

Construction Management Plan

pro forma v2.1

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
23/11/2016	1	CBRE

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](#)."

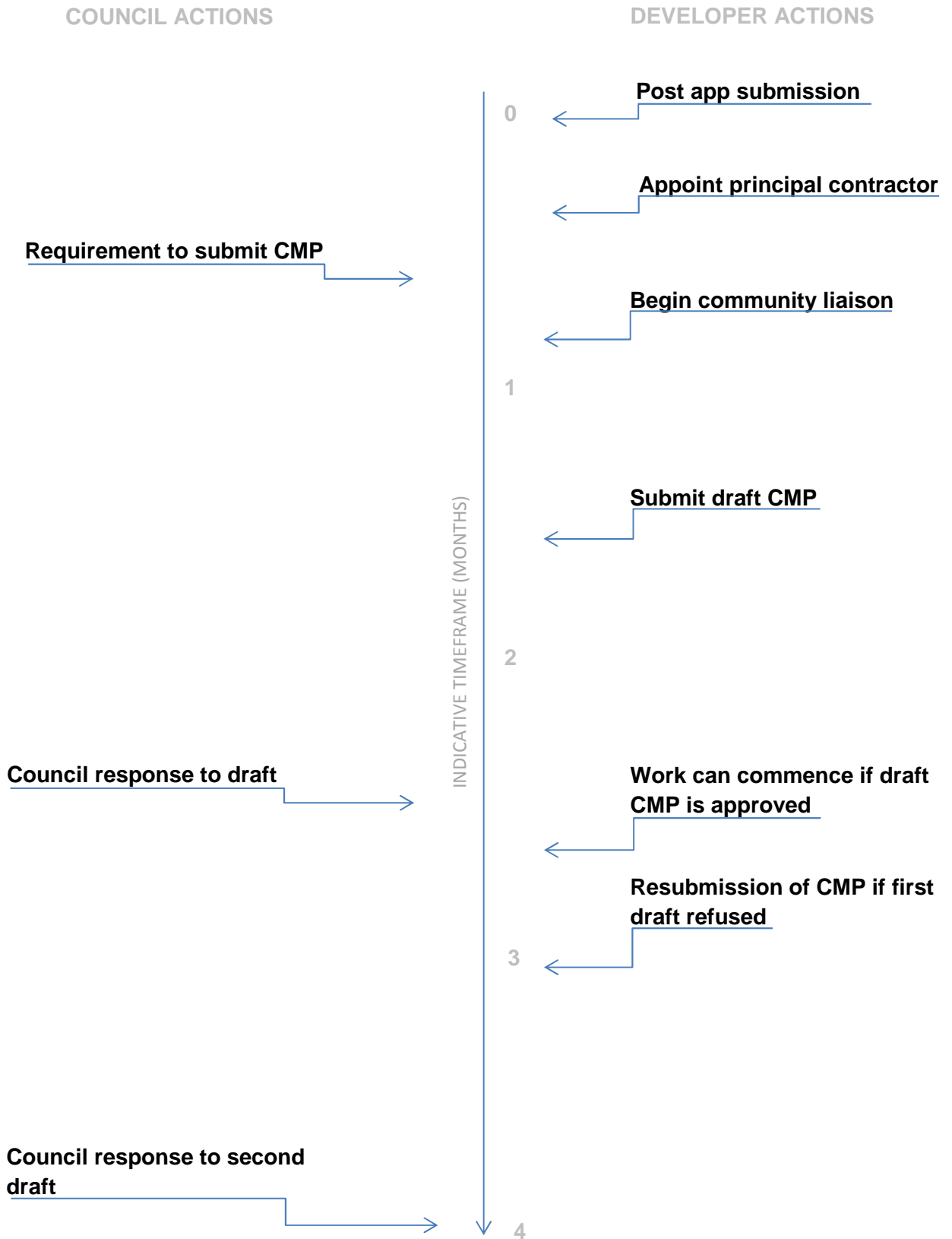
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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.

*Camden Methodist Church,
89 Plender Street,
Camden,
NW1 0JN*

Planning ref: PP-05636003

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

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

Harry Molyneux

*Manalo & White
Unit 301 Metropolitan Wharf Building
72 Wapping Wall,
Wapping, EW1 3SS*

*harry@manaloandwhite.co.uk
020 7265 4945*

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.

To b confirmed once contractor has been appointed

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

TBC – Subject to tender

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.

TBC – once contractor has been appointed

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.

*Location plan is Submitted with Planning Application.
Drawing Ref: 859_03 01 0100 P1*

The church is situated on the south side of Plender Street close to its junction with the Camden High Street. The street has a mixture of retail, commercial and residential property.

The church site is bounded in the west by Kings Terrace, a narrow mews street serving several workshops. To the east a short terrace of shops with two floors of residential accommodation over adjoins on Plender Street. The property next to the church has been renovated and includes a restaurant. Behind this, the land to the east and south has been developed by a housing association with 3-storey flats. The area immediately to the south of the church is a car park serving the flats behind a gated enclosure.

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).

The proposal is to convert the existing church building at 89 Plender Street into a mixed use comprising a worship space with ancillary facilities located at street level with the space above used for a 39 bedroom hotel. The overall GIA is 1382m²

The major intervention of the proposal is a new glazed "building" which sits within the masonry envelope of the church; with a corten steel mansard roof extension which projects 1 storey above the existing church. To achieve this three of the four walls of the existing building will remain for the duration of the works and become part of the new building. The fourth, rear wall, will be demolished and replaced with a similar brick wall. Structurally the new proposal will, as far as practically possible, sit on a new concrete structural system and raft foundation.

The major issues facing the build are: Underpinning existing structure; Removal of existing ground floor & associated Church fabric; stabilising the existing walls throughout the duration of the works; accessing the rear of the church and safe removal of the existing rear wall.

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.).

Residential
1-8 Plender Street
86 – 92 Plender Street
8 King's Terrace
17-21 King's Terrace
23-29 King's Terrace
11 Bayham Street
23 Bayham Street

Commercial
90-93 Plender Street
10 King's Terrace
12 King's Terrace
21 King's Terrace

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.

Proposals for parking bay suspensions and temporary restrictions have been outlined on Drawing JN2176-NOT-0001-P1

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).

To be confirmed once contractor has been appointed

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

Confirmed.

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.

To be confirmed once contractor has been appointed

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.

The Wesley notified the Leader of the Council and Ward Councillors (via email) of the redevelopment proposals for the site. Emails were sent to Cllr Sarah Hayward and Councillor Ali on 16th October 2015 notifying councillors and offering a meeting if considered appropriate. The Council acknowledged a response to confirm the notification had been received and that councillors who be in touch if interested to hear more at this stage. Ward Councillors were also notified of the public exhibition event. To date, Ward Councillors have not contacted The Wesley or Camden Methodist Church in response to this offer.

A public exhibition event was held on Monday 16th November 2015 on-site. The exhibition boards are appended to the Planning Statement, and included a board on construction management. Over 70 leaflets advertising the exhibition were delivered to local residents and businesses (the consultation radius was confirmed with the Case Officer). No comments received during the public exhibition exercise related to construction management.

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.

To be confirmed when Contractor is appointed.

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](#)”.

The Considerate Contractors Scheme will also be adopted for the entirety of works on site. Contact details will be affixed to the front site hoarding indicating details of who to contact. This contact list will include names and numbers of staff on site should neighbours / the public require the need to contact a staff member.

The Guide for Contractors Working in Camden scheme will also be adopted for this project.

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.

Planning permission was granted for the redevelopment of 30 Camden Street and 67 – 72 Plender Street in October 2013 (ref: 2013/1969/P). It is understood that Phase 1 was due to complete in November 2015. The second phase is expected to start in early 2016 and will likely be largely complete before construction commences at the Church site.

The applicant is not aware of any other major development schemes in the vicinity of the site. However would welcome any notification from the Council.

The appointed contractor would then confirm details of how any cumulative impacts would be mitigated.

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:

To be confirmed once contractor has been appointed

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](#) and [Q18 example response](#)).

To be confirmed once contractor has been appointed

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:

To be confirmed once contractor has been appointed

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 \(TLRN\)](#).

Please see attached high level overview plan of TfL Tube Network (Appendix B)

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.

To be confirmed once contractor is appointed.

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.

To be confirmed once contractor has been appointed

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

To be confirmed once contractor has been appointed

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.

To be confirmed once contractor has been appointed

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.

To be confirmed once contractor has been appointed

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).

To be confirmed once contractor has been appointed

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.

A banksman will be required to manage local traffic to provide sufficient carriageway space for the facilitation of construction vehicle/plant manoeuvres.

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).

To be confirmed once contractor has been appointed.

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.

To be confirmed once contractor has been appointed.

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)*

The below provides details of the routes to be taken, accompanied with a plan illustrating the routes (Appendix C).

North: *via the A503, onto the A5202 St Pancras Way, right onto Crowndale Road, right onto Camden High Street and right again onto Plender Streets before*

proceeding to the staging area off King's Terrace. Works vehicles exiting the site will do so by Plender Street, onto Royal College Street, before then joining back onto the A503.

- **West:** *via the A501, onto the A400 Hampstead Road, connecting onto Camden High Street and then onto Plender Street. Works vehicles exiting the site will do so by Plender Street, onto Camden Street, connecting onto Oakley Square following the A400 until reaching back onto the A501.*
- **East:** *via the A501, diverting onto the A400 Gower Street, right onto Torrington Place, right again onto Tottenham Court Road following the A400, connecting onto Camden High Street and then onto Plender Street. Works vehicles exiting the site will do so by Plender Street, onto Camden Street, connecting onto Oakley Square following the A400 until reaching back onto the A501.*
- **South:** *via the A301 Waterloo Bridge, right onto Aldwych following the A4, connecting onto Kingsway following the A4200 until Camden High Street and then onto Plender Street. Works vehicles exiting the site will do so by Plender Street, onto Camden Street, connecting onto Oakley Square following the A400 until reaching its junction with A4200.*

NB: A more detailed plan will be supplied at a later date.

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.

To be confirmed once contractor has been appointed.

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](#).

N/A

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).

To be confirmed once contractor has been appointed.

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

To be confirmed once contractor has been appointed.

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).

Proposals for parking bay suspensions and temporary restrictions have been outlined on Drawing JN2 176-NOT-0001-P1

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.

Proposals for parking bay suspensions and temporary restrictions have been outlined on Drawing JN2176-NOT-0001-P1

Safety measures to be confirmed once contractor has been appointed.

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.

To be confirmed once contractor has been appointed.

● 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.

Demolition of rear wall, ground floor excavation and foundation construction are likely to be the most disruptive activities. Methods and timings to be confirmed once contractor has been appointed.

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.

A noise survey was undertaken on 7 October 2015. The results on this Survey are submitted as part of the planning application.

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

To be confirmed once contractor has been appointed and detailed construction methods and works are known.

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.

To be confirmed by an acoustic consultant and the project manager once a programme is scheduled and a contractor has been appointed.

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

To be confirmed by appointed contractor

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

Dust will be a major factor during the demolition and the levels of dust emitted will be monitored at regular intervals through the works. In order to minimise these levels we will spray a with fine water spray onto the materials prior to demolition as this will dampen the material and cause less dust fibres upon removal.

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.

To reduce dust and dirt on the public highway to a minimum we will allow for regular cleaning and wheel washing facilities on site. These are to be used on any vehicle that visits or leave site in order to minimise the debris in King's Terrace and the surrounding roads. Wheel washing facilities are to discharge into the existing mains sewer at a chosen location, subject to any planning concerns.

Where necessary road sweepers will be hired to control excess debris. A 2.4metre site hoarding around the site will also reduce the amount of dust/debris dispersing onto the street.

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

To be confirmed by an acoustic consultant and the project manager once a programme is scheduled and a contractor has been appointed.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

A risk assessment for the site will be completed by the contractor and submitted to the CDM Co-Ordinator/council prior to works commencing on site.

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](#).

The GLA mitigation measures checklist will be completed by the contractor and attached as an appendix in due course.

- 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.

N/A

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).

To be confirmed by appointed contractor.

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

Asbestos has been identified in the "Report on a Phase 1 Preliminary Risk Assessment" by SAS Ltd, which is submitted as part of the planning application. It identifies asbestos as a potential contaminant in nearby historic local industry.

This survey was carried out in November 2015. A direct asbestos survey of the site is yet to be conducted.

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.

A complaints book and signing in / out book will be utilised on site also to keep records of staff on site and also any complaints or comments that neighbours / members of the public may have. The record of complaint should include the name of person wishing to issue the complaint, the date, the time, the nature of the complaint, and remedial action required to resolve the issue. This record should be regularly reviewed and any complaints dealt with and resolved promptly in order to keep disruption to a minimum and keep good neighbouring relations.

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): No
- 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:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.



Construction Traffic Management Plan

THE WESLEY CAMDEN, 89 PLENDER STREET, LONDON, NW1 OJN

CLIENT: METHODIST INTERNATIONAL CENTRE LTD

DOCUMENT NO. JN2176/NOT/CTMP

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Construction Traffic Management Plan

THE WESELY CAMDEN,
89 PLENDER STREET, LONDON

METHODIST INTERNATIONAL CENTRE LTD

JN2176/NOT/CTMP

Version	Detail	Prepared by	Checked by	Issued by
DRAFT	ISSUE NO.1	R VENDONE	M BRIDGES	M BRIDGES
	SIGNATURE			
	DATE	Nov 2015	Nov 2015	Nov 2015

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APPENDICIES

A



1 TRAFFIC SIGNAGE AND ROUTING

1.1 Site Access, Civils and Ground Works

1.1.1 Access to the site staging area will be from King's Terrace to the rear of Camden Methodist Church. Removal of a section of wall adjacent to the building will be required along with a temporary footway crossing to be installed.

1.2 Comparative Traffic Generation

2.2.1 Vehicles accessing the site will be X no. exceeding X tonnes per day with X no. not exceeding X tonnes per day. Each with an estimated dwell time of XX minutes.

1.3 Traffic Routing

1.3.1 All construction traffic will be instructed to gain access to the site by the following routes;

- **North:** via the A503, onto the A5202 St Pancras Way, right onto Crowndale Road, right onto Camden High Street and right again onto Plender Street before proceeding to the staging area off King's Terrace. Works vehicles exiting the site will do so by Plender Street, onto Royal College Street, before then joining back onto the A503.
- **West:** via the A501, onto the A400 Hampstead Road, connecting onto Camden High Street and then onto Plender Street. Works vehicles exiting the site will do so by Plender Street, onto Camden Street, connecting onto Oakley Square following the A400 until reaching back onto the A501.
- **East:** via the A501, diverting onto the A400 Gower Street, right onto Torrington Place, right again onto Tottenham Court Road following the A400, connecting onto Camden High Street and then onto Plender Street. Works vehicles exiting the site will do so by Plender Street, onto Camden Street, connecting onto Oakley Square following the A400 until reaching back onto the A501.
- **South:** via the A301 Waterloo Bridge, right onto Aldwych following the A4, connecting onto Kingsway following the A4200 until Camden High Street and then onto Plender Street. Works vehicles exiting the site will do so by Plender Street, onto Camden Street, connecting onto Oakley Square following the A400 until reaching its junction with A4200.



- 1.3.2 Provisions may be put in place to close the one way cycle lane on Plender Street and provide a cycle diversion route dependant on the hoarding extending onto the Carriageway.



2 TRANSPORT AND PLANT USAGE

2.1 Transport to and from Site

2.1.1 Site operatives will require coordination to minimise the effect on local traffic and congestion caused by construction.

2.1.2 The use of public transport where possible is the preferred mode of travel, as parking is very limited in the area.

2.1.3 Where public transport is not possible, a mode of transport carrying many passengers (operatives) such as a mini-bus, is strongly recommended.

2.2 Plant Access and Dwelling

2.2.1 Construction Plant will access the site by following the routes as instructed in section 3.3.1.

2.2.2 Access to and from the site will be restricted to the below specified times, as per requirements the Guide for Contractors Working in Camden;

- 9.30am to 3pm on Weekdays (During School term times)
- 8am to 1pm on Weekends
- 9.30am to 4.30pm on Weekdays (Out of School term times)

2.2.3 The type of construction plant (vehicles), frequency and dwell time on site will be confirmed at a later date by the principle contractor. The type of plant must be the quietest and newest as possible to minimize air and noise pollution.

2.2.4 Should the use of a temporary mobile crane be required on site this will likely be situated on the highway and approval will be required by the local Highway Authority.



3 TRAFFIC MANAGEMENT & HIGHWAY ARRANGEMENTS

3.1 Hoarding and Staging Area

- 3.1.1 The hoarding will be set out by the Principle Contractor.
- 3.1.2 The Staging Area for Plant and Vehicular access has been outlined by Architects, Manalo and White which will be agreed by the land owner of the car park by way of easement. Plan shown in Appendix A.
- 3.1.2 Hoarding or temporary structures such as scaffolding, encroaching onto the Highway will require permits and approval by local Highway Authority.

3.2 Pedestrian Movements

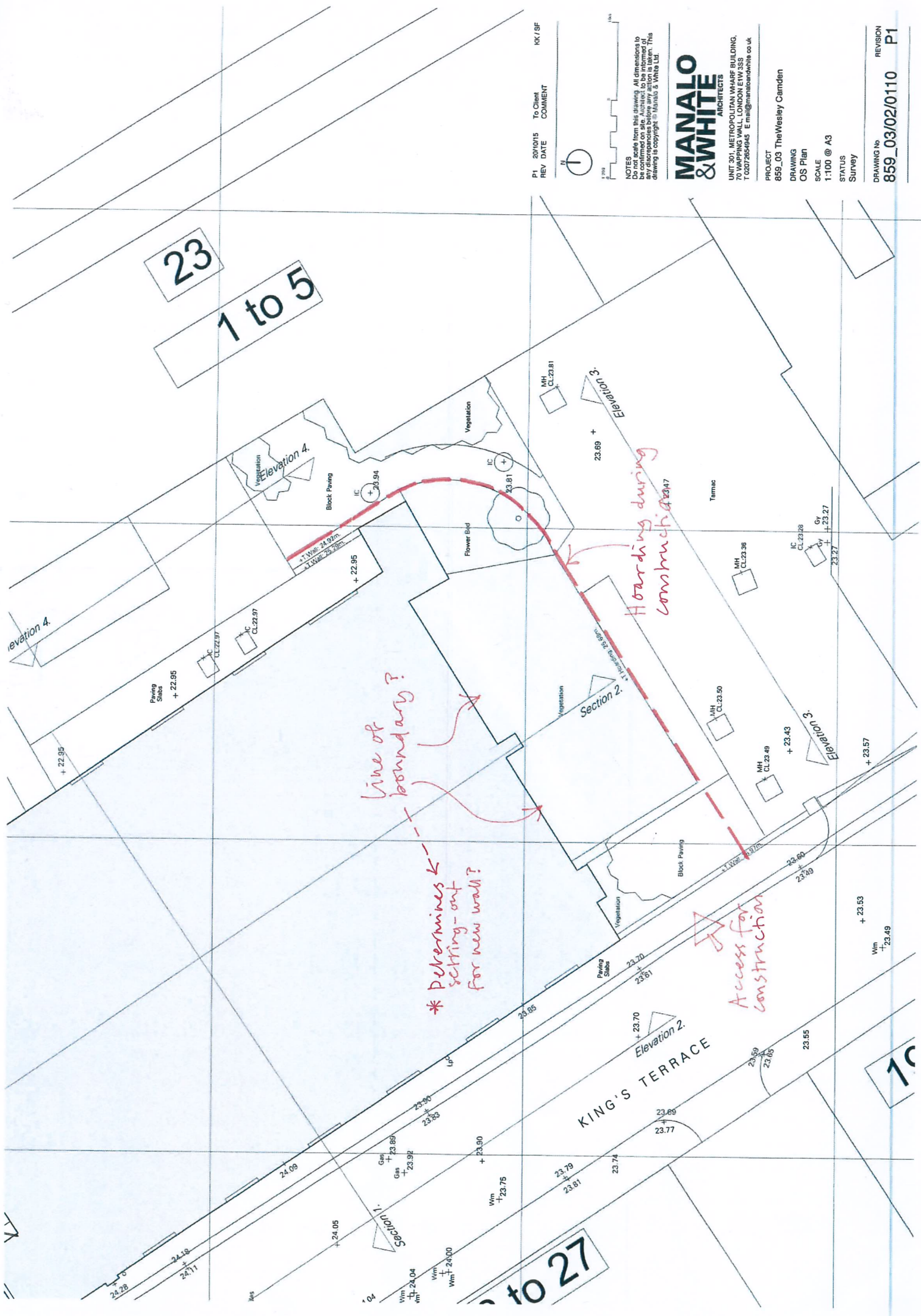
- 3.2.1 Safety barriers and covered walkways, in addition to a safety zone width from the site boundary, will be set out on the Highway where required.
- 3.2.1 Where the above cannot be achieved, provisions will be made for pedestrian routes and designated crossing points (complying with DDA 1995 i.e. ramps) to be implemented.

3.3 Traffic Regulation Orders

- 3.3.1 Provisions may be required for temporary Traffic Regulation Orders to be implemented i.e. No Loading, Monday – Friday, 9.30am to 3.30pm. to facilitate turning manoeuvres/prevent obstruction on the carriageway.
- 3.3.1 Parking bays adjacent to the site will also be suspended to prevent any parked vehicles in close proximity to the Hoarding, occupying necessary space for pedestrian routes/crossings.

3.4 Banksman

- 3.4.1 A Banksman will be employed to ensure the safety of the general public and site operatives accessing/egressing from the site.



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1 to 5

PI 20/10/15 To Client
 REV DATE COMMENT
 KK/SF



NOTES
 Do not scale from this drawing. All dimensions to be confirmed on site. Architect to be informed of any changes to the drawing. This drawing is copyright © Manalo & White Ltd.

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PROJECT 859_03 TheWeeley Camden
 DRAWING OS Plan
 SCALE 1:100 @ A3
 STATUS Survey

DRAWING No 859_03/02/0110
 REVISION P1

line of boundary?

** Determine setting-out for new wall?*

Hoarding during construction

Access for construction

KING'S TERRACE

to 27

10