

**CONSTRUCTION MANAGEMENT PLAN**

**FOR**

**RECONFIGURATION AND REFURBISHMENT  
AND REAR SINGLE STOREY EXTENSION**

**AT**

**45-46 RED LION STREET, WC1R 4PF**

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## 1.0 **Revisions and Additional Material**

Revision	Prepared By	Date
A	Cassian MacKean (Box Associates)	16/03/2017

## 1.1 **Appendices**

## **2.0     Introduction**

This CMP has been prepared to clearly set out our proposals to minimise the impacts of the construction activities - with particular consideration of noise, dust, other disturbance and construction traffic management – during the refurbishment and reconfiguration of the 1<sup>st</sup> to 3<sup>rd</sup> Floor flats at 45-46 Red Lion Street.

This document is to be submitted with the full planning application and thus there is information that will remain outstanding until planning permission has been received and a main works contractor appointed. It is considered a live document and therefore will be updated once as and when information comes available.

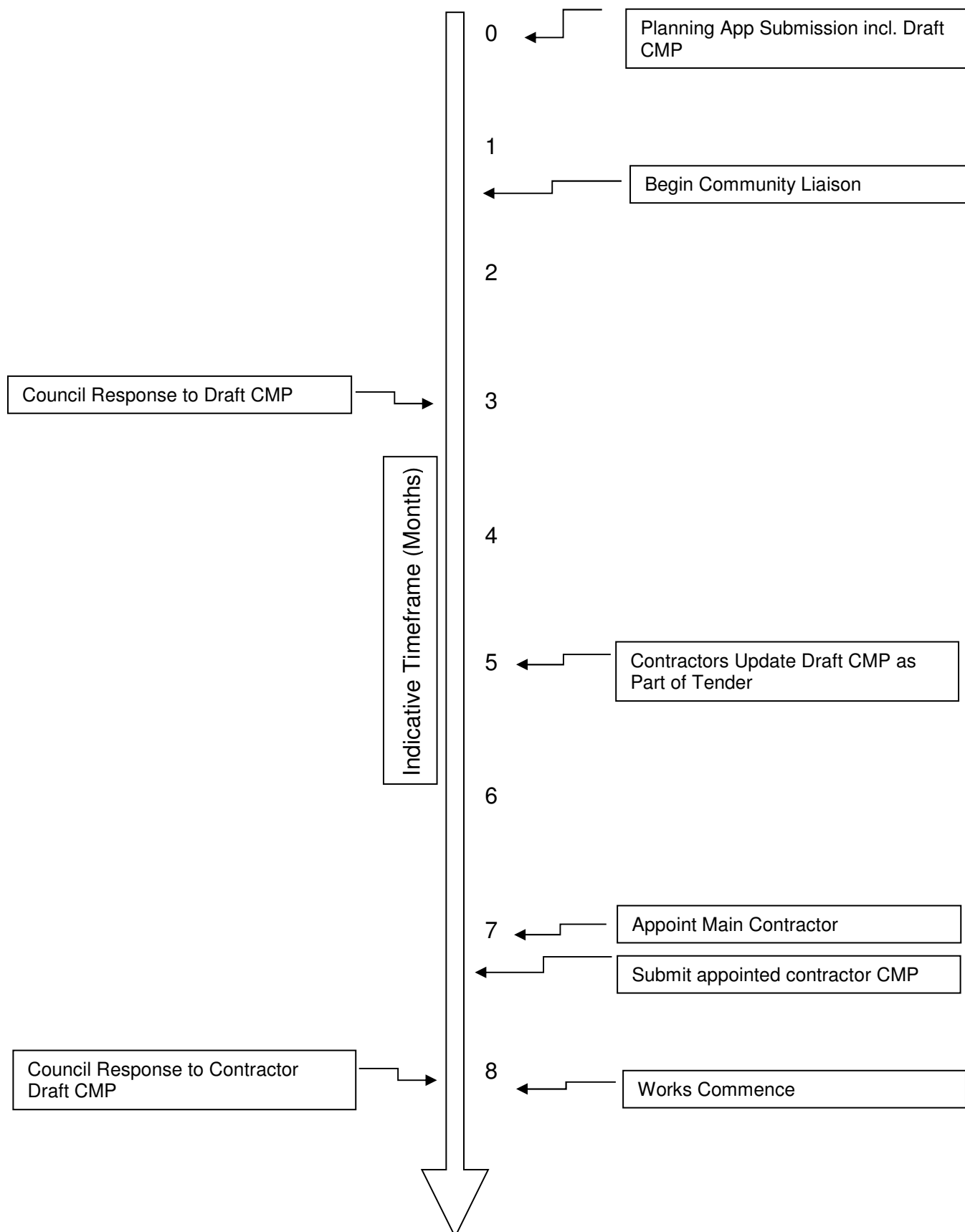
This document notes that once approved, it does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

Once planning permission has been received the council will be notified of when it is intended that works start on site and when works are approximately 3 months from completion.

Pre-application Report Ref: 2016/5400/PRE

Full Planning Application Ref: Not assigned

### 3.0 Timeframe



## **4.0    Contact**

### Site address:

45-46 Red Lion Street, London, WC1R 4PF

### Report Prepared by:

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### Site Manager:

Name: unknown at this time

Address: unknown at this time

Email: unknown at this time

Phone: unknown at this time

### Community Liaison Officer:

Name: unknown at this time

Address: unknown at this time

Email: unknown at this time

Phone: unknown at this time

### Main Contractor Office:

Name: unknown at this time

Address: unknown at this time

Email: unknown at this time

Phone: unknown at this time

## 4.0 **Site**

### Location and Surroundings

Please see Appendix A for the Site Location Plan.

Red Lion Street is located in Bloomsbury, London. It runs North/South between two of the area's principle streets: Theobald's Road and High Holborn. The street forms part of an outer ring to Red Lion Square which it is linked to via Princeton Street and Lamb's Conduit Passage. The streets are located in the Bloomsbury Conservation Area.

The properties currently contain a restaurant aground floor with kitchens and auxiliary spaces at basement level. The first, second and attic floors contain a total of five residential units accessed via two doors at street level. The ground floor restaurant can be accessed by the public from Red Lion Street and via a service entrance to the rear off a small courtyard area on Lamb's Conduit Passage

The proposed works to the properties comprise:

- repair and renovation of historic Listed properties
- reorganisation on internal space to restore individual property's identities
- creation of 1no. 3 bed apartments and 3no. 1 bed apartments.

The following external alterations are proposed to support the viability of these works:

- new single storey rear extension (at second floor level)
- alterations to roof at No. 45 (no change to ridge height or appearance from street level).

### Description of the Works

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 works will comprise a soft strip of the existing flats, closing up of existing openings between two buildings on the original property party walls, minor demolition of existing partitions and installation of new partitions to create the new apartment configurations.

A single storey extension will be constructed on the rear closet wing of No.46 at 3<sup>rd</sup> floor level to create a new bathroom.

Windows to the front and rear elevation are to be replaced and the existing render to the rear elevation is to be removed and pointing replaced locally where required.

The roof structure of No 45 is to be modified with the roof valley being replaced with a traditional mansard roof structure.

The main challenges in relation to management of the construction logistics and activities are:

- Close proximity to neighbouring properties – Red Lion Street is terraced street and there are adjoining properties on either side of the site. The use of the adjoining properties at 1<sup>st</sup> to 3<sup>rd</sup> Floor level is not known.
- Close proximity to local businesses – The ground and basement level of the two properties is occupied by a restaurant and the ground floor levels of the remainder of the street are also occupied by businesses including a public house, a legal practice and other restaurants and cafes.
- Central location – Red Lion Street is in the centre of London and road access is two ways with restricted space for loading

### Nearest Potential Receptors

The site is sandwiched by terraced properties on either side. The ground and basement floor are occupied by an operational restaurant. These are the nearest potential receptors likely to be affected by activities on site.

### Local Highway Network

Please see Appendix A for the scale plan detailing the local highway network layout in the vicinity of the site.

Red Lion Street has two lanes of bi-directional traffic. On far side of the road running from Theobalds Road top Princeton Street, there is a parking lay-by with an 08:00am to midnight, Monday to Saturday loading bay, 1no. business parking space, 2no. disabled parking spaces, and space for 3no cars, pay and display max stay 2 hours Monday to Friday 08:30 to 18:30, Saturday 08:30 to 13:30.

### Programme

Please see Appendix B for the provisional master programme.

### Site Standard Working Hours

Standard working hours on site will be:

8.00am to 6pm on Monday to Friday

8.00am to 1.00pm on Saturday

No working on Sundays or Public Holidays

### Changes to Services

There are no changes to services 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).



## **5.0 Community Liaison**

Following the receipt of planning permission, a full community liaison process relative to the scale of the refurbishment and reconfiguration scheme will be undertaken in the vicinity of the site. It will include all those individuals that stand to be affected by the proposed construction works, specifically the owners/management of the restaurant on the ground floor of the properties, and the occupants of No. 44 and No. 47 Red Lion Street.

The CMP will be updated with the details of the community liaison process methodology, the individuals consulted and their responses to the proposals and potential effects of the construction activities.

This document notes that the owners/management of the ground floor restaurant have already been engaged to inform them of the proposals. The client (landlord of the 1st to 3<sup>rd</sup> Floor flats) is also the landlord top the restaurant and leases the premises to them.

### Construction Working Group

The requirement for a dedicated community liaison officer will be included in the tender pack to ensure the appointed contractor has considered this in their proposals. Upon appointment the contractor's Community Liaison Officer will be engaged to develop their community liaison plans.

It is proposed that contact details for the Community Liaison Officer shall be made available for the duration of the project to the individuals in the locality who may be affected by the works.

### Community Schemes

All contractors considered for the project will be pre-qualified as members of the Considerate Contractors Scheme and the requirement to have read and understood the "Guide for Contractors Working in Camden" and also "Camden's Considerate Contractors Manual".

### Neighbouring Sites

This is a small development and its contribution to cumulative construction impacts is likely to be negligible. However, consideration of neighbouring developments will undertaken nearer to the start of construction when the timing of those developments is better known.

## **Transport**

Upon receipt of planning application and the appointment of a principal contractor, this section will be updated with details on how construction traffic servicing the site will be managed.

Compliance by the principal contractor (and all the principal contractors appointed sub-contractors) with the terms laid out in the CLOCS Standard will be specified within the tender documentation.

### CLOCS Considerations

Name of Principal Contractor: Currently not appointed

### Checking Compliance with CLOCS Standard

HVGs (vehicles over 3,5 tonnes) are not expected to be servicing the site as the project scale would not warrant such large vehicles. However, as noted above the principal contractor will be notified of their obligation to comply with the CLOCS Standard and directed to the relevant information and guidance documents on the CLOCS webpage.

Once appointed the process for managing compliance with the standards will be developed in conjunction with the principal contractor.

This CMP confirms that the requirement to abide by the CLOCS Standard will be included in the contract documents issued to the appointed principal contractor.

### Routes to Site

Please see Figure 1 below showing the public highway in the area surrounding the site.

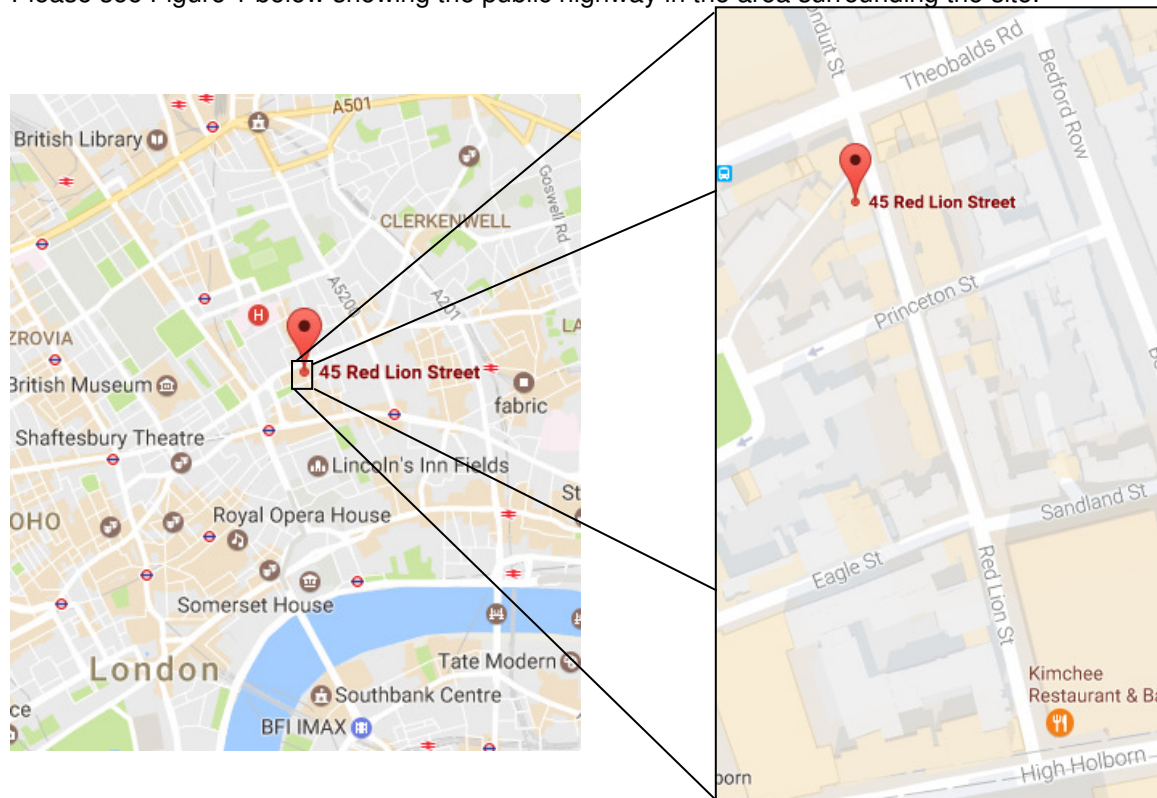


Figure. 1

Deliveries and site vehicles will approach the site either turning right or left off Theobald's Rd, right or left off Princeton Street, right or left off Eagle Street, right off Sandland Street or right or left off High Holborn. None of these roads leading to Red Lion Street are Red Routes as highlighted in the Transport for London Road Network

Once the principal contractor is appointed this document will be updated with more detailed site route information. The contractor will be responsible for making all delivery and sub-contracting companies aware of the designated route to site.

#### Construction Traffic

After appointment of the principal contractor, the document will be updated with details regarding size and frequency of the construction vehicles arriving at site. This information is dependent on how the contractor plans to deliver the work and the methodology chosen.

Deliveries will be scheduled by the contractor at the following times:

Weekdays - between 09:30 and 16:30  
Saturdays – between 08:00 and 13:00

There are no children's schools in the direct vicinity of the site therefore delivery times can be scheduled within the standard times as shown above. These delivery timeframes will be stipulated to the contractor prior to starting on site.

#### Delivery Tracking and Monitoring

Upon the appointment, the principal contractor will be asked to develop a construction traffic and deliveries plan which will be incorporated into this document as an appendix.

This will include details of the system used to ensure that the correct vehicle attends the correct part of the site at the correct time. It will also identify the location of any off-site holding locations that may be required and any details of further measures designed to reduce the impact of associated traffic coming to site.

#### Access to the Site

The site will be accessed directly from the pavement level. Vehicles will not be leaving the public highway to enter into the site. Deliveries will be from Red Lion Street via a kerb side drop. Large delivery lorries are not expected, rather materials etc. will be delivered via rigid back lorries and smaller builders vans

#### Monitoring of Access to Site

Details of how access to site will be monitored will be included in the principal contractor construction traffic plan.

#### Swept Path Drawings

There are no tight manoeuvres on vehicle routes expected.

#### Wheel Washing

As vehicles will not be leaving the public highway to enter the site and therefore not coming back out of the site to go back on the public highway with muddy/dusty wheels, wheel washing is not considered as required.

#### Vehicle Loading and Unloading

After appointment of the principal contractor, the document will be updated with details regarding loading and unloading of vehicles arriving at site. This information is dependent on how the contractor plans to deliver the work and the methodology chosen.

#### Highway Interventions, Parking Bay Suspension and Temporary Traffic Order (TTOs)

After appointment of the principal contractor, the document will be updated with details regarding any parking bay suspensions or TTOs required to facilitate the works on site. This information is dependent on how the contractor plans to deliver the work and the methodology chosen.

There are a number of parking bays on the opposite reserved for various proposes including a business parking space, 2no. disabled parking spaces, a loading parking space and space for 3no. further cars on a pay-and-display basis. It is possible that the contractor may wish to have one of the 3no pay-and-display spaces temporarily suspended but this will be confirmed in due course.

#### Highway Works

There are no highway works anticipated

#### Diversions

There are no diversions or disruptions of the public highway anticipated.

#### Pedestrian and Cyclist Safety

Details of how pedestrians and cyclist safety will be maintained throughout the construction period will be included by the contractor in their delivery and loading/unloading plans.

This will most likely consist of having and appropriately trained banksman present on site and deployed on the street as and when deliveries are scheduled to control vehicles arriving at site and any traffic pedestrians in the vicinity at the time.

#### Scaffolding and Hoarding

This document will be updated with the details of any temporary hoarding and scaffolding required after the appointment of the principal contractor.

It is envisaged that the façade of the both No. 45 and No. 46 Red Lion St will be temporarily clad with scaffold to allow works to the front windows and the alterations to the roof structure on No. 45. The scaffold will be formed over the pavement area across the front of both properties to maintain access along the road for pedestrians and residents.

## **Environment**

### Noisy Operations

This document will be updated with a schedule of all noisy operations, the construction methods associated with each and the times when these are due to be carried out after the principal contractor has been appointed and the construction methodology planned in detail.

### Noise Survey

A noise survey is not necessary for a project of this size.

### Noise and Vibration

Once appointed the principal contractor will provide estimations of noise and vibration for inclusion within this document however, as the scale of construction involved in this project is not extensive it is predicted that any noise and vibration created will be of a low level causing minimal impact to the surrounding properties and areas.

In the case of vibration measurements all vibration measurements undertaken during construction will be compared with the criteria in BS 5228:2009. This will be stipulated to the appointed contractor.

### Noise and Vibration Mitigation

As above, the principal contractor will provide details of any mitigation measures required to prevent any envisaged noise and vibrations impacting on the neighbouring properties and surrounding areas.

### Control of Dust

The control of dust nuisance on site is not anticipated to be an issue on this project as most demolition work is minor and will be contained within the existing walls of the building. However, there are areas of proposed demolition that are externally exposed including windows and the roof of No. 45. The demolition work in these areas will be carried out using hand tools and water dampening where required to reduce the levels of dust produced as a result.

It is not anticipated that there will be any stockpile of aggregate stored externally.

Very minimal transfer of dirt or dust to the public highway is anticipated however, at the end of construction activities each day the pavement to the front elevation of the site will be swept and cleared of any minor debris that may have dropped onto the pavement or public highway and disposed of appropriately.

### Noise, Vibration and Dust Monitoring

Noise and Vibration monitoring will be undertaken at the start of any potentially noisy and vibration causing tasks and regularly throughout.

Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. If required, the locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling will have been previously agreed by the appointed principal contractor with London Borough of Camden in writing.

Vibration levels will be measured as noted above under the heading 'Noise and Vibration'.

Levels of dust will be constantly visually monitored by the contractor.

### Control of Dust and Emission Risk Assessment and Recommended Measures

Control of Dust Risk Assessment is not necessary for a project of this size.

#### Control of Rodents

After the principal contractor has been appointed, they shall submit a detailed method statement on how the destruction/dispersion of rodents will be controlled, at 28 days prior to the commencement of works on site. This will demonstrate how, should the presence of rats and mice has been ascertained, how they will be destroyed.

#### Asbestos

An up to date Asbestos Register of the two buildings that occupy the site is not available and therefore an Asbestos Refurbishment and Demolition survey is to be commissioned prior to the works starting. As per the programme, the date that the last tenant leaving the property is 06/09/2017. The Asbestos R&D survey will be undertaken as soon as the tenant has vacated. Any asbestos found in areas of proposed demolition or refurbishment will be removed in accordance with the current codes of practice.

#### Contractor Conduct

After the principal contractor has been appointed, this document will be updated with their site rules and codes of conduct to be imposed on site and adhered to by all direct labour, sub-contractors suppliers and installers.

The requirement to provide proposals in this regard will be included within the tender documentation.

#### Non-road Mobile Machinery (NRMM)

The use of NRMM is not anticipated throughout the duration of this project.



## **6.0 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: .....