

Construction Management Plan

pro forma v2.1

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

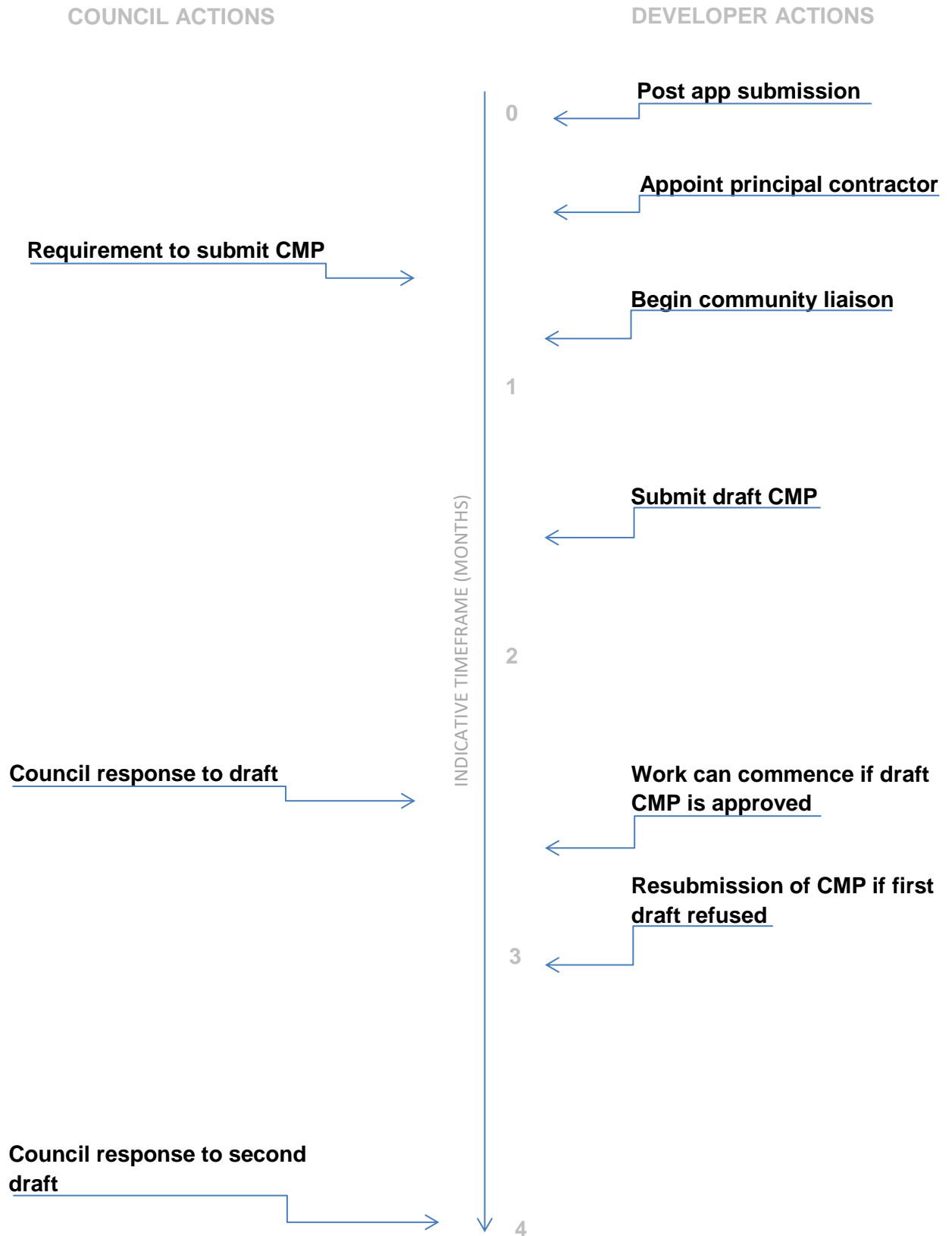
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: 3-11 Eyre Street Hill, London, CE1R 5ET

Planning ref: Planning Ref: 2012/5362/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: Mark Pickett

Address: Unit 4 Crusader Business Park, Stephenson Road, West Clacton, Essex, CO15 4TN

Email: mark.pickett@lohc.co.uk

Phone: 01206890715

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: Liam Pickett

Address: Unit 4 Crusader Business Park, Stephenson Road, West Clacton, Essex, CO15 4TN

Email: liam.pickett@lohc.co.uk

Phone: 01206890715

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

Name:	
Address:	As Above
Email:	
Phone:	

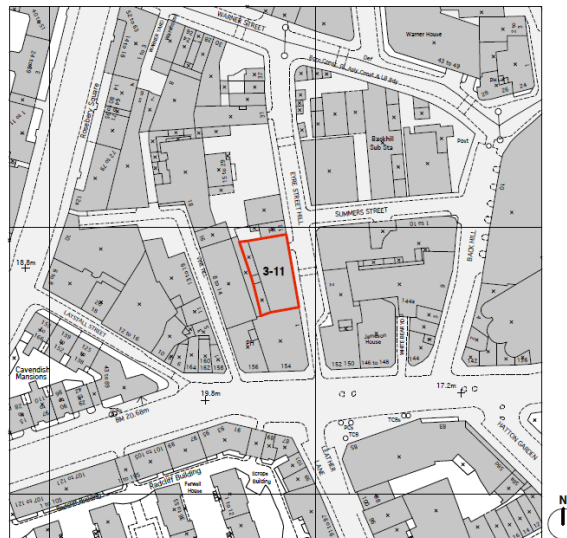
5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name:	LOHC Civils Ltd
Address:	Unit 4 Crusader Business Park, Stephenson Road, West Clacton, Essex, CO15 4TN
Email:	mark.pickett@lohc.co.uk
Phone:	01206890715

Site


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

The existing property is to be converted to: Seven residential self-contained flats with residential and commercial areas, with newly created internal floor and extension of the roof area for the penthouse flat, please see below site location plan.



SITE LOCATION PLAN

This layout is preliminary and for development use only and will require approval of local authorities and building control. All dimensions, specifications based on preliminary survey and subject to revision and site survey after 01/01/10. All proposed structural and mechanical alterations to any of the existing are subject to structural engineer and M&E drawings.

rev.	date	notes	PROJECT 3 - 11 EYRE STREET HILL LONDON ECTR SET	DRAWING TITLE SITE LOCATION PLAN			
			CLIENT MR SINGH	 <small>general practice architects & designers gpad ltd, 6 action st, london, w1t 1ba t: 020 7889 0222 f: 020 7889 2220 e: mail: info@gpad.co.uk web: www.gpad.co.uk</small>			
			SCALE 1:1000@A3			DATE JUNE 09	DWG BY CB/JL
			CHKD.			DWG NO. 253A(EX)001	REV.

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).

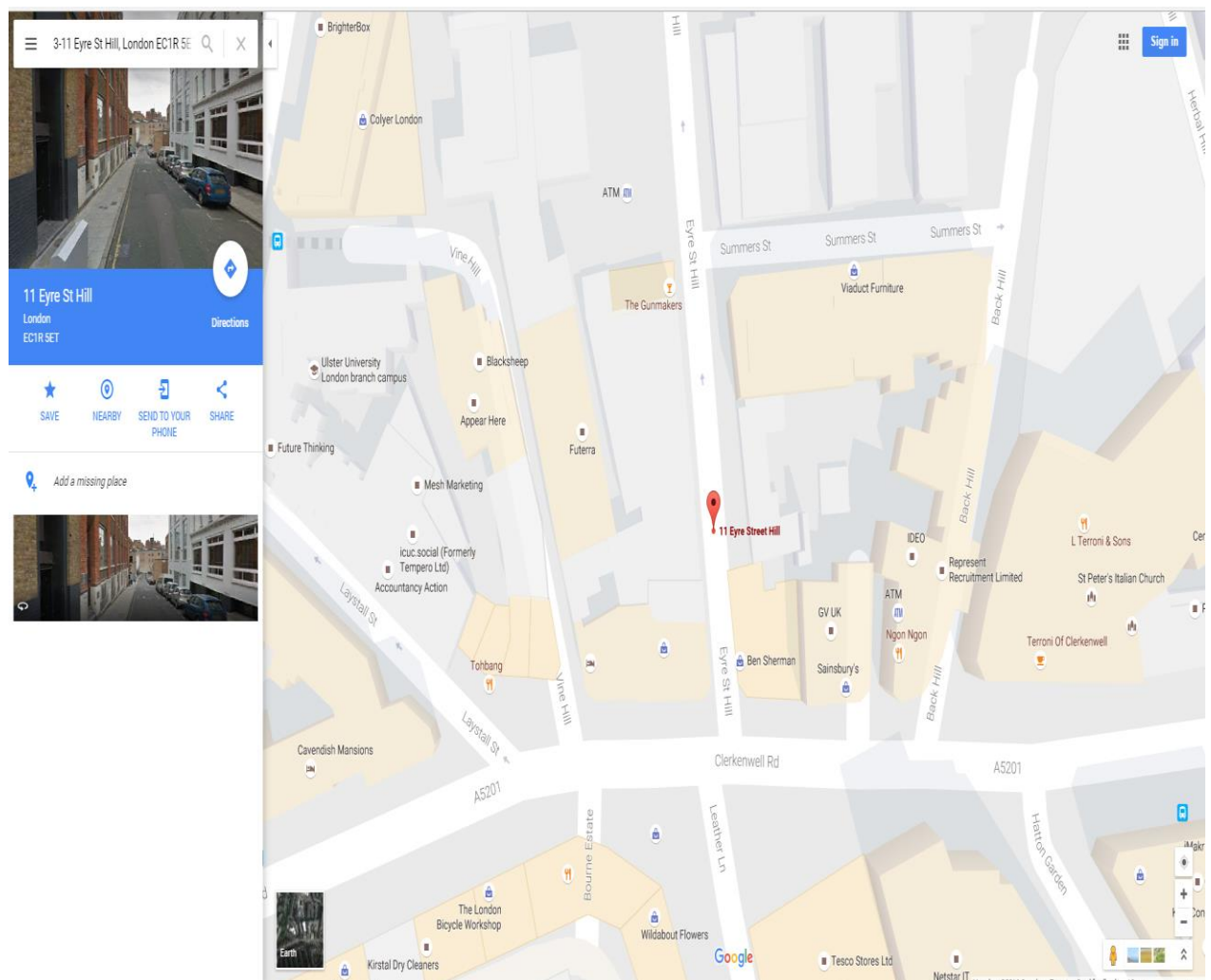
The project involves the strip out of an existing commercial building, fitting out and conversion to commercial offices and residential flats development. Approximately 6000sq ft. Over 5 floors and the addition of a roof top penthouse. The main issue the small road (Eyre Street) and noise constraints for commercial and residential neighbours

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.).

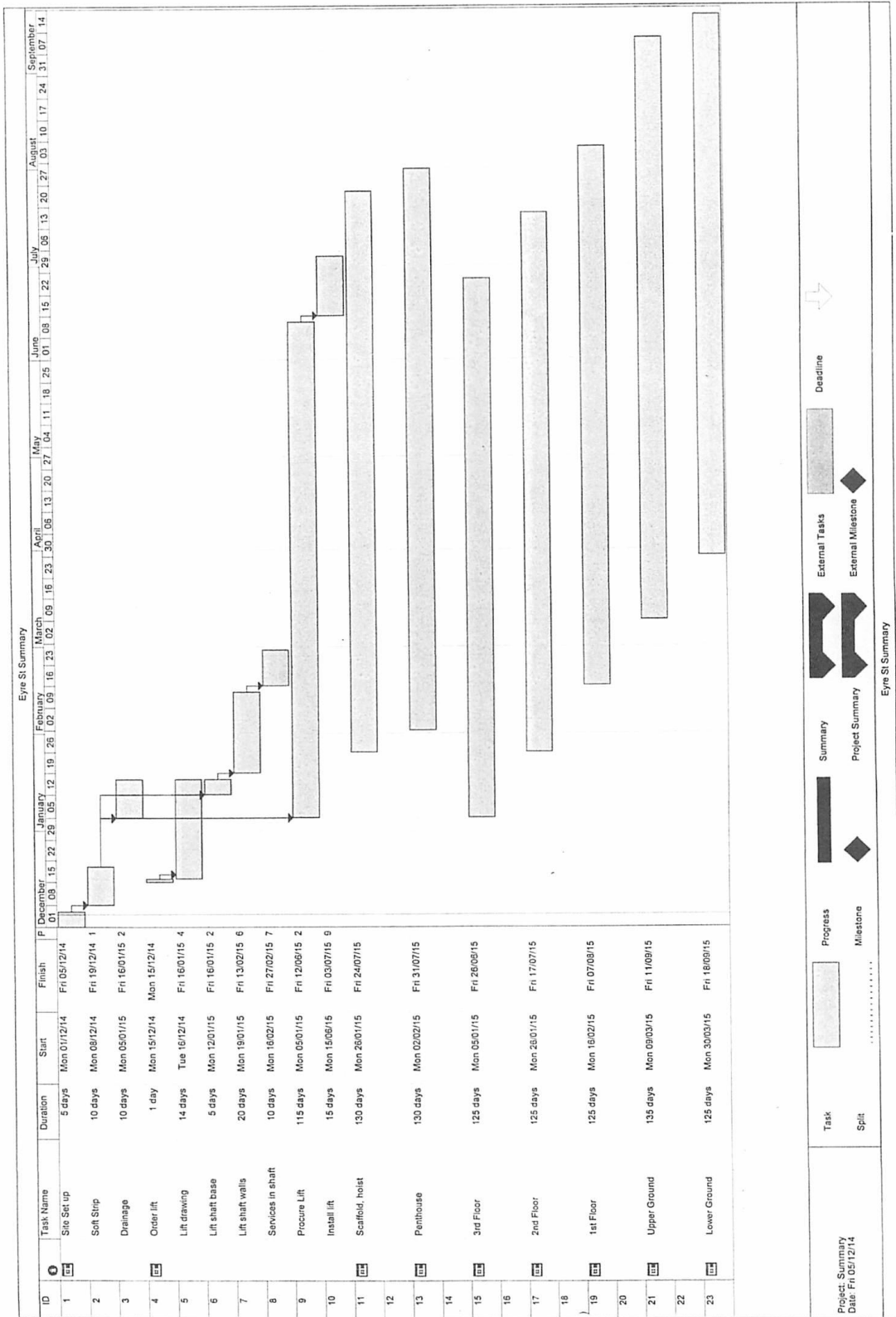
Adjacent business premises, Public House and agent provocateur business both in adjacent buildings. Consideration relating to noise, dust and fumes. Sight lighting to be provided by 110 volt site lighting

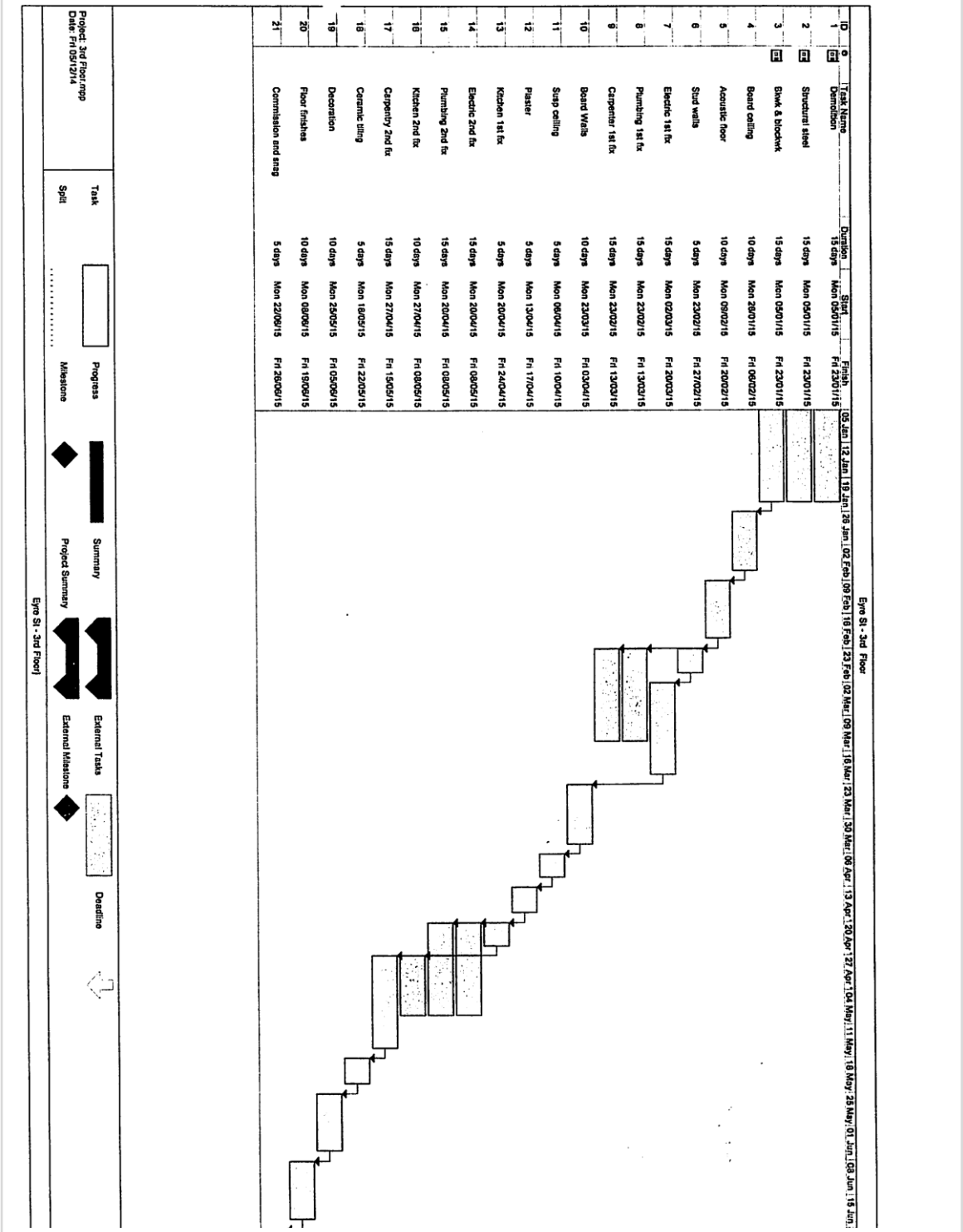
9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Parking restrictions and permit holder bays in force. There is no cycle lane within this immediate area.



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).



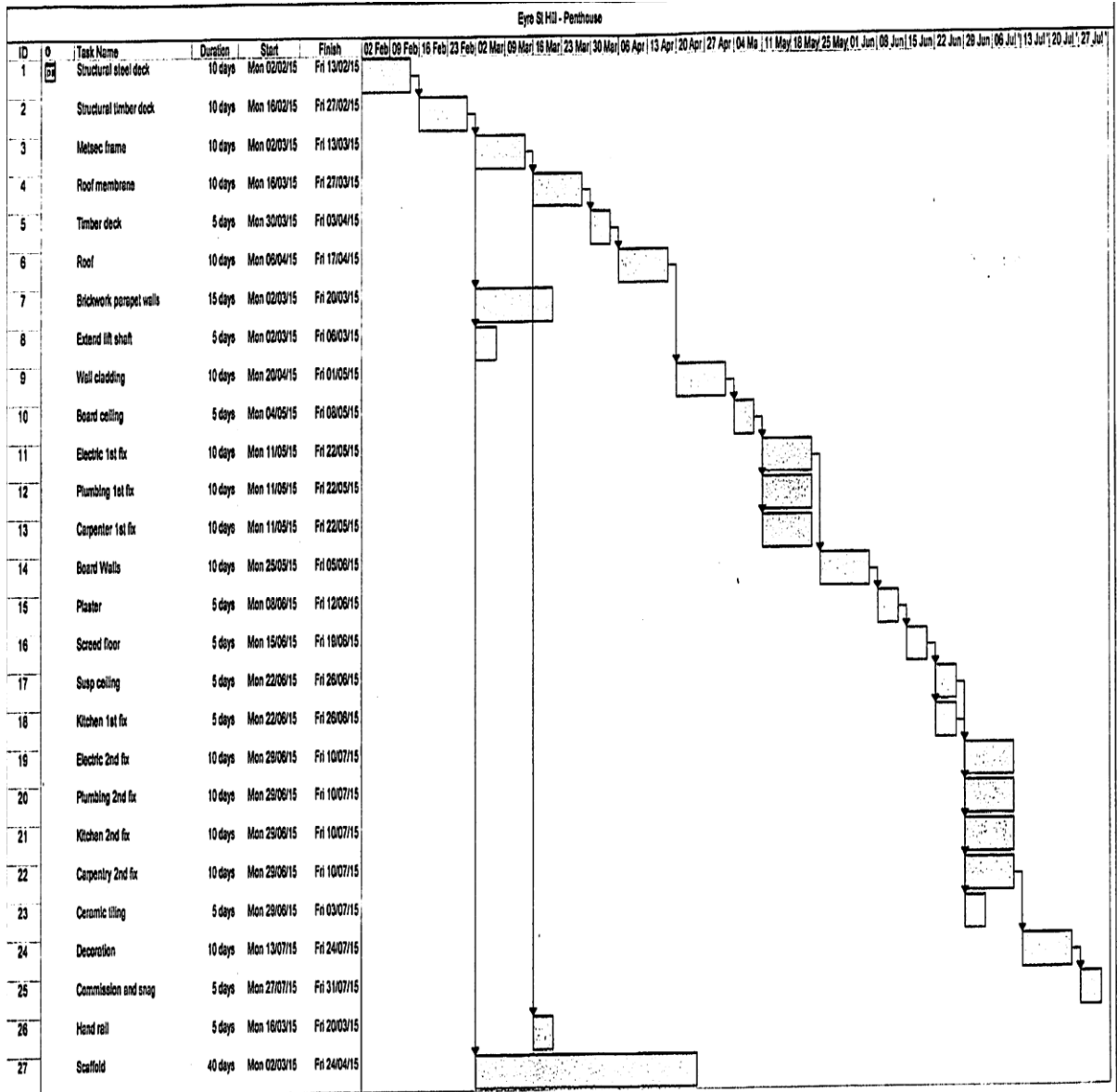


Project: 3rd Floor.mpp
Date: Fri 05/12/14

Task Progress Summary External Tasks External Milestones Deadline

Split Milestones Project Summary External Milestones Deadline

Eyre St - 3rd Floor



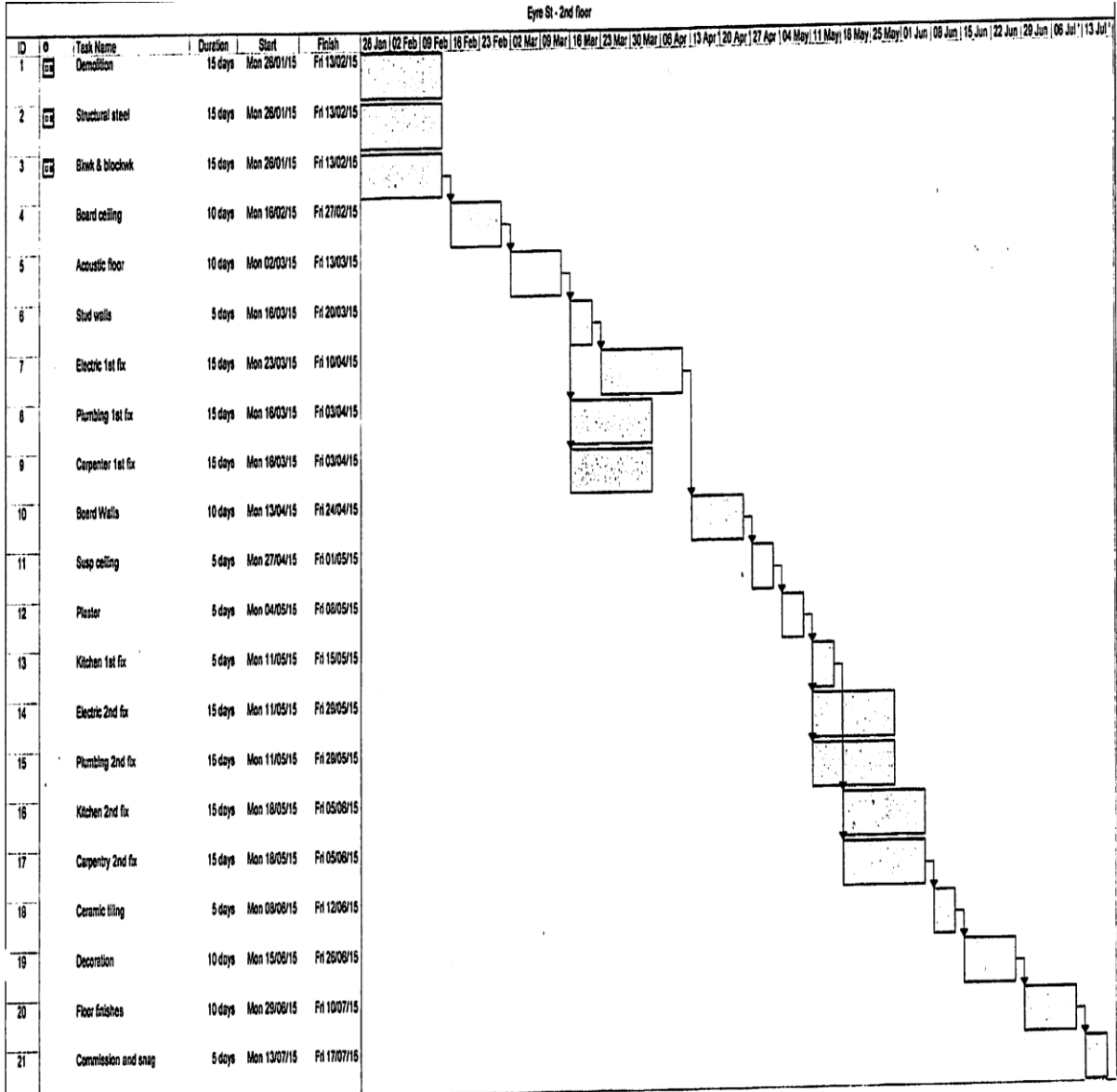
Project: Penthouse.mpp
Date: Fri 05/12/14

Task: Progress Summary External Tasks Deadline

Split: Milestone Project Summary External Milestone

Eyre St Hill - Penthouse

Eye St - 2nd floor

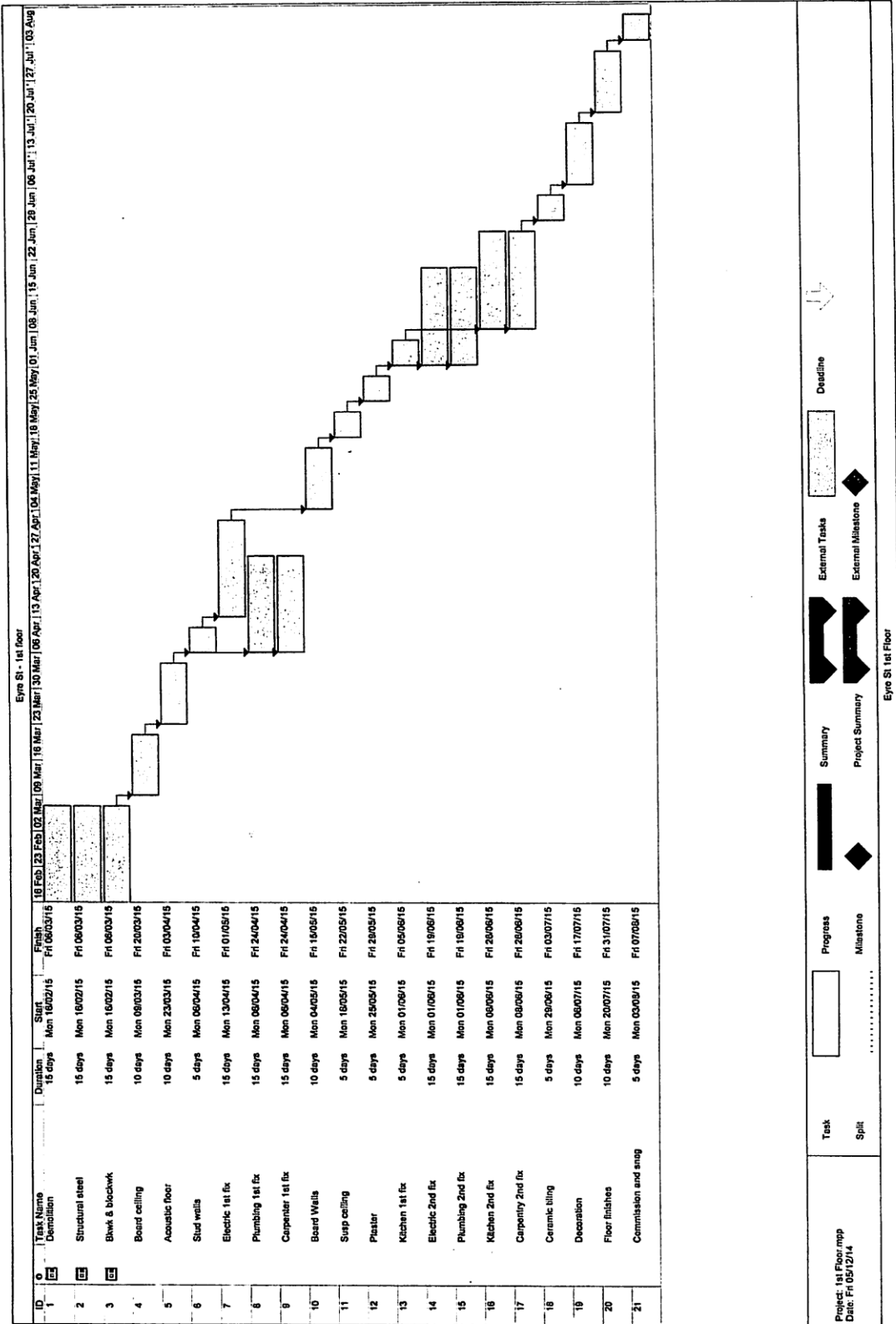


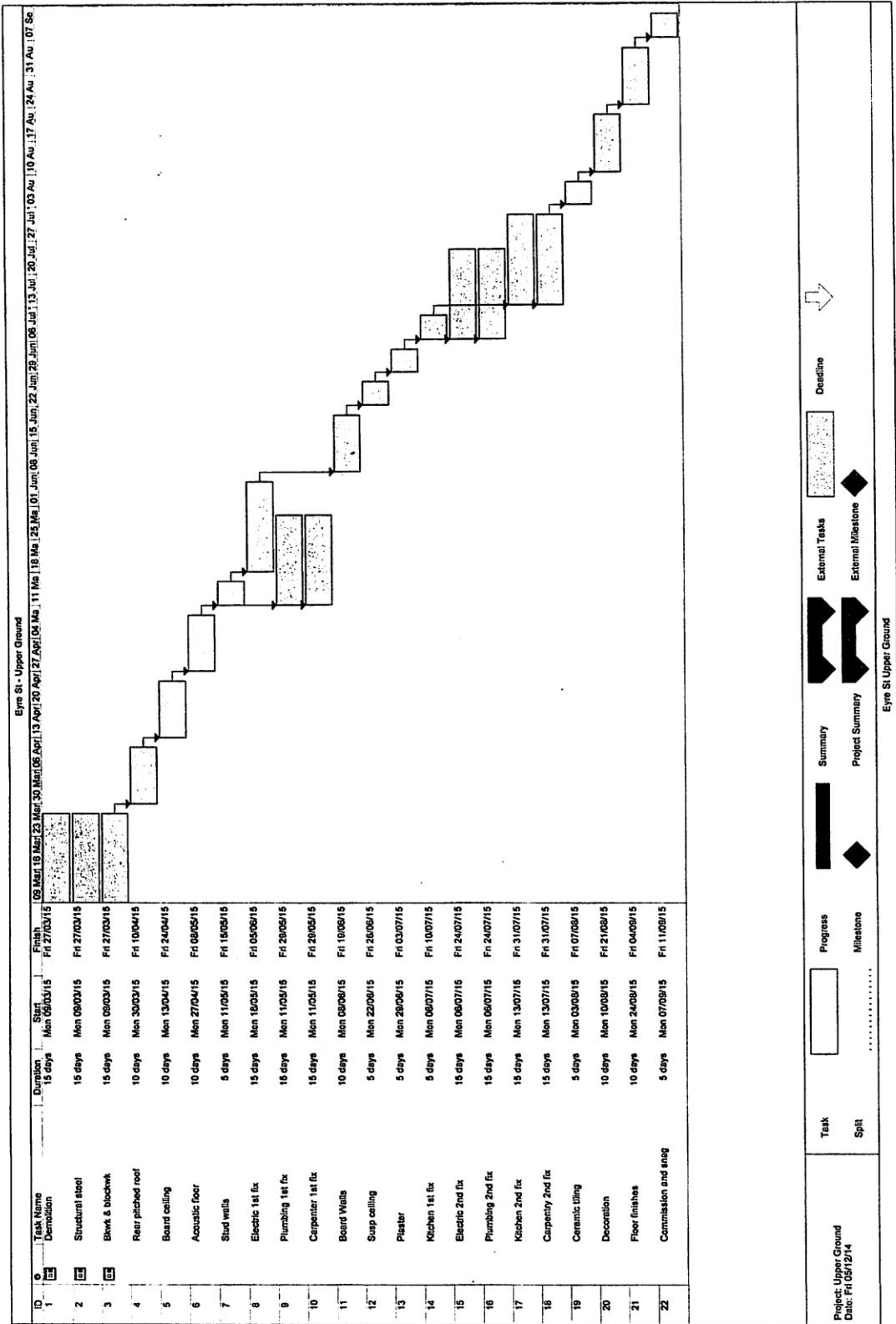
Project: 2nd Floor
Date: Fri 05/12/14

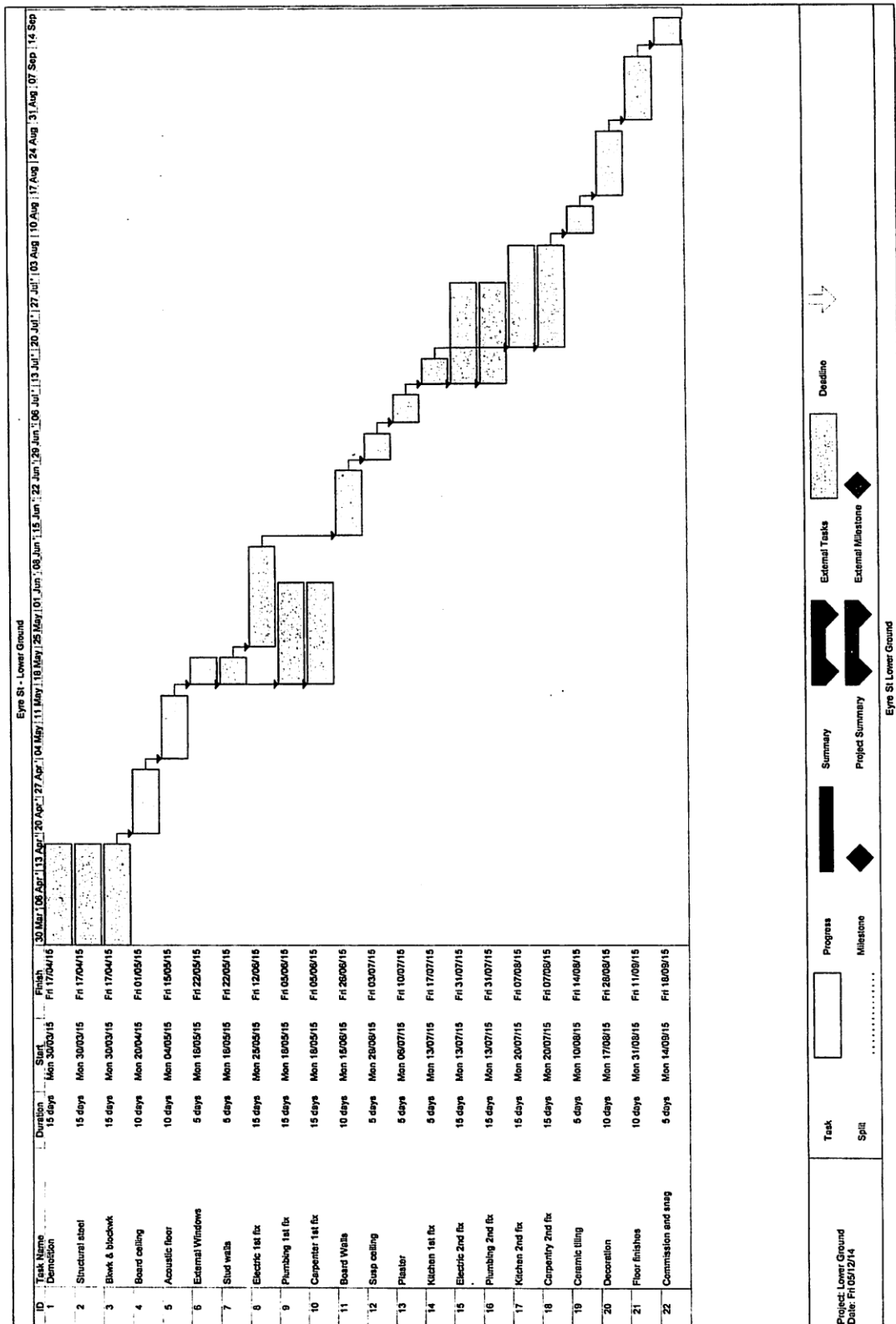
Task: Progress Summary External Tasks Deadline

Split: Milestone Project Summary External Milestone

Eye St 2nd Floor







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

8.00am to 6pm on Monday to Friday
8.00am to 1.00pm on Saturdays
No working on Sundays or Public Holidays

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.

All utilities are existing that currently come into the building, and all utility works will be undertaken within the building, no utility works needed externally

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 routeing 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.

Development was of a large unoccupied building being converted into offices/apartments.

Consultation took place 1 month prior to commencement of works on Mon 3/11/14 with an agreed update to neighbouring properties 1 week before commencement of works.

Neighbouring properties were “agent provocateur” lingerie and the “Gunmakers” public house. Meetings took place on an individual basis with both businesses on 3/11/14 in which both were invited to comment on any of the proposed works and attendant hazard or disruption. No objections were raised and it was agreed that both businesses would be informed if any stage of the works that might affect their businesses or access.

No minutes were kept of the meeting as it was agreed that they would be kept updated as soon as any disruption was likely to be caused this may take place at times on a daily basis.

A Flyer was posted out to surrounding buildings which all appeared to be commercial premises stating the date of commencement of works and the likely cessation. No response was received from the flyer.

The site manager was told to keep a log of any objections or problems relating to the general public. No comments were recorded during the entire period.

No problems or objections to any of the works were received on site or to the office.

A 24 hour contact board was displayed on site with available numbers to call (including a 24 hr mobile number). None were received.

Agreed hours of work were adhered to with limitations on weekend working.

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.

The Site manager was also the designated Resident liaison officer, He had regular contact with the local residents face to face on a weekly and sometimes on a daily basis, answering any questions the residents had regarding the construction phase works. Prior to construction works commencing there was a leaflet drop informing local residents / businesses of the up and coming works. There was also a site information board containing contact details, description of the works and start and finish dates.

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](#)".

LOHC is registered with the (CHAS) health and safety accreditation scheme for the construction industry

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.

There were no existing construction sites within the immediate area at the time of construction commencing

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:

LOHC Civils Ltd

Unit 4 Crusader Business Park, Stephenson Road, West Clacton, Essex, CO15 4TN

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

N/A

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:

N/A

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

Site Traffic

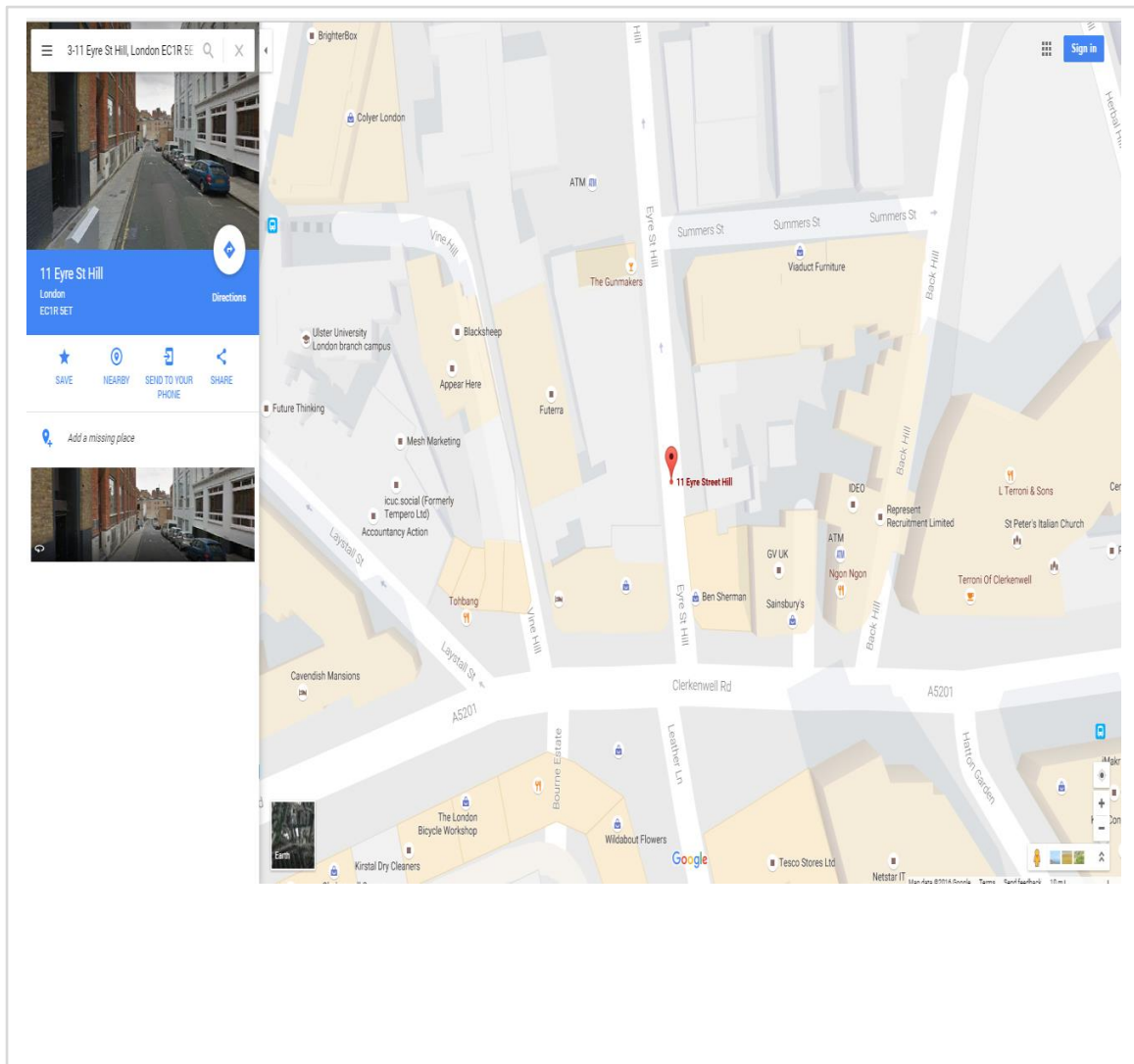
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

20. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.”* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](#) (TLRN).



b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

All contractors and delivery companies will be given the postcode and map identifying the one-way traffic system and access and egress points to the site

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.

X1 7.5 tonne, X1 3 tonne tipper and X4 small commercial vans. approximately each visiting site once a day between 9.30am and 3pm. Average time for delivery's approximately 30mins and light vans parked on site for the whole shift.

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

N/A

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

This is identified by site signage and a traffic Marshall

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.

N/A

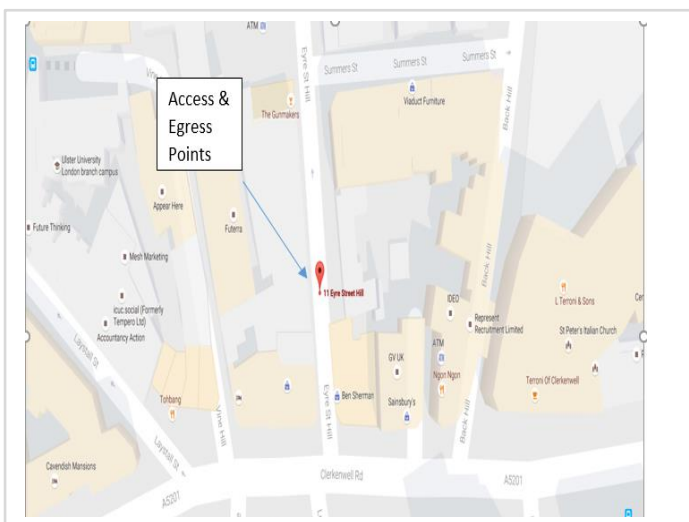
e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

The delivery times for material were planned with the site manager prior to delivery, this helped reduce the impact of traffic within the local area

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



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

The delivery's for material were planned with the site manager prior to delivery, a traffic Marshall was in place to guide the vehicles safely onto and off the site

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).

There were no tight manoeuvres for vehicles to and from the site

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.

Vehicles were kept on a hard standing only whilst loading and unloading , thus preventing contamination to the vehicles and public roads

23. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Loading and unloading of vehicles was undertaken on site only

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](#).

Dear Liam/Robert,

Please find attached your approved licence.

CRN 39262 – Crane Operations Licence – Eyre Street Hill

If you have any queries please do not hesitate to contact me, please direct all correspondents to: cranes@camden.gov.uk

Please forward all the relevant applications to email addresses below:

All Cranes: cranes@camden.gov.uk

All Road Closures: ttr@camden.gov.uk

Crane Operation/Oversail

Application form to place a crane (cranes, cherry pickers, scissor lifts, or any type of mobile elevated working platform) on/over the public highway

Highways Act 1980 C66 Part IX Section 137



London Borough of Camden
Engineering Service, Floor 4, 5 PS
Judd Street
London WC1H 8EQ
Tel 020 7974 5128
Minicom 020 7974 6866
Camden.gov.uk/traffic
cranes@camden.gov.uk

Under the provision of the Highways Act 1980 Section 137 it is an offence for anyone without lawful authority or excuse to obstruct the free passage along the highway. Under the provision of the Highways Act 1980 Section 169 it is an offence to erect or retain over the public highway any structure which obstructs the highway without a licence from the highway authority.

Crane operations/oversails on Red Routes are licenced by Transport for London (TfL). You will need to contact TfL Forward Planning at TMANotifications@tfl.gov.uk

Please complete this application in **BLOCK CAPITALS**

Part A: Your details

Company Name	LOHC CIVILS LTD.		
Address	UNIT 4, HALL FARM BUSINESS CENTRE, CHURCH ROAD, LITTLE BENTLEY Postcode CO7 8SD		
Company Contact	ROBERT SLOAN		
Contact No.	01206 251 280	Out of hours No	
Email	ROBERT.SIGANG@LOHC.CO.UK.		

Part B: What type of operation would you like to carry out?

Refer to parts 1 and 2 of the guidelines. Tick the appropriate box to indicate what type of operation you wish to carry out:

Crane Cherry Picker Scissor Lift Crane Oversail

Part C: What works will you be carrying out?

Please describe the work you will be carrying out that will require this equipment to be placed on the public highway:

REPLACEMENT OF HIGH LEVEL WINDOWS.

Part D: Where will you be working and what roads will be affected?

Road name(s):	EYRE STREET HILL	
Nearest property (name or number):	3-11	Postcode: EC1R5ET

Part E: When would you like to carry out the operation?

Part F: How would you like to pay?

Processing fees, and ways to pay, are detailed in parts 1 and 10 of the guidelines. Let us know how you would like to pay by ticking the appropriate box below.

I have enclosed the sum of £ to cover the cost of my application.

Please contact on to take a payment by credit/debit card.

Part G: Who can be contacted regarding this licence?

We may need to contact someone about the works when they start or in the case of an emergency, often this can be someone other than the person who made the application. **Note: These contact details will be placed on your licence which will need to be clearly placed on the crane when the crane is sited on the public highway and on the Council website for the duration of the works.** Please state who we should contact:

Contact Name(s)
Contact Number(s) Daytime: Evening:

Part H: Agreement and Indemnity

We confirm that the details given in Parts A to G above are correct.

We hereby agree to indemnify and save harmless the LONDON BOROUGH OF CAMDEN, their servants and agents against all liabilities costs expenses damages and losses suffered or incurred by the LONDON BOROUGH OF CAMDEN arising out of or in connection with the transportation, erection, dismantling and or use of equipment or machinery, whether by means of defect (latent or otherwise) in the said equipment or otherwise, pursuant to the authority of the LONDON BOROUGH OF CAMDEN granted as a result of this application.

I confirm on behalf of the company named in Part A that I have read and understood the terms and conditions and that they will abide by these terms and conditions and any decision made by the London Borough of Camden with regard to the suitability, or timing, of the proposed traffic order.

Name: Signature: Position in company: Date:

What happens next

Details of how to submit your application are given in **part 11** of the guidelines.

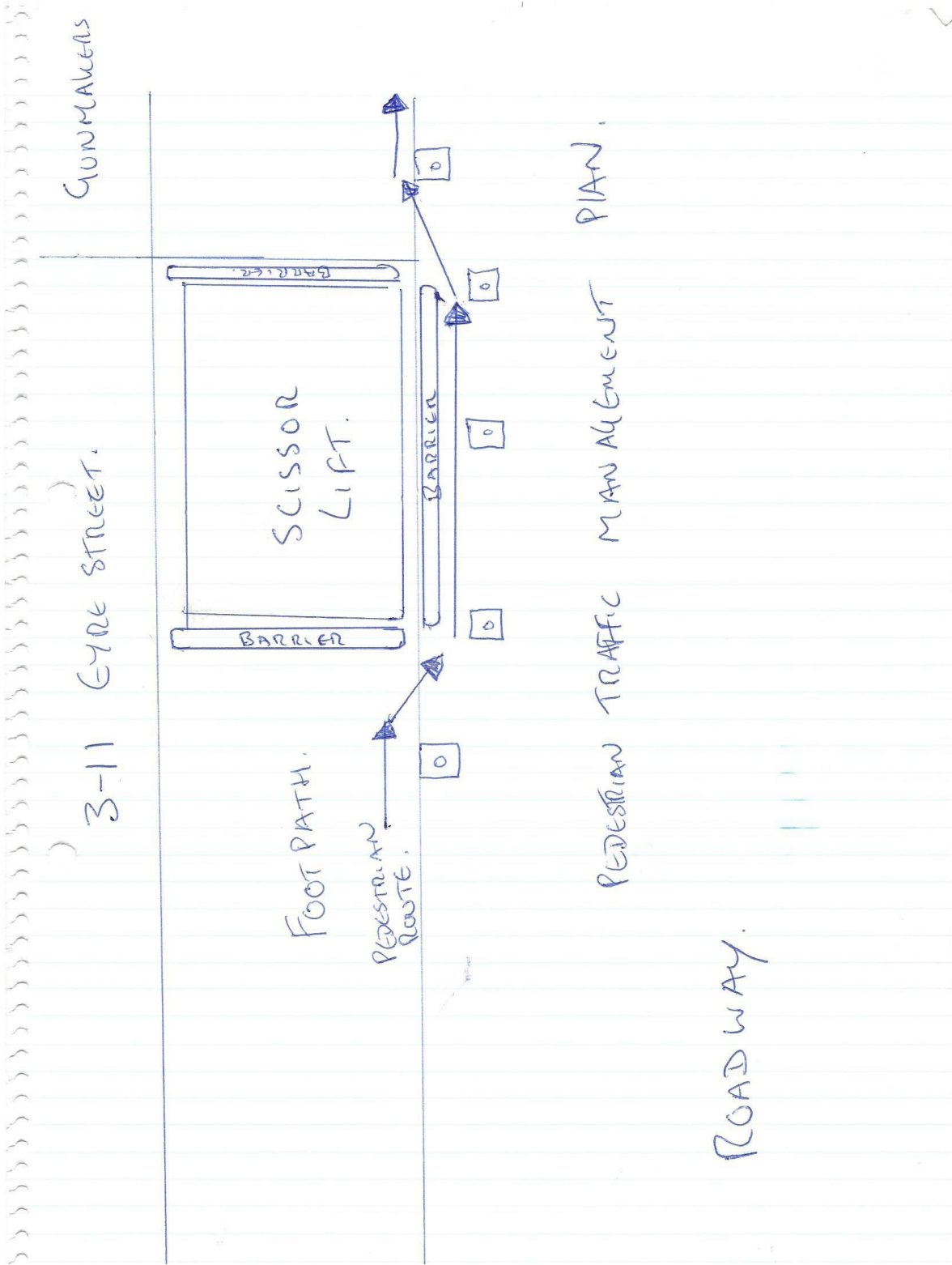
You will need to submit supporting documentation with your application (Traffic Management Plans) as stated in **part 9** of the guidelines. It is important that these are submitted with your application form.

Once we have received your completed application, supporting documentation and payment we will begin to process your application. We will contact you for payment if you have stated in **part F** of this application form that you wish to pay by credit/debit card.

For some applications we will also need to liaise with London Buses, Transport for London and/or a neighbouring borough(s), or permission from other departments or licences are required to permit your operation (such as out of hours working). This may affect the time taken to process your application. Please refer to **parts 1, 2, 4 and 5** of the guidelines.

What you should do next

Refer to the terms and conditions part 1 and ensure where applicable parts 1.1 to 1.4 are completed before carrying out works.



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).

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

Temporary 110volt lighting on site, scaffolding over the pedestrian walkway with hoarding measuring 10ft by 10ft, no diversions for pedestrians



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).

N/A

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.

Please see above question 25 (b)

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.

Please see above question 25 (b)

● SYMBOL IS FOR INTERNAL USE

Environment

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

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.

All plant and equipment used for operations on site for ; drilling , cutting, digging, met the latest EU directive and Control of noise regulations to reduce the DB levels as far as reasonably practicable

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 metre was in use whilst all noisy operations were being carried out, this was to ensure that the exposure limits were not exceeded.

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

We were working strictly to the control of noise regulations and control of vibration regulations, and the manufactures guidance on exposure times, risk assessments were in place for these tasks

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.

A Health and safety construction phase plan was carried out prior to commencing construction in accordance with CDM regulations 2015. This identified measures that were to be in place to prevent disturbance to local businesses, residents and site staff

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

All site staff have been abrasive wheel trained which incorporates BS 5228:2009

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

Any operations carried out that generate dust, are risk assessed prior to works commencing. Control measures for example dampening down, High level extraction and the use of PPE. This would be continually monitored

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.

Vehicles accessing and egressing from site would use the hard standing to prevent any dust / dirt spreading onto the public highway. Working operatives would also change from their work boots preventing the dirt /mud on to the public footpath

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

Please see question 28, also risk assessments would be carried out for these tasks

36. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage in line with the [GLA's Control of Dust and Emissions Supplementary Planning Guidance](#) (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

This was completed at the planning stage

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](#).

Unfortunately, we are unable to open the [GLA mitigation measures checklist](#). link

- 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.

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).

No findings of rodents or rats on this project

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

An asbestos survey was carried out prior to commencing construction works. Please see below details:

Asbestos Survey carried out on 20/11/14
Removal of Insulation Board to Gas COP Board (6m²)
Removal of 4 Small Panels of Ceiling
Removal of 2 Radiator Panels
Removal of Asbestos Board to LF electrical Room
Removal of 4 No Black Pile Systems
Works completed December 2014 and stage 4
Completion Certificate issued on 19.12.14.

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.

There was a suitable smoking area within the site, no horseplay policy and communication policy which included bad language

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

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

Agreement

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

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

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

Signed: 

Date: 22.02.16

Print Name: MARK PICKETS

Position: DIRECTOR

Please submit to: planningobligations@camden.gov.uk

End of form.