

# Construction Management Plan

pro forma v2.1

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
24/01/17	1	AKC Europe Ltd / InsideOut Architecture Ltd
13/02/17	2	AKC Europe Ltd / InsideOut Architecture Ltd
17/03/17	3	AKC Europe Ltd / InsideOut Architecture Ltd

## 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 \(CMRBC\)](#).

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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](#)."

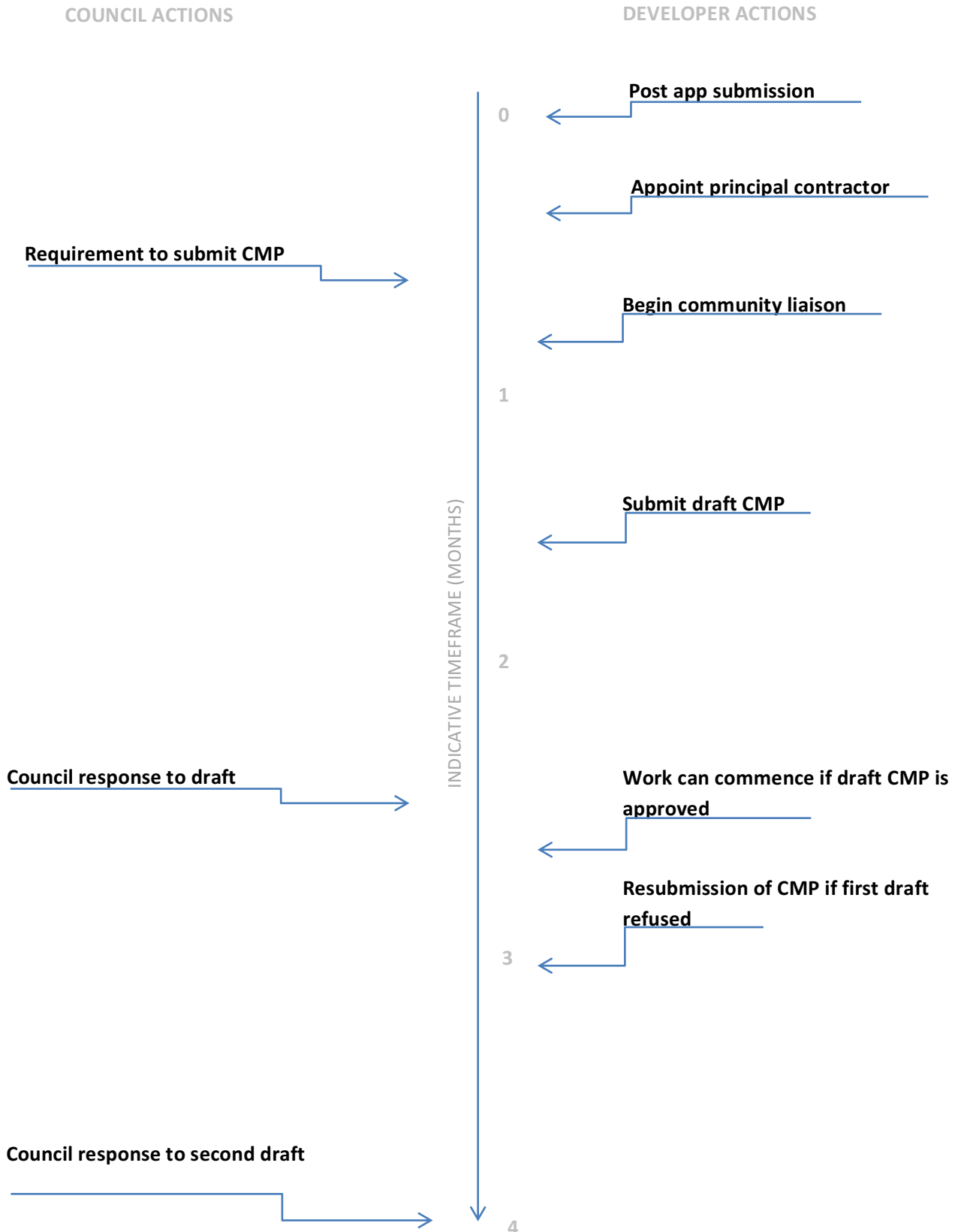
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: 47 Albert Street, NW1 7LX

Planning ref: 2016/4688/P

Type of CMP: Section 106 Planning Obligation

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

Name: Adam Krefft

Address: AKC Europe Ltd, 2 Sheen Road, Tw9 1AE, Richmond

Email: adam@akc-ltd.co.uk

Phone: 07832 108786

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: Lukasz Kotowicz

Address: AKC Europe Ltd, 2 Sheen Road, Tw9 1AE, Richmond

Email: lucas@akc-ltd.co.uk

Phone: 07525 024189

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: Adam Krefft

Address: AKC Europe Ltd, 2 Sheen Road, Tw9 1AE, Richmond

Email: adam@akc-ltd.co.uk

Phone: 07832 108786

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: Aleksandra Deron

Address: AKC Europe Ltd, 2 Sheen Road, Tw9 1AE, Richmond

Email: ola@akc-ltd.co.uk

Phone: 07969 925352



# 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.

This project is located at 47 Albert Street, NW1 7LX. It is a Grade II listed terraced house located within Camden Town, situated in the area between Camden High Street and the railway lines extending north from Euston Station, to the south of Delancey Street.

Albert St and the surrounding area is predominantly residential, with streets of Georgian Terraced housing interspersed with post-war apartment buildings and a couple of public houses. The nearest commercial premises are located on Delancey Street and Camden High Street to the North and East.

The works involve the extension and internal refurbishment of a residential property, including some limited excavation works and re-roofing.

Please refer to Appendix 1: Site Location /Traffic Route Plan.

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 works consist the extension and internal refurbishment of the historic house, including a small extension of the existing lower ground floor level beneath the front garden (1.15m extension) and a new retaining wall in the rear garden lightwell (1.8m extension). The works are being procured via a traditional procurement route.

There is a 2-month demolition, strip-out, excavation and foundations phase which includes the demolition of the existing 2-storey rear closet wing and replacement of the roof. All demolition works will be in accordance with BS 6187:2001 'Code of Practice for Full and Partial Demolition', BS 5228-1:2004 'Code of Practice for Noise and Vibration Control on Construction and Open Sites', and with the temporary works/construction methodology submitted as part of the Basement Impact Assessment.

This is followed by 2 further months of concrete / steel superstructure works. All new retaining walls and structural slab are all to be constructed in reinforced concrete.

Construction of the 2-storey rear extension follows in month 5.

Throughout, the internal refurbishment of the property will be progressing from top to bottom to minimise the duration of the construction programme.

The nearby residential properties will remain occupied during the works and must be considered within our CMP. Party Wall negotiations are underway with all adjoining properties and awards will be in place prior to works commencing.

As part of the planning and listed building applications, a Basement Impact Assessment was submitted, which has been audited and approved by LB Camden. This provides a detailed assessment of the structural design for the small basement extension, including construction methodology, temporary works and monitoring/mitigation measures.

The site is fully accessible from the public highway. The main issues and challenges are concerning the proximity of residential dwellings, environmental impacts (noise/dust) and deliveries/collections to/from the public highway.

The surrounding streets are of adequate size for the anticipated deliveries/collections and a delivery/collection route map has been produced. Please refer to the later Transport section of this CMP.

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.).

The nearest potential receptors likely to be affected by the activities on site are the residential properties adjoining the site (no's. 45 and 49 Albert St). There will also be an effect on the properties whose rear gardens overlook the site (the apartment block at 31-40 Mornington Street and 26 Mornington Terrace).

There are no daytime business activities that will be affected within the proximity, the nearest being in Delancey Street and Camden High St.

The Sheephaven Bay Public House at 2 Mornington Street is open from 11am-12am. Construction works will not affect the operation of this premises as it is sufficiently far from the site to be affected by dust / noise and the low level of construction traffic will not disrupt deliveries or access.

Suitable mitigation measures identified include:

- Standard hours of construction.
- Locating equipment storage and site offices within the existing building so as not to disrupt areas outside the site. Bulky materials storage is to the rear of the garden, furthest away from neighbouring properties.
- The use of site hoardings to reduce visual impact, provide protection for the public and act as a barrier from dirt and dust originating from site.
- All temporary site lighting faced into site and not directed towards any neighbouring properties.
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- Personal radios banned from site.
- Sirens/bells for emergency use only.
- Dampening down of dust related activities.
- Daily cleaning of the pavement and road (if required).
- Covered vehicles to be used for the transportation of dust generating materials.
- Burning of materials on site will not be required or permitted.

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.

Please refer to Appendix 2: Site Setup Plan

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).

The works have been tendered and we aim to begin construction **April 2017**.

For a breakdown of the construction phases, please refer to Appendix 3: Outline Construction Programme.

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

We confirm the standard working hours:

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

In addition, no noisy works will be undertaken on Saturdays.

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.

The existing domestic services and supplies on site have been assessed as adequate and will be used throughout the works.

There will be no effect on public services.

# 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.

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## 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 first draft of this CMP was posted to the properties identified to be most affected by the works (no's. 45-51 Albert St and 26 Mornington Terrace) for their comments/questions on 25<sup>th</sup> January.

Following this, a drop-in meeting was held at 47 Albert St (site) on 8<sup>th</sup> February (6-7.30pm) where the Client and Architect were available to discuss the plan for the works and any concerns of residents.

Neighbouring residents from 2no. properties attended (45 & 49 Albert St).

The main request from the neighbours was to be notified when noisy works would be occurring. There were no comments or concerns about the site setup, construction methodology or traffic.

Minutes and actions from this meeting can be viewed in Appendix 5.

### 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.

Following comments from LB Camden's Environmental Health Officer, the Architect will be the person responsible for community liaison and their contact details will be circulated to all adjoining owners. Although employed by the client, the Architect acts as a neutral third party whilst administering the building contract, so is the person best placed to take on board the concerns of all parties throughout the works.

Notices will be delivered (by hand) in advance of any special works that may cause disruption to residents and other neighbours.

As requested by the owner of no.45, notification will be given with exact dates of noisy works such as demolition and breaking out of the slab.

## 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](#)".

AKC Europe Ltd are members of the Considerate Constructors Scheme (membership no: C1061-2). As such this site will be subject to independent 3<sup>rd</sup> party auditing.

AKC Europe Ltd will be following the 'Guide for Contractors Working in Camden' as well as all relevant British Standards.

It is not foreseen that any of the works, or construction methodology is at odds with these standards.

## 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 are no major construction sites in the local area or on the delivery route that will adversely affect works traffic or the local road network.

There are domestic works at 50 Mornington Terrace, 50 Albert St and 40 Arlington Road, none of which have parking or highway suspensions. It has been assessed that due to the low density and small nature of these sites, the cumulative impact of construction near the site is low.

Please refer to Appendix 1: Site Location / Traffic Route Plan

# Transport

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.**



## CLOCS Considerations

### 17. Name of Principal contractor:

AKC Europe Ltd.

### 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).

The main contractor will be servicing the site with 1no. SWB Van and 1no. LWB Van. These both fall below the 3.5 tonne threshold and are therefore the CLOCS standard is not applicable. Nevertheless, all drivers hold appropriate road safety licenses and are experienced at servicing construction sites within London.

Most construction workers will attend site via public transport.

It is anticipated that there will be an average of 1no. skip collection per day and 1no. 18-tonne lorry delivery. Both will be external suppliers.

The CLOCS checking and monitoring process will be in place for these suppliers as below.

#### Contractual Compliance:

1. Relevant contracts will include CLOCS work related road risk clauses.
2. Suppliers are informed of CLOCS requirements prior to letting of contracts.
3. For new contracts, use of pre-qualification questionnaire to ensure suppliers compliant prior to award.
4. Self-certification form issued to suppliers and responses followed up.
5. Check compliance against information held online (FORS Online Check).
6. Follow up on any non-conformance reports received from site.

#### Site Compliance:

1. Carry out compliance checks on vehicles attending site using CLOCS form for 50% of vehicles as risk assessed based on CLOCS guidance.
2. Issue warnings to non-compliant vehicles.
3. Follow-up non-compliances with operator through Stage C, Contractual Compliance.

To further reduce risk, deliveries and collections will be arranged during off-peak hours and an approved Traffic Routing plan issued to all suppliers.

Please refer to Appendix 1: Site Location / Traffic Routing Plan.

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:



Adam Krefft

Director, AKC Europe Ltd.

Please contact [CLOCS@camden.gov.uk](mailto: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).

A vehicle access route has been carefully considered to account to avoid cycle routes, trip generators and high risk junctions. **The route has been agreed with LB Camden.**

Vehicles will be routed to site from the A40 and **Camden High St**, which are red routes. Vehicles are then routed the most direct way from **Delancy St through Arlington Rd, Mornington Place and Albert St** in a loop to minimise noise impact and tight manoeuvres.

There is no opportunity to park lorries on site so lorries will be stopped adjacent to the suspended parking bay and skip for no more than 1hr. Drivers will be asked to switch off engines during stopovers.

Albert St is a low-traffic frequency road. There will be a maximum of 2no. lorry movements per day and the road will not be blocked.

The contractor will use **paid-for local parking**.

Please refer to Appendix 1: Site Location / Traffic Route Plan and Appendix 2: Site Setup Plan.

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, sub-contractors, delivery companies and visitors will be emailed the 'Site Location / Vehicle Route Plan' and 'Site Setup Plan' prior to undertaking journeys. They will also be explained the access restrictions and this will be noted in all contracts.

The Site Foreman will be responsible for managing this and responding to any queries. Delivery drivers will have contact details for the Site Foreman.

**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.

The frequency of vehicles visiting the site will remain low and consistent throughout the build. Please refer to Appendix 3: Outline Construction Programme and below:

Phase 1: Demolition/Excavation/Foundations (10 weeks)

- Skip Lorry (L6.5m x W2.6m x H3.4m). 1 visit per day. Avg. 15-minute dwell time.
- 18T Delivery Lorry (L9m x W2.6m x H3.6m). 1 visit per day. Avg. 1hr dwell time.
- LWB Van (L6.2m x W2.1m x H2.5m). Parked locally.
- SWB Van (L4.9m x W1.8m x H1.9m). Parked locally.

Phase 2: Concrete/Steel Superstructure (6-weeks post phase-2)

- Skip Lorry (L6.5m x W2.6m x H3.4m). 1 visit per day. Avg. 15-minute dwell time.
- 18T Delivery Lorry (L9m x W2.6m x H3.6m). 1 visit per day. Avg. 1hr dwell time.
- LWB Van (L6.2m x W2.1m x H2.5m). Parked locally.
- SWB Van (L4.9m x W1.8m x H1.9m). Parked locally.

Phase 3: Envelope Works (3-weeks post phase-2)

- Skip Lorry (L6.5m x W2.6m x H3.4m). 1 visit every day. Avg. 15-minute dwell time.
- 18T Delivery Lorry (L9m x W2.6m x H3.6m). 1 visit per day. Avg. 1hr dwell time.
- LWB Van (L6.2m x W2.1m x H2.5m). Parked locally.
- SWB Van (L4.9m x W1.8m x H1.9m). Parked locally.

Phase 4: Internal Refurbishment and Landscaping Works (12-weeks post phase 3)

- Skip Lorry (L6.5m x W2.6m x H3.4m). 1 visit every 2 days. Avg. 15-minute dwell time.
- 18T Delivery Lorry (L9m x W2.6m x H3.6m). 1 visit per day. Avg. 1hr dwell time.
- LWB Van (L6.2m x W2.1m x H2.5m). Parked locally.
- SWB Van (L4.9m x W1.8m x H1.9m). Parked locally.

Concrete is to be mixed on site to negate the need for concrete pours.

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

There are no major construction sites in the local area or on the delivery route that will adversely affect works traffic or the local road network.

There are domestic works at 50 Mornington Terrace, 50 Albert St and 40 Arlington Road, none of which have parking or highway suspensions. It has been assessed that due to the low density and small nature of these sites, the cumulative impact of construction near the site is low.

Please refer to Appendix 1: Site Location / Traffic Route Plan

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.

The Site Foreman is to arrange deliveries and collections in a 'just-in-time' manner. As previously discussed, the frequency of vehicular traffic is low and will be scheduled at off-peak times.

All delivery drivers will be required to call ahead and notify the Site Foreman of estimated delivery times.

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.

No off-site holding areas will be required for these works. Delivery frequency will be low as shown in 21a and all materials will be stored on site.

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).

Deliveries/collections will be timed at off-peak hours to minimise any potential interfaces with members of the public and to reduce traffic pressures. Construction workers will be encouraged to use public transport where appropriate, as the site is in an area with a high PTAL rating.

**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

There is no on-site vehicular access. Loading/off-loading will be from Albert St and supervised by the Site Foreman.

Please refer to Appendix 2: Site Setup Plan.

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

Deliveries/collections etc. will be by prior arrangement with the Site Foreman. Sufficient time will be given between deliveries to allow for any delays because of traffic. Vehicles will be allowed a maximum 45-minute dwell time and an area has been allocated within the parking bay suspension to allow for off-loading materials. These will be transferred directly to the on-site storage areas and no goods or materials will be stored in the suspended parking bay.

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 is no requirement for tight manoeuvres on routes to and from site as the vehicle route is planned as one-way loop.

Please refer to Appendix 1: Site Location/Traffic Route Plan.

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.

Construction vehicles will not leave the public highway, so wheel washing facilities will not be required.

Any dirt caused by off-loading on the public highway will be cleaned daily using a power-hose/brushes.

**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.

1no. SWB van and 1no. LWB will be parked locally **in paid-for spaces**.

Deliveries and skip collections will be from the highway, adjacent to a suspended parking bay.

An area in front of the skip has been allowed for within this suspended parking bay to aid with deliveries and collections and ensure there is no dwell time or blocking of the pavement. This will also aid loading waste into the skip. This is a temporary transition area; no materials or goods will be stored outside of site boundaries.



## 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](#).

We will be applying for a skip license with parking bay suspension from Camden.

The existing in-line parking area is 50m long. We will apply for suspension of 1no. 5m bay for 6-months and then re-apply for the duration of the works.

Please refer to Appendix 2: Site Setup Plan

### 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).

No highway works will be required for construction to take place.

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

The skip will be fitted with skip lights and covered at night.

The front garden of the site will be fully hoarded, with entrance door swing inwards.

Please refer to Appendix 2: Site Setup Plan.

## 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).

No diversions will be required.

As shown in Appendix 2, the street is of sufficient width to allow delivery lorries to stop without blocking both lanes.

## 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.

There will be no cables or hoses across the pavement apart from during cleaning of the highway at the end of the day.

During deliveries, the Site Foreman will ensure that appropriate care is taken to minimise interface with users of the pavement, with a pedestrian Marshall if required. Albert St is a lightly trafficked pavement.

Deliveries will be off-loaded from the side of the lorry into the clear area of the suspended parking bay. As such, there should be no interface with cyclists using the public highway.

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.

There will be no temporary structures overhanging the public highway.

● 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.

Noisy operations will be mainly during the demolition phase (8 weeks). Due to the restricted site access, demolition will be by hand operated power tools rather than powered mobile plant. The noisier demolition works will take place over a period of 3-4 weeks within this period.

The hand-operated machinery to be used for demolition will be:

1. Breaker Makita HM 1213C SDS Max Demolition Hammer (Noise sound power 95dB)
2. AVT Breaker Makita HM 1810 (Noise level 107dB)
3. 3.9" Angle Grinder Makita GA 9020 (Noise sound power 100dB).

Materials/waste will be bagged and transported by hand to the skip location at the end of the day.

Breaking out concrete, cutting and high level noise will be restricted to the hours of 9am-12pm and 1pm-4pm weekdays and 10am-1pm Saturdays.

Other noisy/vibratory operations include:

1. On-site cutting of timber with a Mitre Saw.
2. General hammering/drilling/fixing.

General excavation will be by hand; no noisy mechanical plant will be used.

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 carried out between 2<sup>nd</sup>-6<sup>th</sup> February. Please refer to Appendix 4: Noise/Vibration Assessment.

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

Please refer to Appendix 4: Noise/Vibration Assessment.

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.

Contractors and sub-contractors will be required to have silencers or dampers fitted to all plant and tools so far as is practical and all plant will be well maintained to reduce extraneous noise from mechanical vibration. Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

Personal radios will be banned from site.

Sirens/bells will be for emergency use only.

Excavation will be by hand, negating the need for noisy plant.

Working methods will be reviewed regularly to ensure that nuisance to adjacent properties and residents is mitigated wherever possible.

Should levels exceed those predicted in the Noise/Vibration Assessment, noisy works will be put on hold and alternative methods will be discussed. The Site Foreman will have overall responsibility for this.

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

The Noise/Vibration Assessment will be completed by suitably qualified assessors. The report details the existing noise level, predicted noise/vibration levels and suitable attenuation measures.

Please refer to Appendix 4: Noise/Vibration Assessment

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

Dust mitigation / prevention will be agreed and presented within the method statements for every applicable trade and operation.

The principle activities that can generate dust are demolition, earthworks, construction and track out.

As part of best building practice, dust reduction/suppression measures will include:

- Consideration at material procurement stage to reduce the need for cutting of materials on site.
- Cutting of dust-generating materials will only be permitted in suitable areas, away from neighbouring properties. For example, internally or at lower-ground floor level to the rear of the site.
- All cutting equipment will have dust suppression fitted.
- Dampening down of dust generating activities with water.
- Covered wagons to be used for the transportation of dust generating materials.
- Site hoardings to prevent the spread of dust from site.
- Aggregate stockpiles will be bagged and only opened at lower ground level when required.
- Rubble will be bagged prior to skip loading.

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.

Site vehicles will not leave the public highway, so will not require wheel washing or other dirt prevention measures.

Covered vehicles will be used for the transportation of dust generating materials.

The public highway and pavement will be cleaned at the end of each day with water and brushes. Large spillages will be cleaned up immediately. This will be the responsibility of the Site Foreman.

The skip will be covered on windy days and at night to ensure no spread of dirt/dust.

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

Appropriate noise/vibration monitoring is to be agreed with LB Camden, in accordance with the Noise/Vibration Assessment.

Dust will be monitored by the Site Foreman and corrective actions will be taken without delay should airborne dust occur.

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.

A formal Risk Assessment by an IAQM assessor has not been carried out.

The GLA's SPG states that the Risk Assessment need only be carried out on Major Sites (10+ dwellings or 1000+ sqm).

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](#).

Appropriate measures have been included within the dust suppression measures outlined in Q33.

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.

As per Q36.

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).

A pest survey was undertaken by a BPCA assessor on the 9<sup>th</sup> of March. Rodent treatments have been undertaken to the lower ground floor prior to construction works.

Please refer to Appendix 6: Pest Survey Receipt

Rodent control measures to be implemented during the construction include:

- No eating or drinking on site other than in the dedicated site welfare area (ground floor kitchen).
- Welfare area to be kept clean and tidy and in sealed bins.
- No waste on site.
- Capping of drains.

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

An internal and external Asbestos survey was carried out on 6<sup>th</sup> Jan 2017.

No high-risk materials were identified and no urgent actions required.

A copy of this report can be provided if required.

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 designated smoking area will be provided in the rear garden, away from neighbouring properties and in an external / well ventilated area.

Site personnel will not be permitted to loiter outside the main gate.

Bad language will be tackled by the Site Foreman. Contact details of the Site Foreman and the Architect will be circulated to neighbours to deal with any neighbour complaints.

Noise levels will be restricted to ensure unnecessary shouting is minimised.

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 1<sup>st</sup> 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 1<sup>st</sup> 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 period: **(02/17 - 09/17)**
- b) Is the development within the CAZ? **(N)**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? **(Y)**
- 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: **N/A**
- 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: **N/A**
- 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: **N/A**

# 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: 20 03 2017.....

Print Name: KREEFT ADAM  
Position: DIRECTOR.....

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

End of form.