

# Construction Management Plan :



Site : 29-30 King's Mews, WC1N 2JB

Contractor : WC1 Projects Ltd

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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

*(attach appendix if necessary)*

Sign off

## **Draft**

Community liaison

CLOCS

Transport

Highways

## **Parking**

Environmental health

## **Sustainability**

Sign off

INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

# Introduction

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

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

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

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

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

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

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

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

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

Revisions to this document may take place periodically.

# Timeframe

Proposed Start Date - Phase 1 : 11 July 2016

Phase 1 is for works that can be commenced without the need for any street hoarding/scaffold etc

Proposed Start Date - Phase 2 : 1st August 2016

Phase 2 is for works that can only be commenced with the need for street hoarding, scaffold etc

Proposed Completion Date : 31<sup>st</sup> March 2017

# Contact

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

Address: 29 – 30 King's Mews, London, WC1N 3JB

Planning Reference: 2012/877/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: Mr Nicholas Rae

Address: WC1 Projects Ltd, 29 – 30 King's Mews, London, WC1N 3JB

Email: nick@WC1Projects.uk

Phone: +44(0) 207 242 9658

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: Mr Nicholas Rae

Address: WC1 Projects Ltd, 29 – 30 King's Mews, London, WC1N 3JB

Email: nick@WC1Projects.uk

Phone: +44(0) 207 242 9658



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.

as Qu. 3

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.

As Qu. 3

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 Nicholas Rae

Address: WC1 Projects Ltd, 29 – 30 King's Mews, London, WC1N 3JB

Email: [nick@WC1Projects.uk](mailto:nick@WC1Projects.uk)

Phone: +44(0) 207 242 9658

# Site

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

The site location plan is attached, **annexe 1**

## Brief Description :

- The site is a 3 storey brick/concrete terraced house built in 1974, formerly a mixed use building, with a garage entrance and a single door entrance, both onto Kings Mews.
- The site is occupied by the owner, who will remain in occupation throughout the works.

## Surrounding Area :

- The site is located within King's Mews, a narrow 2-way service road between Gray's Inn Road & John Street. Comprising 7 occupied houses, a small block of flats, a working mechanic's car garage, 2 other construction sites and 5 vacant buildings awaiting redevelopment.

## Development Proposals :

- create 2 x studio flats at ground floor level
- create 1 x triplex dwelling on upper floors

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).

## Size of the Development :

- c 115m<sup>2</sup> land area
- total project area c 425 m<sup>2</sup>

## Nature of the Development :

- residential (C3 planning class),

## Scope of Works

- revise ground floor facade to create 3 entrances
- revise upper storey windows front & rear

- revise stairwell
- extend 2nd floor to boundaries
- install 3rd storey, set back from main facade

#### Details of the Main Issues and Challenges :

- narrow (3.5m) street (means road closure & thus deliveries via reversing lorries)
- close proximity to residential dwellings
- close proximity to businesses
- client/owner to remain in occupation during the works

3.3. 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.).

#### Nearest Potential Receptors :

1 King Mews (residential)

28 Kings Mews (residential garage)

4-10 Theobald's Road (flats on upper floors)

6 & 10 Theobald's Road (restaurants)

35 Gray's Inn Road (flats on upper floors, A3 restaurant on ground level)

37 Gray's Inn Road (vacant offices on upper floors, training college on ground level)

12 Theobald's Road (offices)

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

Please see Annexe 2 attached

(to include bay locations, cycle lanes, footway)

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).

#### Proposed Start Date :

Phase 1 : 10th July 2016 (works internally & at roof level)

Phase 2 : 1st August 2016 (external works to front facade)

#### Proposed Completion Date

31<sup>st</sup> March 2017.

For detailed programme, please see annexe 3 attached

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

#### Standard Working Hours for This Site

- 8.00am to 6pm 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.

#### Utility Connections

The site is currently serviced by adequate gas, water, sewer & electricity supplies oversized for domestic use following previous commercial use where the existing utility supplies also served adjoining commercial buildings 26-28 Kings Mews. New connections for gas, water, sewer & electricity may be required for the 2 new ground floor studio flats.

All utility companies are being contacted currently, and the option of sharing excavations within the same trenches will be explored and if possible any new service connections necessary will be co-ordinated accordingly.

A standard hoarding will be installed in front of the building during the phase 2 works and in connection the road will be closed, hence any should any highway trench work be necessary, this will not cause any additional inconvenience.



# Community Liaison

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

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

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

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

## **Cumulative impact**

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

**The Council can advise on this if necessary.**

## 1. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

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

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

### Evidence of who was consulted :

- a) Initial consultation - all neighbouring businesses & residents, see annexe 4
- b) second consultation - a street-wide consultation meeting will be offered via letter drop - see annexe 4

### How the Consultation Was Conducted :

- a) Initial consultation - all neighbouring businesses & residents by email & in person individually
- b) second consultation - a street-wide consultation meeting has been offered via letter drop - see annexe 6

### Summary of the Comments Received :

- see annexe 5

### Details of meetings :

- see annexe 7

### Check Proposed Consultation with the Council :

- a) telephone discussion with council duty officer/assistant
- b) email advice via Camden highways team

### Boundary Between Boroughs :

- the site is not close to a boundary between boroughs

## **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.

### Construction Working Group :

A construction working group is unnecessary for a project of this size - there would only be a single member.

### Community Liaison Proposals :

Local residents will be updated on upcoming works via bimonthly email, a copy of which will be posted on the site hoarding and also on the proposed site public website.

Any resident will also be able to make contact with any concerns they have by email or visiting the site office or by post or by telephone.

### contact details of the person responsible for community liaison:

Name: Mr Nicholas Rae

Address: WC1 Projects Ltd, 29 – 30 King's Mews, London, WC1N 3JB

Email: nick@WC1Projects.uk

Phone: +44(0) 207 242 9658

## **3. Schemes**

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



### Considerate Constructors Scheme :

WC1 Projects Ltd are not members of the Considerate Constructors Scheme as this is aimed at larger companies, but WC1 Projects Ltd agree to follow an identical Code of Best Practice on all sites.

(There are c 120,000 construction companies in the UK, 15,000 new construction companies are set up each year, and c 4,500 cease trading. There are only c 1,000 registered members of the Considerate Constructors Scheme, each with an average of 90 registered sites).

### Guide for Contractors Working in Camden :

In addition to following the Considerate Constructors Scheme's Code of Best Practice, WC1 Projects Ltd and all sub-contractors working on the 29-30 Kings Mews site will 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.

See Annexe 8

# 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](mailto: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 :

WC1 Projects Ltd

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).

Details to be provided by the contractor prior to commencement

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.

## Client :

- I confirm that the principal contractor has read and understands the CLOCS Standards and that these will be included in the relevant contracts. I have signed up with the CLOCS Community so as to stay up to date on standards.

## Principal Contractor :

- I confirm that WC1 Projects Ltd has included the requirement to abide by the CLOCS Standard in their contracts to subcontractors and suppliers:

# 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](#)

see annexe 2

## Vehicle Routeing Plan - Small Vehicles:

- small/short courier delivery vehicles (couriers etc inc Royal Mail) up to 3.5T GVW which can make a 3-5 point U turn within the wider 2 lane part of Kings Mews will access the northern end of the site by driving southbound down Kings Mews from Northington Street or Northington Mews, and exiting in forward gear once delivered/collections are completed.

- these courier style deliveries will not require unloading - generally they are delivering small parcels which the driver can hand deliver to the nearest site representative without booking in.

These vehicles' arrival/exits typically are unforeseen and will be unsupervised.

## Vehicle Routeing Plan - Large Vehicles:

- construction /delivery vehicles great than 3.5T or with turning difficulties due to excess length will access the southern end of the site from Theobald's Road by reversing from the

eastbound nearside of Theobald's Road into King's Mews, and exiting in forward gear once delivered/collections are completed.

- Vehicles will make a left turn into King's Mews to access the site. Vehicles will leave the site in a forward gear, continuing southbound along King's Mews, making a left turn onto Theobald's Road to re-join the A5200.
- A vehicle routing plans are shown in the annexe to this plan.
- It will be required that all deliveries call a minimum of 20 minutes prior to arrival at the site to ensure that the appropriate loading area is available.
- All vehicle movements to and from the south loading area will be managed by a minimum of two trained banksmen.
- The potential risks to both cyclists and pedestrians have been considered and vehicles with appropriate safety equipment will be used.
- It will be required that all vehicles will be fitted with safety bars, additional mirrors and advisory signage.
- It will also be required that drivers must have undertaken a cyclist safety awareness course.
- Drivers will also be made aware prior to travelling to the site of the presence of a Santander Cycle docking station on Northington Street.
- The vehicle routeing plan will be reviewed and confirmed following further discussions with officers at Camden Borough Council.

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.

#### Pre-Delivery Management System :

- All contractors, delivery companies (excluding couriers/post) and visitors will be advised of and required to adhere to the specified route and all other measures detailed in this plan prior to journeys being undertaken.
- All contractors and visitors to the site will be advised to travel to the site by public transport or on foot or by cycle.
- The Construction Project Manager will provide all site personnel with details of all personnel with details of local public transport services.

**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.

Typical Vehicle Size & Frequency

- As subcontractors are yet to be appointed, an indicative programme of works is provided below highlighting the approximate duration of key phases of the construction project.
- The dates of each phase of the works, the vehicle sizes and number of vehicle movements will be confirmed and revised if necessary by the building contractors’ Construction Project Manager (CPM), once subcontractors are appointed.

Estimated Programme (43 Weeks)

**- Phase 1 - 5 weeks**

- Site setup,
- internal demolitions/soft strip of non-load bearing walls, set-back 2nd floor roof, set-back 2nd floor walls, soft strip of 2nd floor internal fixtures & fittings
- Blocking up external openings

**- Phase 2 - 38 weeks**

- Structural Works     20 weeks
- Non-structural works/Internal Fit Out 16 weeks

- Site Clear Up 2 weeks
- Further details will be provided following the appointment of sub-contractors.

#### Details of the Typical Vehicles and Frequency

##### **- Small Skip Lorry/Tipper for waste removal**

- This vehicle will be approximately 8.0m long and 2.5m wide and 3.5m high.
- No vehicles will be booked for waste removal during the non-structural phase 1
- A maximum of 2 vehicle per day will access the site during the Structural works phase of the works with a maximum dwell time of 40 minutes.
- A maximum of 2 vehicle per week will access the site during the post-structural works phase of the works
- Further details will be provided following the appointment of sub-contractors.

##### **- Concrete Mixer Lorry**

- These will be approximately 8.0 metres in length with a width of 2.4 metres. Deliveries will take place during the structural phase of the works and a maximum of 3 vehicles could be expected on the day of pouring. There are only limited quantities of concrete required, a maximum of 6 visits in total during the 20 week construction phase is anticipated. Each visit will have a maximum dwell time of 40 minutes.
- Further details will be provided following the appointment of sub-contractors.

##### **- Flat bed truck**

- These vehicles approximately 8.0m long and 2.4m wide. These vehicles will be used to deliver and collect scaffolding, and building materials such as plaster, cement and blockwork.
- No major deliveries are anticipated during the "Pre-Hoarding" Phase 1
- Deliveries will be expected a maximum of once every day during the "Hoarding" Phase 2 site set-up, structural works and fit out/clear up phases of the works with a maximum dwell time of 40 minutes with the exception of scaffold erection and dismantling, when the vehicle would need to be on site for a maximum of 5 hours.
- Further details will be provided following the appointment of sub-contractors.

##### **- Box van (Luton/Transit)**

- These will be up to 6 metres in length with a maximum width of 2.0 metres. A maximum of 1-2 deliveries per day could be expected throughout the works with a maximum dwell time of 40 minutes.

- The maximum number of deliveries to the site will be limited to 6 although it is expected that an average of 2-3 deliveries to the site will be expected daily throughout the duration of the works.

-Further details will be provided following the appointment of sub-contractors.

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

#### Other Developments in the Locality

- We are aware of ongoing development works at 25 King's Mews, due to finish shortly

- Other sites in the area have outstanding planning consents but we are unaware of any imminent commencement proposals.

- The Construction Project Manager will liaise with the Project Managers of any/all consented developments to ensure that deliveries are coordinated where possible and will continue to monitor the progress of planning applications in the area and will ensure that deliveries are coordinated with any consented schemes if appropriate.

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.

#### Delivery Booking System

- All deliveries are to be booked in the with Construction Project Manager at least 24 hours before and all drivers will be informed of the vehicle route and location of the appropriate loading area prior to undertaking a journey to the site.

- All drivers will be required to phone 20 minutes prior to arriving on site to confirm that the loading area is clear. If the loading area is not available, the vehicle shall not proceed to the site and will be given an alternative delivery time.

- Vehicles will not be permitted to wait, stack or circulate on the roads within the borough.

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.



### Off-site Holding Areas

- There are no off-site holding areas

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).

### construction material consolidation centres

- There are no construction material consolidation centres.

**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 Access/Egress routes

- The existing and proposed building occupies the entirety of the site and, as such, no vehicle access into the site is available.

- During phase 1, no significant volume of deliveries are expected.

- During phase 2, it is proposed that all deliveries will take place from a temporary vehicle loading area on King’s Mews located adjacent to the frontage of the site.

- As there is no vehicular access to the site, it is proposed that a skip is located on King’s Mews, adjacent to the site frontage. A temporary vehicle loading area will also be located on the single line space adjacent to the frontage of the property. A hoarding containing scaffolding will also be installed around the frontage of the property as shown in the drawings attached.

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

### Construction Vehicle Site Access/Egress routes

- All vehicle manoeuvres to and from the proposed loading area will be supervised by trained banksmen in order to manage the interaction between pedestrians, cyclists and other road users.

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).

#### Swept Path Drawings

- Swept path drawings are provided in separate files attached to this report.

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

#### Wheel Washing Facilities

- Vehicles will not access the site and as such wheel washing facilities will not be required. Any material transferred to the footway will be cleared immediately.

**v7. 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.

#### Delivery Vehicle loading and unloading

- See attached annex 10

- The strategy below provides an indicative parking and loading arrangement for construction vehicles associated with the site.

- As no vehicular access to the site is provided, it is considered that all loading activity will need to take place from the single yellow line highway space on King’s Mews, located

between 10 Theobald's Road and 12 Theobald's Road, immediately in front of the south edge of the proposed site hoarding.

- It is proposed that a hoarded skip is placed on the carriageway adjacent to the site and sorted debris/waste/spoil will be hand loaded into the skip.

- Skip vehicles will pull past the site in Theobald's Road and reverse northbound into the temporary loading area.

- A Traffic Marshall will be positioned outside the frontage of the site at the junction of Theobald's Road and King's Mews once alerted to any delivery lorry's imminent arrival by telephone to guide vehicles and pedestrian around a reversing vehicle until is located within the temporary loading area, and to prevent pedestrian's entering the vehicle unloading area (separated from the footway by temporary traffic barriers).

- A hoarding will be installed around the site and will have a lockable access. The hoarding will contain scaffolding, skip, site wc facilities etc. All materials and plan will be stored on site and deliveries will be on a 'just-in-time' bases so as to minimise the storage requirements on site. Welfare facilities will also be provided on site. Further details will be provided following the appointment of sub-contractors.

## 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](#).

#### Parking Bay Suspensions

- No parking bay suspensions will be required.

#### Temporary Traffic Management orders

- A temporary Highways Closure application has been submitted.

### **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.

#### Use of the Public Highway

- Temporary Highways Closure is required as :

a) it is unsafe to let vehicles pass whilst the front of the building has scaffolding erected

b) space is required to place a skip outside the site

c) the narrow single lane highway is unsafe to use for vehicular traffic whilst extensive site pedestrian access and site material deliveries are required

- Additionally a wc facility may be required temporarily when it is not possible to locate such within the site.

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

#### Temporary Vehicular Access

- refer information above

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

#### Safety Signage, Barriers and Accessibility Measures

- Appropriate signage and lighting will be provided on the site hoarding and on the hoarding surrounding the skip.

- Further details will be provided prior to commencement of (Hoarding) phase 2 following the appointment of a sub-contractor

### **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).

#### Diversions

- Further details will be provided prior to commencement of (Hoarding) phase 2 following the appointment of a sub-contractor and following further discussions with Camden Highways staff.

### **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.

## VRU and Pedestrian Diversions, Scaffolding and Hoarding

- A secure hoarding will be installed to the site boundary with a lockable access during phase 2 of the works.

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

### Pedestrian and Cyclist Safety

- The potential risks to both cyclists and pedestrians have been considered and vehicles with appropriate safety equipment will be used.

- It will be required that all vehicles will be fitted with safety bars, additional mirrors and advisory signage.

- It will also be required that drivers must have undertaken a cyclist safety awareness course.

- Drivers will also be made aware prior to travelling to the site of the presence of a Santander Cycle docking station on Northington Street.

- In addition, traffic marshals will be available on site at all times and will supervise all vehicle movements to and from the loading area and will also supervise all loading/unloading activity and the transfer of material into the site so as to manage the interaction of construction activity with pedestrians, cyclists and other vehicles.

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.

### Temporary Structures

- A lockable site hoarding will be installed along the frontage of the site which will contain scaffolding.

- The site hoarding will extend 3.5 metres from the site frontage.

- All relevant licences for the hoarding will be applied for by the Construction Project Manager and the requirements will be confirmed by the contractor prior to phase 2 commencement.

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# Environment

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

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

## Noisy Operations

- The following measures will be implemented:

Noisy work will be restricted to between 0800 and 1300 Monday to Friday and between 0800 and 1300 on Saturdays. No noisy works will be permitted on Sundays or Bank Holidays.

In order to reduce the effect of noisy works on neighbouring properties, where practical and possible contractors will use well-maintained and silenced plant and equipment including and power tools.

- The use of hammer piling, generators or compression air-tools is not proposed.

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 has not been carried out. The requirement will be discussed with Camden environmental staff, and if necessary will be carried out before noisy operations.

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

Details to be provided by WC1 Projects Ltd prior to commencement of phase 2, upon appointment of sub-contractors.

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.



Details to be provided by WC1 Projects Ltd prior to commencement of phase 2, upon appointment of sub-contractors.

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

- Details to be provided by WC1 Projects Ltd prior to commencement of phase 2, upon appointment of sub-contractors.

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

#### Dust Nuisance

- Hoardings bordering the frontage of the property will help contain any dust. Scaffolding and sheeting can be erected to the front of the property to further contain dust. Water dampening measures will also be used if considered necessary.

- scaffolding will be erected at roof level inside the other site boundaries to provide a safety, debris & dust scheme.

- Rear/side elevation design will be reviewed, to consider the use of prefinished cladding in lieu render to reduce boundary activity.

-Further details to be provided by WC1 Projects Ltd prior to commencement of phase 2, upon appointment of sub-contractors.

- A Dust Management Scheme will be operated, whereby the adjoining properties will be visually inspected by the WC1 Projects Ltd site manager/site assistant twice daily, and photographic records kept.

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.

#### Highway Dirt Transfer

- No vehicles will enter the site and as such, the transfer of debris to the public highway will be limited. Any dirt or dust transferred to the public highway will be cleared immediately. Skips will be covered when removed

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

An acoustic assessment will be carried out prior to commencement of any demolition involving hammer/breaker equipment.

Site noise readings will be taken at street level outside the site daily & readings recorded.

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.

Dusk Risk Assessment :

- A dust risk assessment will be carried out for each phase of works and provided by WC1 Projects Ltd prior to commencement of phase 2.

Control of Dust Method Statements :

- The Method Statements for each phase of works will include measures to minimise dust pollution.

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.

- Details to be provided by the WC1 Projects Ltd prior to commencement of phase 2.

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.

Dust Risk

- The site is not a High Risk Site.

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).

a) Pre-construction Monitoring :

- The client is in residential occupation of the site since 2011 and has confirmed there has been never been any evidence of rodent infestation

b) Sewers :

- Any necessary opening up in sewers will be temporarily capped to prevent access via the new openings

c) Food & Hygiene :

- The client is remaining in occupation of the site, consequentially food will be stored in normal household conditions.

- Apart from the client-occupied residential areas, no food will be stored on site and all food waste will be cleared away daily.

d) Pest Control :

- In the event of any sign of rodent infestation, baited rodent traps will be used & monitored.

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

Asbestos Survey :

- An asbestos survey was completed following the site purchase in 2011 showing there to be no asbestos present.

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.

a) Smoking Area :

- Smoking is forbidden in the working site. A open area within the site hoarding will be set aside for smokers.

b) Bad Language & Unnecessary Shouting :

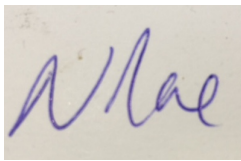
- Such antisocial behaviour is already covered by the agreement to follow the Code of Considerate Practice - refer earlier section.

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# Agreement

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

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



**Signed:** ...

**Date:** ...1st July 2016.....

**Print Name:** ...N J Rae.....

**Position:** ...Director.....

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.

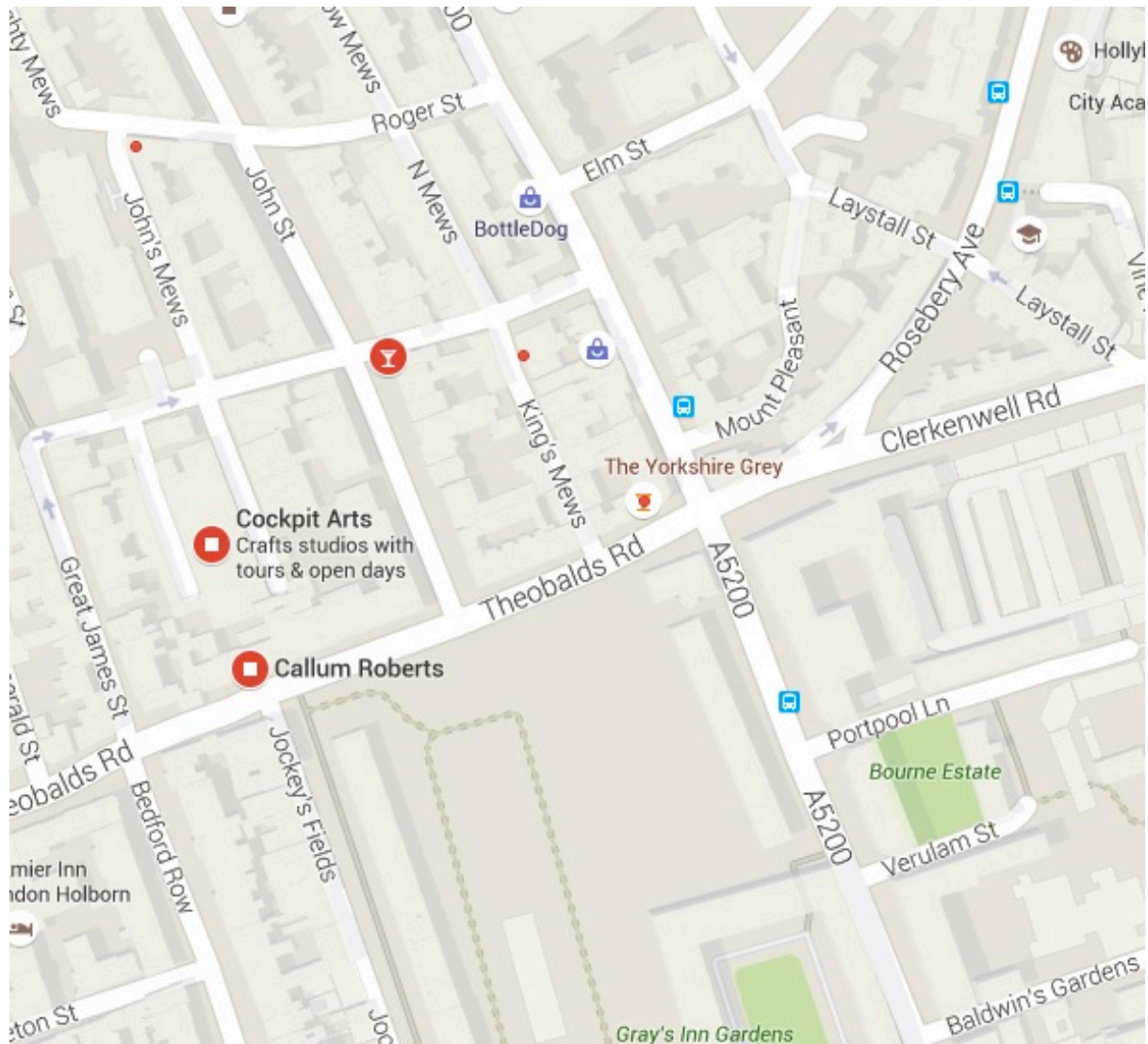
# Annexes

- 1 O/S Plan
  - 2 Highways Plan
  - 3 Draft Programme
  - 4 Email Consultation
  - 5 Consultation Feedback
  - 6 Draft Revised Consultation Letter
  - 7 Letter Consultation Feedback
  - 8 Other Kings Mews Construction Sites
  - 9 Construction Traffic Routeing Plan
  - 10 Vehicle Loading/Unloading Plan
- nb Separately Provided : Construction Traffic Swept Path Analysis drawings

Annexe 1 O/S Plan



Annexe 2 Highways Plan



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Estimated Programme (43 Weeks)

**- Phase 1 - 5 weeks**

- Site setup,
- internal demolitions/soft strip of non-load bearing walls, set-back 2nd floor roof, set-back 2nd floor walls, soft strip of 2nd floor internal fixtures & fittings
- Blocking up external openings

**- Phase 2 - 38 weeks**

- |   |          |
|---|----------|
| - Structural Works                      | 20 weeks |
| - Non-structural works/Internal Fit Out | 16 weeks |
| - Site Clear Up                         | 2 weeks  |

- Further details will be provided following the appointment of key sub-contractors.



## Annexe 4 Email Consultation

Text of email sent 4 April 2016 to all 6 nearby neighbours plus Cape Construction - nb following a recent design change the existing facades front & rear will NOT be demolished, but window openings will be altered).

Re Proposed works to 29-30 King's Mews WC1N 2JB

I am emailing to advise that I will be carrying out works to 29-30 Kings Mews for 6 months over this summer. I'm sorry that it isn't the best news you could hope for, as you front door is close to the site, so please let me know whatever mitigating actions you would like me to take.

The standard working hours for the site are the standard working hours for construction sites in Camden which 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

The works include partial demolition of 29-30KM, retaining just the ground & 1st floor slabs & columns\*, the replacement of facades at front & rear of the building\*, and the rebuilding of the 2nd floor storey and an additional 3rd floor storey.

The works are planned to take 6 months, commencing 1st May 2016 assuming all pre-commencement procedures are completed by 1st May.

In order to facilitate the works we will need to install a skip & hoarding in the front of 29-30 King's Mews - the road in this section is only 3.9m wide, resulting in a road width of only 0.9m width plus pedestrian footpath width 1.25m (total width 2.15m).

I am thus asking Camden Council for consent to the hoarding and all contractors working in King's Mews to arrange for any vehicles accessing their site and also all local businesses' delivery lorries to access and egress King's Mews from the north for the duration of the works whilst the hoarding is blocking the southern end of the highway.

As Cape Construction and G&U Form Ltd are also continuing to work elsewhere in Kings Mews and may also need to place a skip on the highway outside their site, we proposing to service the 29-30 King's Mews site entirely from the south end junction with Theobald's Road.

I'd be pleased to discuss these works with you, either by phone or at a site meeting with or without other neighbours, Cape Construction & G&U Form Ltd as you prefer"

Copies of confidential emails addresses to be provided directly to Camden Planning.

## Annexe 5 Consultation Feedback

- 1) Thank you for letting me know . I hope that it proceeds well - for all our sakes !
- 2) Thank you for letting us know.

I believe the works won't affect us in any way but will contact you in case of any issues.

## Annexe 6 Revised Consultation Letter 1st July 2016

Dear Neighbour

### Re Proposed works to 29-30 King's Mews WC1N 2JB & King's Mews Road Closure - consultation update

Further to our earlier consultation we are writing again to update you regarding the proposed works imminently planned to commence at 29-30 Kings Mews.

#### **Works Proposed :**

The works include partial demolition of 29-30KM, retaining just the ground & 1st floor slabs & columns and facade walls, the alteration to the brick facades at front & rear of the building, and the rebuilding of the 2nd floor storey and an additional 3rd floor storey.

#### **Revised Programme Proposed :**

The works are planned to commence 10th July 2016 and completed by 31st March 2017

#### **Street Hoarding Notice :**

In order to facilitate the works we will need to install a skip & hoarding in the front of 29-30 King's Mews. The width of the hoarding needs to be 3.4m in order to permit the skip lorry and other vehicles to safely enter the hoarding, with room to pass on either side of the vehicles. The road in this section is only 3.9m wide, resulting in a remaining road width of only 0.9m width plus pedestrian footpath width 1.25m (total width 2.15m) - this means that there will be no room for any other vehicles to pass continuously along King's Mews past the hoarding.

#### **Temporary Traffic Restriction Order ref 41635/TTR18891 (Road Closure Notice) :**

Due to the narrow section of the highway outside 29-10 Kings Mews, Camden Council have issued Temporary Traffic Restriction Order ref 41635/TTR18891 to close the highway outside 29-30KM from vehicular traffic - - the highway from Northington Street to 28 & 2 Kings Mews will remain open to all vehicles as a dead-end highway.

The operational dates are from 1-7-16 to 30-12-17. Construction & Delivery vehicle movements for 29-130 King's Mews will be restricted to the hours 9.30am to 4.30pm weekdays and between 8.00am and 1.00pm on Saturdays to avoid the rush hour congestion periods. Diversions Northbound are via Theobald's Road, Grays' Inn Road & Northington Street. Diversions Southbound are via Northington Street, John Street & Theobald's Road

All other contractors working elsewhere in King's Mews should arrange for any vehicles accessing their site and also all local businesses' delivery lorries to access and egress King's Mews from the north for the duration of the works whilst the hoarding is blocking the southern end of the highway.

I'd be pleased to discuss these works with you, either by phone or at a site meeting with or without other neighbours/businesses as you prefer - please let me know by email if you would like me to arrange such a meeting.

yours sincerely

Nicholas Rae - Director, WC1 Projects Ltd

 Camden

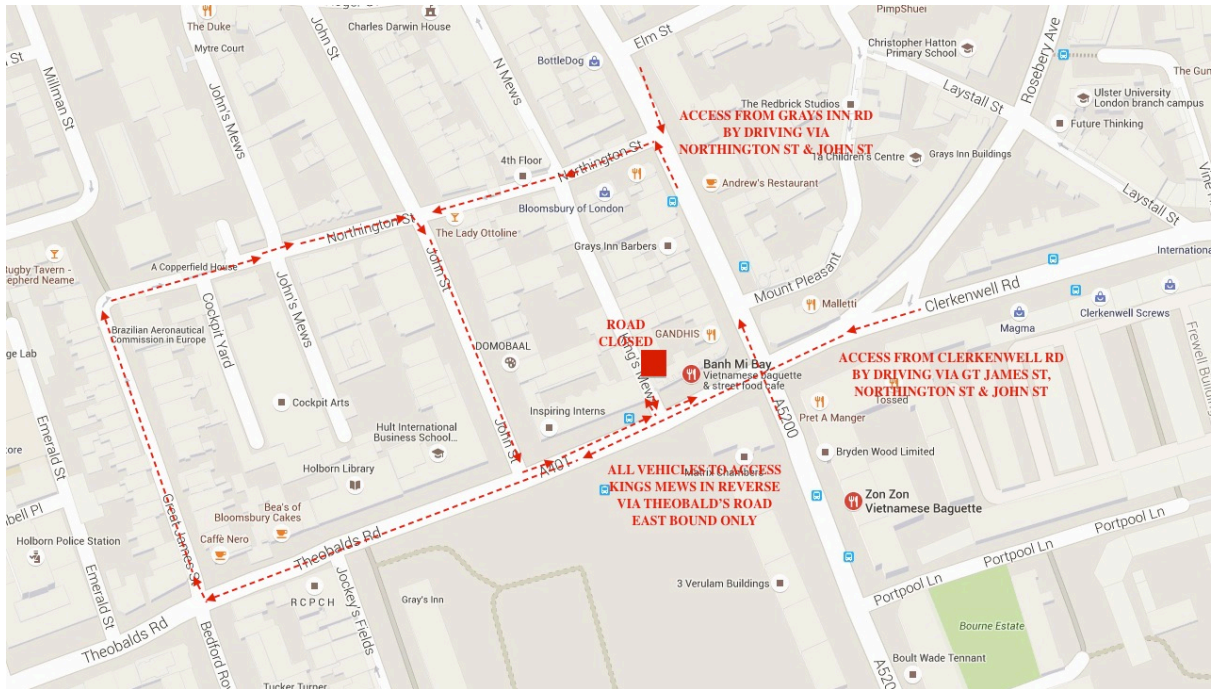
Annexe 7 Letter Consultation Feedback

Feedback to proposed Follow-up letter to be added later when feedback is received

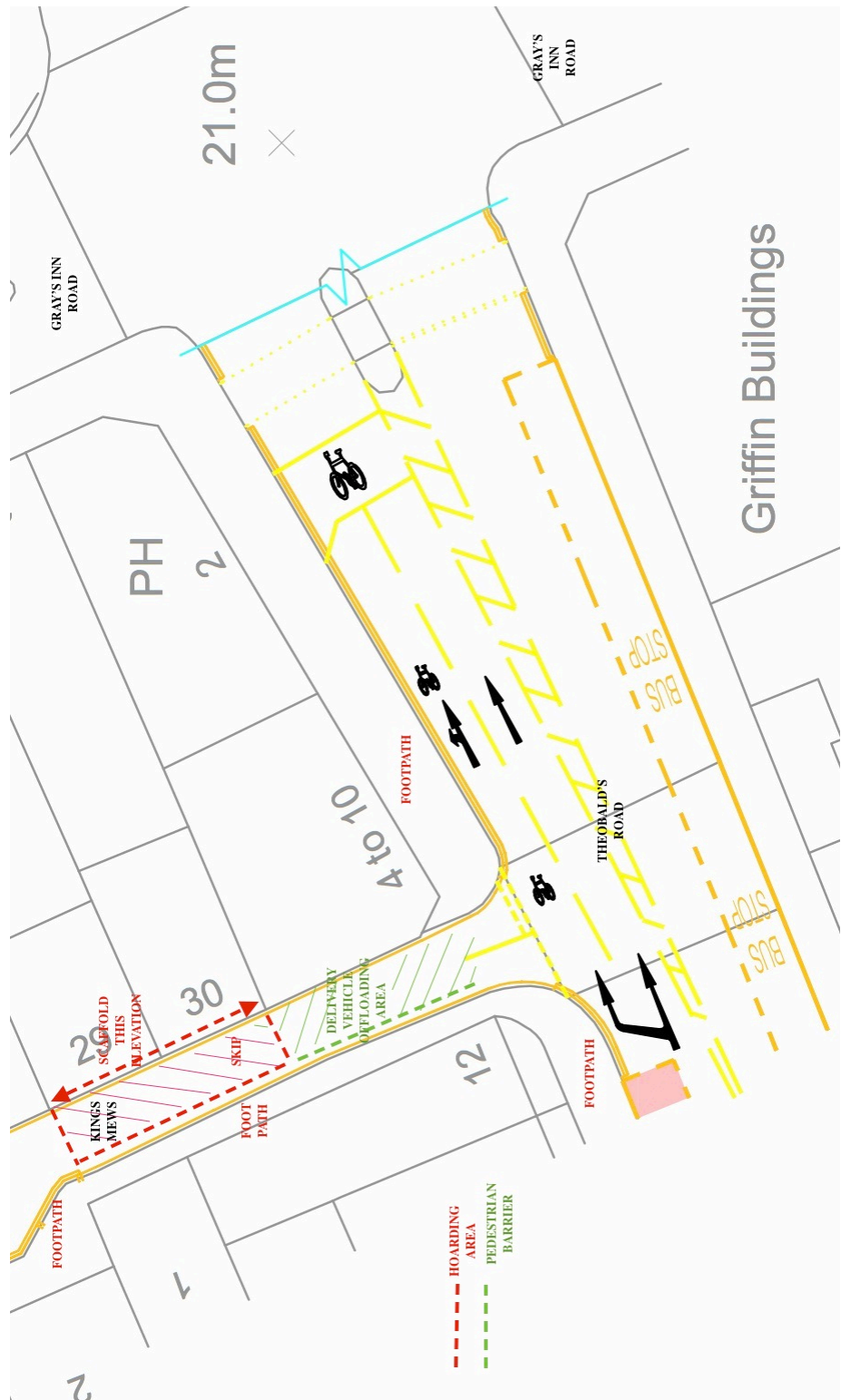
Annexe 8 Other Kings Mews Construction Sites



# Annexe 9 Construction Traffic Routeing Plan



Annexe 10 Hoarding & Vehicle Loading/Unloading Plan



Annexe 11 Construction Vehicle Swept Path Analysis