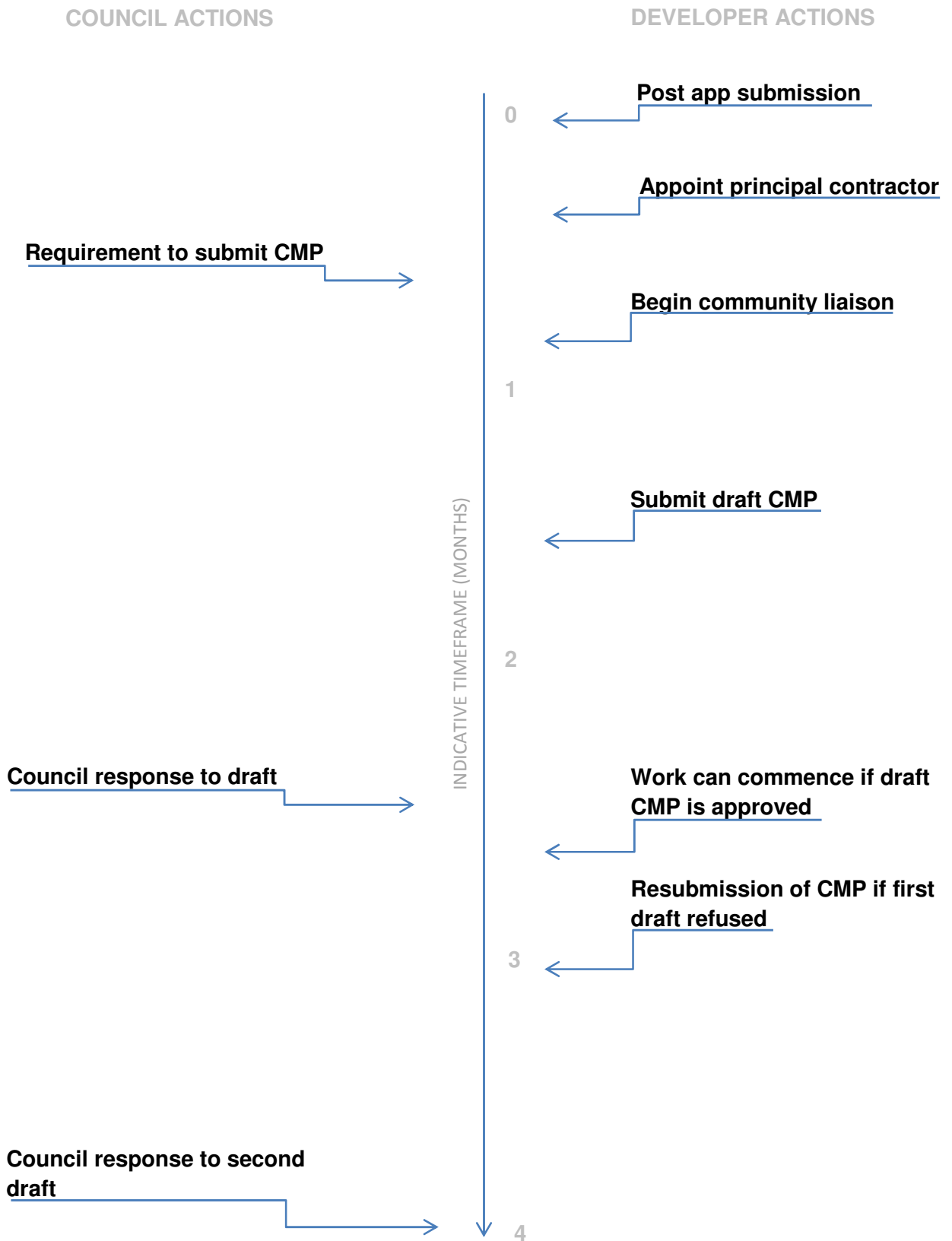
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(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: 38 Regents Park Road, London, NW1 7SX

Planning ref: 2013/1041/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: Andrew Kerr

Address: 13a Priory Terrace, London, NW6 4DG

Email: andykerr200@icloud.com

Phone: 07916 310 968

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: Andrew Kerr

Address: 13a Priory Terrace, London, NW6 4DG

Email: andykerr200@icloud.com

Phone: 07916 310 968

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. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

Name: Andrew Kerr

Address: 13a Priory Terrace, London, NW6 4DG

Email: andykerr200@icloud.com

Phone: 07916 310 968

5. 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: Andrew Kerr

Address: 13a Priory Terrace, London, NW6 4DG

Email: andykerr200@icloud.com

Phone: 07916 310 968

Site

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

The application site is located at No. 38 Regents Park Road, in Primrose Hill, NW1 7SX, between the junctions with Princess Road (to the East) and Fitzroy Road (to the West) backing on to the rear of the properties to Kingstown Street. The application site extends to 0.038 Hectares and comprises 4 No. residential flats within the single building (converted from an original single dwelling terrace.)

The street is predominantly residential, with the majority of properties being large 4-5 storey terraced town houses. The existing five storey property (sixth floor within the roof space), is currently divided into 4 No. separate flats: Flat A : Lower Ground Floor (owned by our Client) – separate access Flat B : Ground & First floor (owned by our Client) – accessed via main communal stair. Flat C : Second Floor - accessed via main communal stair Flat D : Third/roof space - accessed via main communal stair. There is 1 No. off street parking space located at the front of the property (accessed from Regents Park Road) owned by our Client.



7. 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 etc).

Description of the Works

The scheme comprises the retention and enhancement of original features to the existing front elevation, the replacement of the existing glazed link to the communal staircase with masonry construction and an extension at the rear of the property.

The proposal is to combine the two apartments with some additional building volume (see red areas in diagram below) to:

Lower Ground Floor Plan

- Guest bedroom to the underside of the car port – to the front of the site, all below street level, and hidden from view (30m²)
- Lower Ground Floor Rear Extension (37m²)

Ground Floor Plan

- Glass encased void, linking the three levels.
- Small external balcony amenity area over flat roof extension below (5m²)

First Floor Plan

- Ensuite (10m²) and glass encased void, linking the three levels.
- Communal stair, extended to match the property next door.

The garden amenity areas are opened up on account of no longer being in two separate occupancies, whilst the decked area to the end of the garden will be retained at existing level to provide a more private chill out area. The off street parking provision is retained as existing, with 1 No. car port to the front of the building.

The inconsequential additions to the building mass do not have any adverse effect on the local amenities, and are in keeping with the density of this and neighbouring properties.

Main Issues/Challenges

Materials delivery, distribution and storage.

Waste removal.

Noisy works.

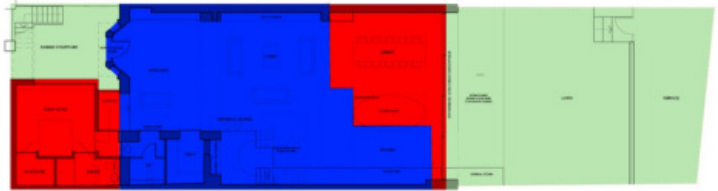
Party walls with the adjoining properties.



FIRST FLOOR PLAN



GROUND FLOOR PLAN



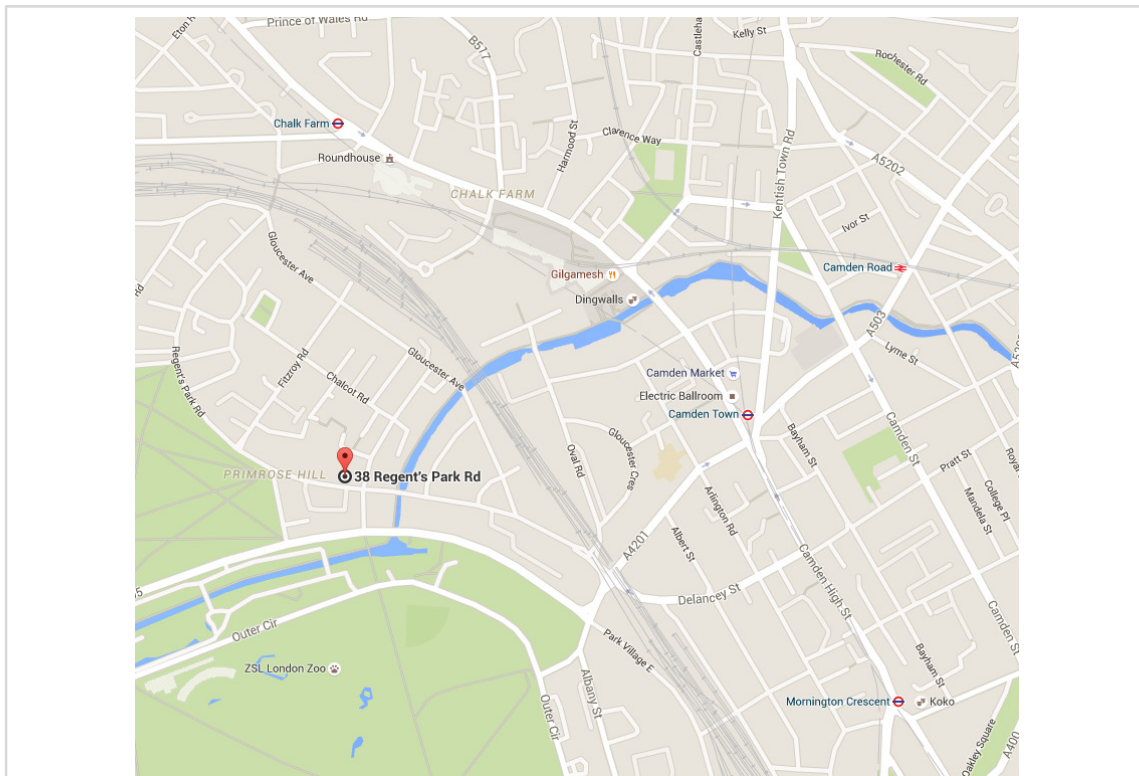
LOWER GROUND FLOOR PLAN

- EXTERNAL AMENITY SPACE
- EXISTING FOOTPRINT
- ADDITIONAL ACCOMMODATION

8. 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.).



9. 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.



Public Transport

The property is very well served by public transport, with strong existing links to both rail and bus:

Tube (Northern Line)

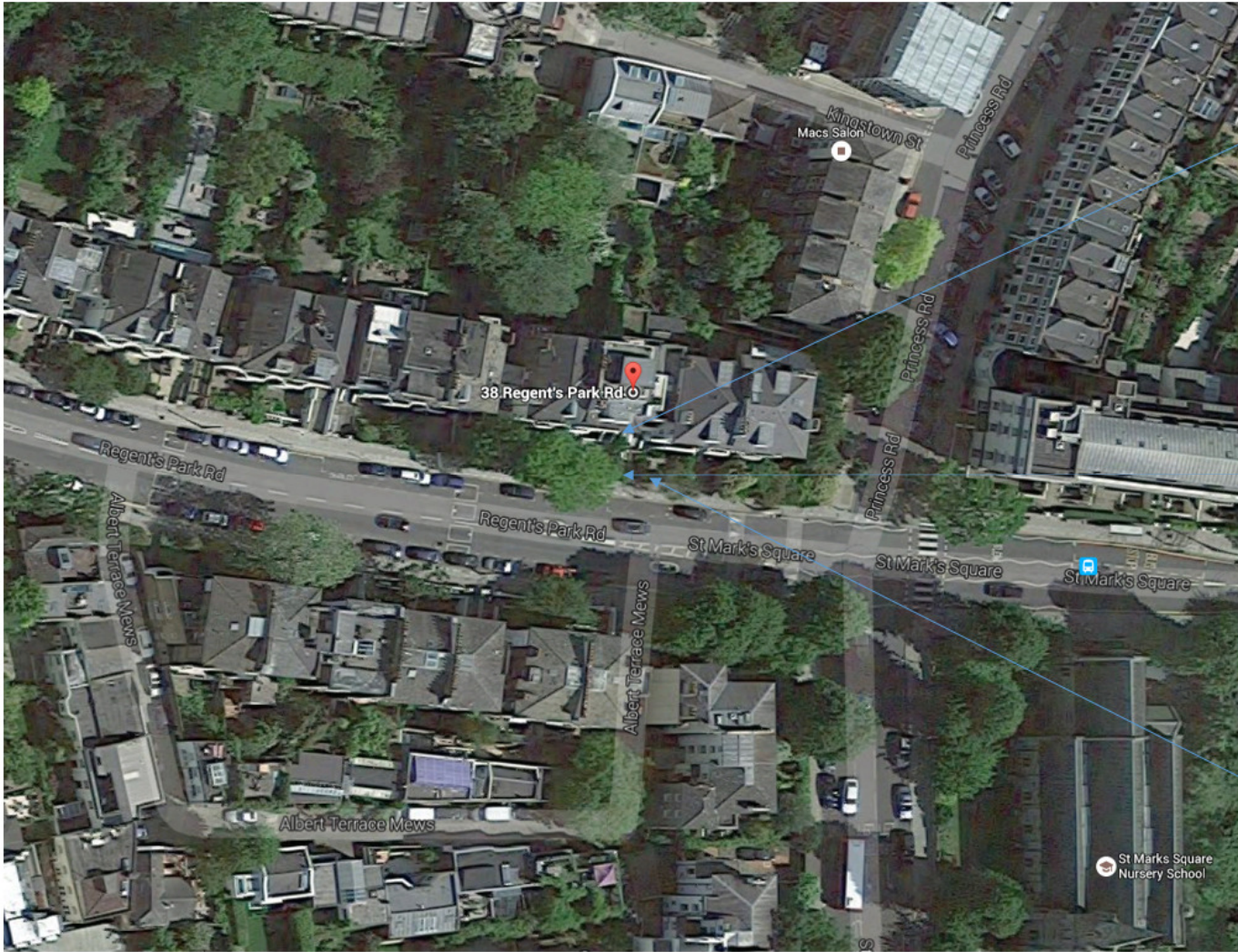
The site is located just over half a mile (10 min walk) from Chalk Farm Tube Station to the North, and the same distance from Camden Town Tube Station (East).

Bus

Stop K on the 274 Bus route is positioned almost immediately outside the property on Regents Park Road with links Eastbound to Angel, Islington and Westbound to Lancaster Gate at Hyde Park.

Rail

London Marylebone Station is a 30 minute walk away, through Hyde Park to the South, which has mainline rail links to Birmingham, Banbury, Bicester North, Gerrards Cross, High Wycombe and Aylesbury. As well as Underground Tube connection to the Bakerloo line.



Front Elevation of
38 Regent's Park
Road



Off- Street Parking



Pavement and Bay
Parking

10. 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).

30th August 2016 – 30th August 2017. A full programme will be submitted to the council when it has been established.

11. Please confirm the standard working hours for the 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

Working hours will be as above.

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

N/A

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

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 routing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. 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.

Not yet applicable.

14. 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.

We will present a clean, professional and presentable image to staff, visitors and local residents and indeed anyone passing by the site, if only a visitor to the area. Safety and cleanliness is at top of our agenda and a good neighbour policy will extend to holding open evenings or local residents and issuing regular newsletters and notices to keep the neighbours up to speed with what is happening now and what is being planned for the future.

15. 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](#)”.

We will register with the ‘Considerate Constructor Scheme’ which is the national initiative, set up by the construction industry to improve its image. Sites and companies that register with the scheme sign up and are monitored against a code of considerate practice, designed to encourage best practice beyond statutory requirements. The scheme is concerned about any area of construction activity that may have a direct or indirect impact on the image of the industry as a whole. The main areas of concern fall into three main categories: the environment, the work force and the general public.

16. 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.

Council please advise on the location of other sites.

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 referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

Shoreham Ltd

13a Priory Terrace

London NW6 4DG

07916 310 968

andrew@andrewkerrltd.com

18. 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).

Deliveries and traffic management will be managed by the on site management team who will operate a carefully coordinated delivery schedule. Our normal procedure is to agree a series of time slots using a booking in system providing 48 hours' notice. Deliveries will be carefully coordinated to avoid the busy times during the working day.

Due to the nature of the site and limited parking facilities available, contractors will be encouraged to use local transport to travel to and from the site.

All deliveries will be accompanied by a fully qualified banksman who will ensure any vehicle manoeuvres across the footpath are supervised at all times. Apart from a few exceptional items, all deliveries will occur between 09.30am and 15.30pm, in order to reduce the peak time traffic.

A Traffic Management Plan will specify the details of how deliveries will be safely undertaken and the supervision required to ensure safety to delivery drivers, site staff and members of the public.

19. 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:

Please read the CLOCS guidance and sign up to join the CLOCS Community, then add a signature in this box

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

Site Traffic

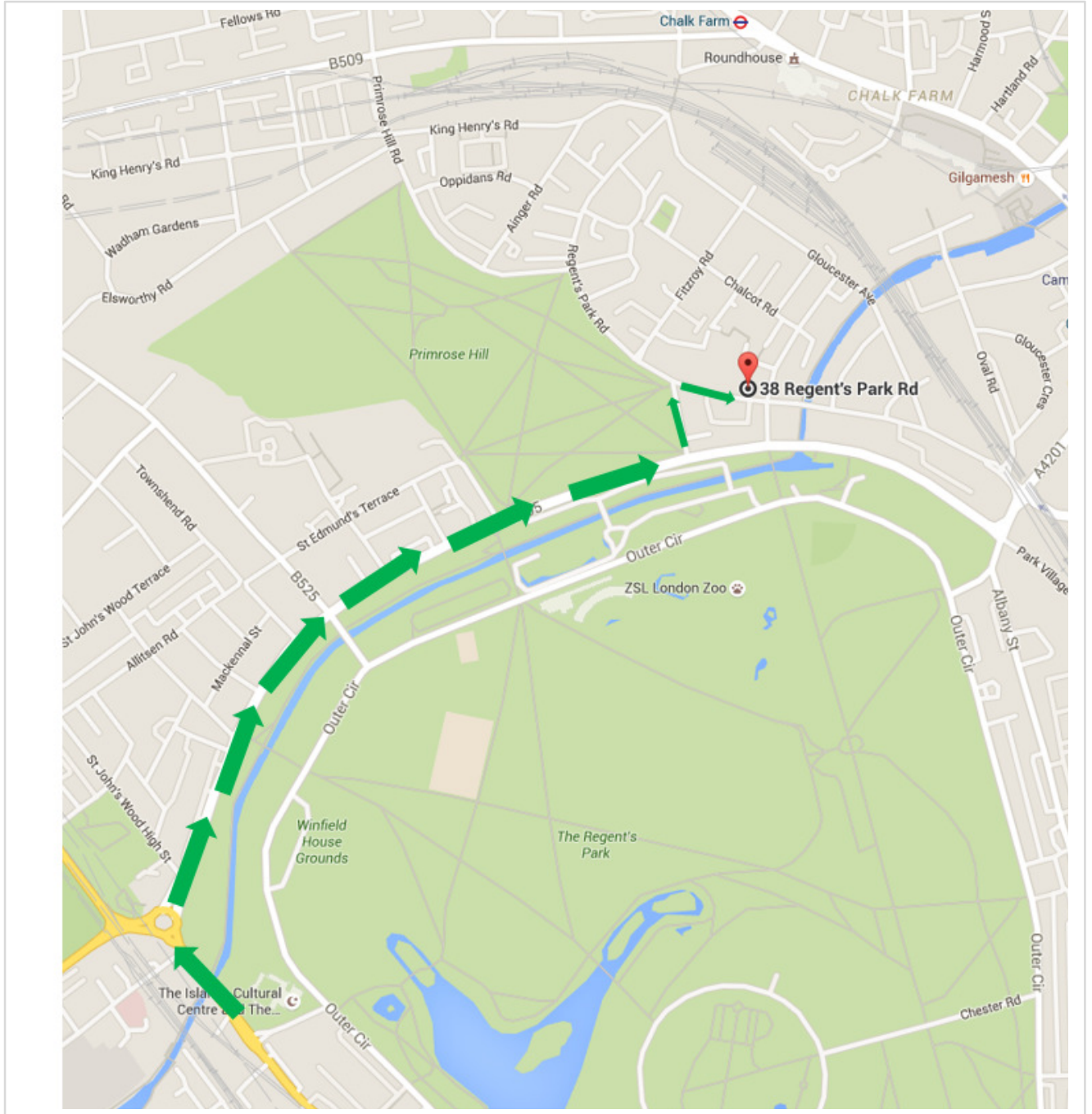
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

20. 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 (i.e. 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.

We will ensure that all sub contractors and suppliers that are part of our supply chain who have to make deliveries to site will be members of Transport for London's Fleet Operator Recognition Scheme (FORS) or similar at the Bronze level. We will use our contractor selection process and procurement process to only select contractors who are members of FORS (or similar), by doing this we will be using drivers who are aware of the demands of driving large vehicles in central London in particular the awareness of cyclists.

By using suppliers and subcontractors who are FORS (or similar) members then all delivery vehicles will have:

- i. Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- ii. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- iii. Have a Class VI Mirror
- iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

21. 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.

All deliveries will be made via the front of the property to the hoarded area. Shoreham Ltd will recognise the importance and sensitivity of the location in a busy district of London. Delivery drivers and companies should be advised that parking restrictions and highway regulations will be strictly enforced by the Police and Highway Authorities.

Vehicles will not be permitted to wait in adjoining streets for delivery, for these reasons it is imperative that a strict delivery regime is adhered to. No storage of materials or waste will be permitted within the unloading/loading area. All deliveries must be supervised and where necessary undertaken with the assistance of a competent Banksman.

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

Council please to provide details.

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.

All deliveries will be pre booked and all delivery times will be known for each site. This will be controlled and managed by our on site Logistics Manager. This will be achieved via the use of our sub-contractor coordination meetings where we will have short term look-a-head programmes that will include the booking of deliveries.

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 any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Due to the nature of the works at Regents Park Road, we do not anticipate the need for any off site holding areas, this being due to the fact that the project within the is a "small project" and are "infill sites" that can be contained within each sites hoardings.

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).

Due to the nature of the works at Regents Park Road we do not anticipate the need for any construction material consolidation centres. We will be working with our supply chains to ensure that materials are delivered “just in time” for use on each site.

22. 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

n/a

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

All deliveries are to be supervised by a traffic marshal and reported to the Site Manager. All deliveries will be pre booked so that the traffic marshal know when the delivery is coming and will take measures to ensure that the public are not affected by the delivery. The traffic marshal must be obeyed and no phones or hands-free kits are to be used whilst driving, either on site roads or on public roads.

Shoreham Ltd will plan works including; vehicle movement, deliveries, temporary routes and facilities to ensure that the safety of the public is maintained at all times.

All deliveries will be co-ordinated and programmed to alleviate pressure on the road network. Deliveries will have to be pre-booked with site so that there is not any delivery vehicles waiting in the street. This will be achieved via the use of our weekly sub contractor meetings where deliveries will be planned and booked. Deliveries will only take place between 08.30 and 17.00 Mon–Fri and 8.00 to 1.00 on Saturdays.

All suppliers and sub contractors who are supplying materials to the site will be issued with a transport plan which will include a prescribed route into the site to deliver materials from the Transport for London Road Network; refer to plans earlier in this CMP.

As part of our plans to mitigate the impact of the project and its deliveries on the road network we will in the first instance look to our supply chain to store materials off site and only deliver the materials when they are needed.

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).

Detailed swept path analysis has not been carried out due to the fact that the site is accessible for the expected vehicle deliveries.

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.

In order to keep roads and footpaths free from deposits of soil, mud and the like we will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned and hosed down prior to going on the public roads. If any mud or construction debris does get onto the street within the vicinity of the site then these areas will be kept clean via the use of water hoses and manually swept. In addition a mechanical road sweeper will be used to clear any debris.

23. 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 24 if any parking bay suspensions will be required.



Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

25. 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).

N/A

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

N/A

26. 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 anticipate that there will be connections made on each of the site to the passing utility mains (gas, water, electric & sewers). This will mean that each of these utility companies will need to apply to Camden for the necessary licenses for each operation. We will be coordinating this process and will seek to minimise the opening up of the highway for these connections by getting the utility companies to work under one closure notice per site.

27. 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 at 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 general public/pedestrians will have the right of way along the pathways that surround the site. We do not envisage the need for any pavement closures. The Site Manager will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that any debris is kept clear of the pavements. Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any residents visiting site to raise a complaint will be requested to sign-in and our security guard will escort the visitor to the site offices. We will as part of our sub contractor procurement process ensure that all sub contractors and suppliers delivering materials to the site follow the conditions outlined in the Standard for Construction Logistics and Cyclist Safety (CLOCS).

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.

N/A

● 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)**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

By its nature demolition and construction works can cause noise, noise being created by; mechanical plant, cutting, drilling, hammering and sawing. All noisy work will be restricted to be after 8.30 and before 5.00pm. We will always seek to not carry out noisy work on a Saturday when we are permitted to work between 8am and 1pm.

29. 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.

Not currently available

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

Where possible noise produced by work activities will be reduced or removed by design. When this is not possible controls will be introduced to reduce exposure so as to avoid harm or injury to persons on site or others within the vicinity of the site works.

During demolition & construction works noise will be continuously monitored, this will be compared against the baseline survey carried prior to any works taking place, with the following trigger levels:

Green if 3dB(A) or less above baseline – No action.

Amber if between 3dB(A) & 8dB(A) above baseline – continue works but carry out works assessment and propose mitigation measures.

Red if above baseline by 8dB(A) or more – Immediate in depth review of works and enforce changes to methodology, equipment in order to bring noise to acceptable levels.

The trigger levels described above will continue to be used during length of the Project however the monitoring regime will be then reduce to twice weekly measurements at strategic locations.

Further controls will be detailed within activity method statements and compliance monitored as necessary throughout the work process.

Records of controls and exposures of persons/environments will be kept in accordance with statutory requirements and Company Procedures.

31. 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.

Shoreham Ltd shall ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to effect the reduction of noise transmitted from site using best practicable means, this will include:

- Coordinated delivery times and efficient traffic management to prevent queuing traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).
- Utilising construction techniques that minimise the production of noise.
- Utilisation of baffle system during the demolition process
- Strict adherence to the site working hours.
- Using acoustic hoarding where necessary.
- Carry out daily noise surveys at perimeter of site and record findings.
- Implement action plan where noise levels exceed acceptable levels.
- Positioning plant away from properties
- Machines in use will be throttled down a to a minimum
- Cutting operations will be kept off site as much as possible by prefabrication
- Localised shrouding of plant in accordance with BS5228

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

The Shoreham Site Manager will have attended the Site Managers Safety Training Scheme as run by the CITB. All sub contractors supervisors will have attended the Site Supervisors Safety Training Scheme as run by the CITB.

Noise awareness will be cascaded via toolbox talks.

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

We will adhere to the key legislation on noise and vibration as detailed in the:

- Control of Pollution Act 1974
- Environmental Protection Act 1990 (ss79-82)
- BS 5228:1997, Code of Practice on Construction and Open Site.

At the time of writing we have appointed our demolition contractor who is currently preparing their detailed Risk and Method Statement – this method statement will confirm the controls, checks and monitoring that will be put in place in connection with the control of dust and noise on site during the demolition.

Site operations will be controlled so that all plant and machinery noise emissions (including the provision of ventilation, heating and cooling) shall be designed, installed and operated at noise levels that do not cause noise nuisance to the nearest adjoining residential properties. We will, with our demolition and construction contractors we will implement a Dust Management Plan (DMP) that we will seek input and approval of from Camden. The DMP will include but not be limited to:

- Monitoring of dust levels – in agreement with Camden
- Reacting to results from dust monitoring
- Establish site recording of levels of dust
- Plan our site management and logistics so that receptors for demolition arisings are not located where they might cause a nuisance to our neighbours
- Avoid site run off from vehicles
- Regular boundary inspections
- Use scaffold protection screeds
- Clean down hoardings using wet cleaning methods
- Establish hard standing areas for clean down vehicles before they leave site – including wheel washing facilities
- Keep the public highway clear of any debris using wet cleaning methods
- Damp down any stock piled excavated materials on site
- Water suppression will be used during demolition

34. 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.

Shoreham Ltd will deploy the use of a mechanical road sweeper to clear the road of excessive dust and dirt as a result of site operations – however any vehicle leaving site will be cleaned first.

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

As above.

36. 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.

Currently unavailable. This will be carried out before works begin.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

Currently unavailable. This will be carried out before works begin.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), 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.

The site is not High Risk.

39. 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).

N/A

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

A Refurbishment and Demolition Survey that conforms with the Control of Asbestos Regulations 2012 will be conducted before works commence.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

We do not tolerate any bad language or unnecessary shouting on our sites. We operate a "red card" system whereby any operative found to be acting in an anti social way or smoking outside of designated smoking area will be given a "red card" and asked to leave the site immediately.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

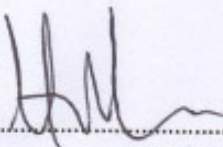
- a) Construction time period (mm/yy - mm/yy):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

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.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed: 

Date: 6th June 2016

Print Name: Andrew Kerr

Position: Director - SHORCHAM LTD. T/AS

Andrew Kerr

Please submit to: planningobligations@camden.gov.uk

End of form.