

Construction Management Plan

pro forma v2.1

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Appendices	(under separate cover)

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
27/02/2017	Draft 01 (PPA Stage)	HUSH PMC
06/04/2017	Draft 02 (Planning Submission Stage)	HUSH PMC

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](#)."

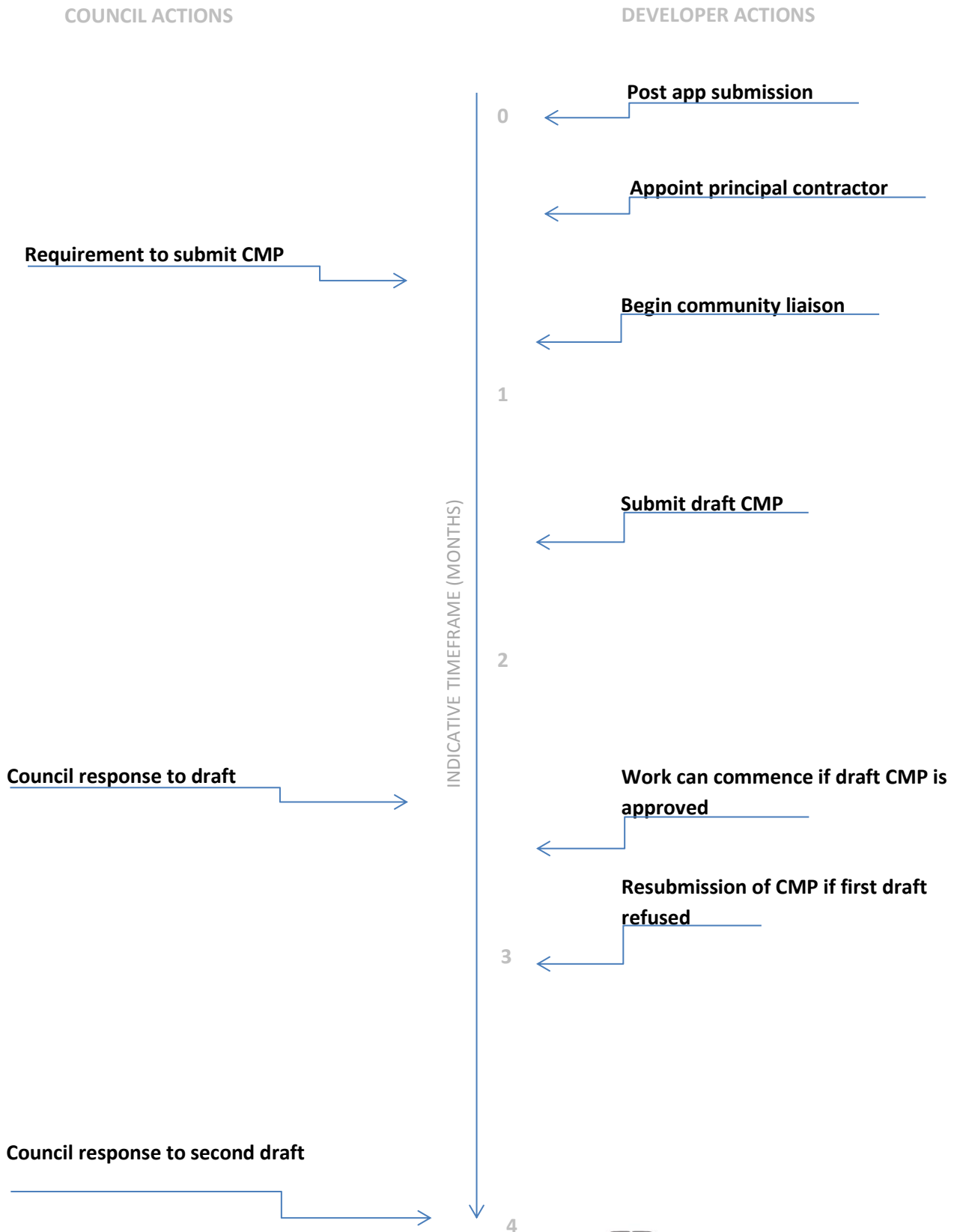
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: 60-70 Shorts Gardens & 14-16 Betterton Street, London WC2H 9AU

Planning ref: TBA – Shorts Gardens PPA

Type of CMP - Section 106 planning obligation

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

Name: Chris Bushell

Address: Hush Project Management & Consulting Ltd, 85 Gresham Street, London EC2V 7NQ

Email: cbushell@hushpmc.com

Phone: 02037059702

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 residents and businesses.

Name: TBA when Main Contractor is appointed

Address:

Email:

Phone:

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: As question 3

Address:

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: TBA when main contractor is appointed

Address:

Email:

Phone:

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 site is in the London Borough of Camden within the area of Covent Garden on Shorts Gardens, which is situated approximately 100 metres south east of the A40 High Holborn / A40 / Shaftsbury Avenue junction.

The site is located on a rectangular block with frontages that occupy 60 - 70 Shorts Gardens and 14- 16 Betterton Street, which are currently used as offices. The building on Shorts Gardens has a basement, which is not currently used.

The site is within the Seven Dials Conservation Area, the London Suburbs Archaeological Priority Area and covered by the Crossrail safeguard route.

The building is three storeys in height and situated in a busy urban area. The surrounding area comprises a mixture of offices, shops, hotel, restaurants and residential properties, typical of an inner London site. There is also a medical centre and day nursery diagonally opposite.

The adjoining building fronting Drury Lane is 19th Century red brick, partly used as commercial office purposes and part remaining vacant. The adjoining building on Shorts Gardens is a Victorian building used as commercial offices; adjoining to this is a former hospital building, now used as office space, a gallery and a private restaurant.

The following plans are included in Appendix 1: -

- Existing Location Site Plan showing the surrounding roads and properties (1) PL_001 Rev 00
- Existing Site Plan showing the surrounding roads and properties (2) PL_001 Rev 00
- Proposed Site Plan showing the surrounding roads and properties (3) PL_003 Rev 00
- Site Aerial Views including Google Views with local businesses locations (4 & 5)

The development proposals are covered in question 7.

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 is a mixed-use development to provide an additional two storeys of commercial space at third and fourth level in Shorts Gardens. Refurbishment and reconfiguration of the existing commercial floors in Shorts Gardens will take place to accommodate commercial offices, with either A3, D1 or D2 space at ground floor. The currently unused basement will also be developed to provide A3, B1 or D1 and D2 space. Current office space on Betterton Street will also be extended by two levels and converted to residential accommodation.

There are logistical challenges which arise out of the project works and we perceive these to be as follows:

- ❖ Safety of members of the public, construction staff and site visitors;
- ❖ The management of deliveries due to the narrow roads serving the site;
- ❖ Handling, hoisting and placement of construction components.

Our regime for the project will be designed to meet these challenges, based upon:

- The enclosure of delivery and material transportation zones, physically separating them from the public and operatives;
- Segregation of operatives and visitors entering the site, from the working areas;
- Frequent team meetings to continually update, advise and coordinate construction;
- Regular liaison and dialogue with Camden officials;
- Maintaining communication with resident groups, the Travelodge Hotel and individual adjoining neighbours;
- Deliveries to the project utilising the access points as detailed on the Construction Site Layout Plan. Trained road marshals will direct and control vehicle and pedestrian movements. Deliveries will be scheduled to avoid congestion, utilizing mobile phones to call in from identified holding areas. A route to access and egress the site has been defined and will be issued to all subcontractors and suppliers – its use will be rigorously enforced;
- Information and security directions will be displayed at the site entrance and on the hoarding.

The site location is shown in the Appendix 1 on plans (1), (2) and (3), together with aerial views in (4) and (5). Photographs of the existing buildings are shown in Appendix 2. Also appended is a logistics plan in Appendix 3 showing our proposals to serve the construction needs of the project, whilst maintaining safe freedom of movement for pedestrians and road users.

However, it will be necessary to close Shorts Gardens to vehicular use on at least two occasions for mobile crane operations, these being to place, and then remove, a building mounted crane at third floor level. If possible, a self-erecting crane will be used to reduce the disruption caused by these operations and use of the roof crane will assist in minimizing impact on traffic flow during the project.

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 Poetry Society
Sutherland Labs
The Hospital Club
U.K. Power Networks
The Travelodge Hotel
Covent Garden Medical Centre
Turtles Nursery

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 the Site Location Plan & Local Transport Facilities appended, (Appendix 4), and the photographs (Appendix 2). The maps show the immediate highway network with directional arrows indicating the prescribed traffic flow. The photographs show the parking bays and cycle racks that we would propose to suspend. The site logistics plan (Appendix 3) indicates the proposed site vehicular access points and those for operatives.

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).

Please see Appendix 6 for the development 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

It is not intended to deviate from the standard working hours other than for mobile crane operations that will require the closure of Shorts Gardens. These will be limited to those contributing to the safe operation of the site, currently perceived as the erection and dismantle of a crane at roof level of the current building. There will be full liaison with the relevant Camden departments and the Police, to agree timing. This will then be communicated to our neighbours, in particular the Travelodge, since it will be necessary to utilise their loading bay access to set-up the mobile crane.

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.

It is not certain where or how many existing incoming utility services there are into the current building - the final connections from the utility mains are not shown on the utility drawings obtained. The following new supplies are envisaged: -

Water

- 1 no. new supply to serve office and residential
- 1 no. new supply for Shorts Gardens basement sprinklers (c/w sprinkler break tank)
- 1 no. new supply (capped) for Shorts Gardens basement unit use
- 1 no. new supply (capped) for Betterton Street ground floor unit use

Gas

- 1 no. new supply (capped) for Shorts Gardens basement unit use (meter install by tenant)

Electric

- 1 no. new substation to serve the development – proposed location off Shorts Gardens, subject to UKPN acceptance.

Telecoms

- Provision for 2 no. new telecom providers

There are Utility mains route down both Shorts Gardens and Betterton Street, so we would anticipate localised trenching to provide the new connections rather than full scale excavation along the streets. The U.K.P.N. local transformer station is adjacent to the site.

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 on-going 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.

The Span Group has undertaken public consultation before planning submission which is being co-ordinated by Quatro-PR. Full details are included in the Statement of Community Involvement submitted with the Planning Application.

Public exhibitions took place on Saturday 25th February and Thursday 2nd March. The key stakeholders were invited to view the public exhibition before opening it up to the public to talk them through the plans and have a discussion with them one to one. The key stakeholders are the Seven Dials Conservation Area Group, The Covent Garden Community Association and UKPN.

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.

It will be a Contractual requirement for the project to be registered under the 'Considerate Constructors Scheme' and regular newsletters and any associated residents/neighbourly meetings will also be undertaken. The Contract will also enforce due cognisance of the 'Camden's Considerate Contractors Manual'.

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](#)".

Considerate Constructors Scheme will be implemented by the appointed main contractor

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.

It is difficult to anticipate which existing or anticipated construction sites will be in operation when the project is due to commence in the third quarter of 2018. Several the adjoining buildings with building works on-going at present will be complete; also, Crossrail is due to finish in September 2018. This section will be addressed nearer to the date of commencement to ensure an accurate response.

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:

TBA

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).

TBA when main contractor appointed

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

To be confirmed once main contractor is appointed

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

Site Traffic

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

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

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

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

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

The site access and egress route has been dictated by traffic flow restrictions and road widths in the surrounding area, and deviation would be difficult. Access will be via Drury Lane and Shorts Gardens, egress via Shorts Gardens to Mercer Street and then to Shaftesbury Avenue. A plan is included in Appendix 7.

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

To minimise the risk of congestion, the route map will be issued to all subcontractors and suppliers and vigorously enforced. It will form part of the Contractual Conditions and deviance will result in exclusion from site, or placement of orders for materials being cancelled and another supplier sought.

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.

It is envisaged that vehicles attending the site during the demolition and structural phase will generally be four axle rigid vehicles, with either two or three axle rigid vehicles becoming more prevalent during the finishing stages. It is not envisaged that standard articulated vehicles will be able to access the site, but we expect to be able to position an all-wheel drive self-erecting crane in Shorts Gardens to erect and dismantle the roof mounted crane. The project will not commence until the latter part of 2018 and no subcontract orders have yet been placed. It is not possible to assess the number of vehicles attending the site without their input, since the way they approach the works will be dictated by the times allowed for access. It is envisaged that demolition materials will be stockpiled for removal such that there may be one vehicle every half an hour. Concrete deliveries will on specific days as part of an intensive pouring activity so the use of a pump may be considered with half an hour between deliveries. The unloading of steel sections could involve attendance on site for half a day. The construction team will review and schedule deliveries to suit the operation in hand and to ensure compliance with the loading restrictions. Where variation is required for specific operations, then this will be discussed with the relevant Camden department for authorization to be gained.

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

Commencement on site will not be until the latter part of 2018 - this section will be completed later when an accurate response can be provided.

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 three positions where access is to be provided for vehicles are gained by passing through two adjacent road marshal controlled gates. Deliveries and debris removal will be scheduled on a weekly basis. These, and site operations, will be briefed with the road team daily so that a full understanding of vehicle movements is understood by all concerned. Vehicle arrival on site will be controlled by mobile telephone to ensure the relevant position is clear for access.

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.

The requirement for, and the location of, an off-site holding area(s) will be determined when relevant subcontractors and suppliers have been appointed. It is expected that concrete would be sourced from a "local" plant, so would be dispatched at timed intervals. The drivers of demolition vehicles are generally in radio contact and will therefore advise anticipated loading periods and site clearance times between themselves, under the road marshal's control. Otherwise, vehicles will be controlled by the timed schedule prepared on a weekly basis by the construction team, with final arrival co-ordinated by mobile telephone.

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).

Please see the answers to other related questions.

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

Please see the Construction Site Logistics Plan (Appendix 3). Vehicles will reverse into the site using the service areas opposite, under the control of trained road marshals. They will then drive out, having been checked for cleanliness and stability / covering of any loads.

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

Access and egress arrangements will initially be managed by a timed and agreed delivery and works schedule whereby the use of the designated areas is determined daily. This information will be passed to the road management team via weekly and daily briefings. The team will be made up of trained road marshals and banks-men, backed up by a specified manager and assisted by operatives of the relevant subcontractors for unloading and transportation duties onto the project.

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).

Please see Appendix 8 for plans for skip lorries (1) and concrete mixers (2). Additional plans will be commissioned for other vehicles as required.

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.

Since vehicles will be moving / positioned on hard concrete surfaces, the requirement for wheel washing is less onerous. A jet wash station will be utilised to ensure the surface remains clean – run off will therefore be minimal.

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.

Please see Appendix 3 for the Construction Site Logistics Plan – vehicles will be loaded and unloaded within the building or secure perimeter hoarding.

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](#).

The two resident parking bays and four cycle stands at 60 - 70 Shorts Gardens, along the frontage of the site, will require suspension for the duration of the project. This will allow the site to be serviced inside the secure perimeter fence.

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).

Please see the attached Construction Site Logistics Plan (Appendix 3).

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

It is proposed to close the pavement, two resident parking bays and four cycle stands to the frontage of the building at 60 - 70 Shorts Gardens. Specific signage to instruct pedestrians to cross the road safely will be positioned at either end of the enclosure. Signage and temporary ramps, dropped kerbs and tactile paving will be fixed to the most convenient locations for those with accessibility issues. Lighting will be placed on the perimeter fencing to suit the Camden Street Works Department. The perimeter fencing will be chamfered rather than blunt ended to alleviate personal attack issues. It is also planned to close the pavement to the frontage of 14 – 16 Betterton Street to allow scaffolding to be erected to the front and sides of this building. The same measures will be taken as described for Shorts Gardens.

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).

It is planned to erect a crane on the roof of the building to permit vehicles to be loaded / unloaded within the site footprint. Two closures of Shorts Gardens between Drury Lane and Endell Street are envisaged now. It may be necessary to route the crane from Drury Lane or Shaftesbury Avenue to the site, due to the narrowness of the adjacent roads and sharp corners. This will be assessed by a specialist lifting company at a very early stage so that construction method can be confirmed and sufficient notice periods can be put in place for any traffic measures required.

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 the response to question 25. Advice on alternative resident parking spaces and cycle rack facilities will be sought and the information will be displayed on the perimeter fence. The road marshals will provide courteous advice when required.

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.

Scaffolding on the Shorts Gardens frontage will be suspended through the first-floor windows, the space below being used for the safe unloading of vehicles within the secure perimeter fencing. Scaffolding to 14 – 16 Betterton Street will be founded on the pavement behind a secure hoarding, as described previously, this providing support to high level suspended scaffold to the sides of this building.

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 is due to be carried out.

Demolition of 60 Shorts Gardens – will be carried out by hand using hand tools and small plant. Debris will be passed down through the structure with necessary dust control procedures, in particular, damping down. Debris will be removed at ground level, being loaded onto lorries within the existing loading bay, inside the building. This will be one of the first activities in the last quarter of 2018.

Demolition of the roof of 60 – 70 Shorts Gardens – will be carried out as above. Debris will be lowered by the roof crane into the footprint of the demolished building, and carted away. This operation will follow the demolition of number 60.

Erection of the new steel structures, including 14 – 16 Betterton Street – bolt tightening and decking sheet placement are both intermittent noisy operations, but at high level. This is likely to take place in the first quarter of 2019.

Placing of concrete – vibration during placement is an intermittent noisy operation, likely to be taking place in the second quarter of 2019.

The latter two activities will take place again to form the new structure of 60 Shorts Gardens once the cladding, plant and necessary equipment have been placed on the main building. Works to number 60 are likely to be in the third quarter of 2018.

The erection of scaffolding is not perceived as a noisy operation, and will take place from the last quarter of 2018 and through 2019, then becoming a dismantle operation. Internal construction activities will generally take place behind the permanent façade or Monaflex sheeting to the external face of scaffolds.

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.

Background noise surveys have been carried during the PPA period and the associated reports are included within the planning application supporting documentation.

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

This section will be completed when input from subcontractors is available, in order that an accurate response can be provided.

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.

The main contractor will apply Best Practicable Means (B.P.M.), (as defined by section 72 of the Control of Pollution Act 1974) to minimise noise and vibration on neighbouring sensitive receptors. Site inductions will include instruction on measures to reduce noise and vibration. Breaking out of concrete / masonry will be carried out in agreed noisy works periods, timed to suit the neighbours most affected by the work. All plant, machinery and vehicles will be fitted with silencers. Demolition areas will be shrouded with Monaflex sheeting fixed to the working scaffolds. Shouting and raised voices will be discouraged, and the use of loudspeakers / radios will be prohibited. The use of non-audible warning systems for reversing will be investigated. Lined and sealed covers for static plant will be in place whilst the equipment is running. Regular maintenance of all equipment will be enforced, with emphasis on adequate lubrication. Also, operator instruction will ensure equipment is operated in the correct mode to minimise noise. Careful selection of plant will be made to ensure that the most suitable type for the work is chosen. It is not expected that, with these measures in place, exceedances of predicted levels will take place. Should this issue arise then a course of action will be agreed with Camden and the affected sensitive receptors to arrive at mutually agreed times and durations to carry out the operation.

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

This section will be completed later when the site team has been identified. The main contractor will ensure that relevant persons have been trained on BS 5228:2009

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

Again, the main contractor will apply B.P.M. to the control of dust nuisance. Once the demolition works are completed, it is not envisaged that following activities will generate excessive dust. The demolition area will be shrouded by Monaflex sheeting fixed to the working scaffold, extending by three metres above the roof. It will be ensured that vehicles removing demolition / excavated materials will be properly sheeted over. New floor areas will either be shrouded or, in the case of externally applied cladding / glazing units, the floors will be regularly damped down to prevent dusting of concrete surfaces in excessive wind. Damping down of the loading / unloading areas will also be carried out at regular intervals during the day. Cutting / grinding activities will be carried out using equipment and techniques which incorporate appropriate dust suppression measures.

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 will not be allowed to leave the site until the road marshals have inspected them for cleanliness and stability / sheeting over of the load, if applicable. Since vehicles will be driving on hard surfaces, it is envisaged that regular sweeping and damping down will minimise spread of dirt or dust onto the public highway. Road marshals will be able to call in vehicle mounted cleaning equipment at short notice in the event of an unforeseen occurrence.

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

The main contractor will discuss in advance with the relevant Camden departments the nature of the works being carried out and pollution control measures. This to include any restrictions to working hours to minimise and limit noise and vibration – this dialogue will continue for the duration of the construction period. In addition, cognizance will be taken of any party wall agreements which apply limits / measures. If required, noise and vibration protocols can be agreed and the appropriate method of monitoring can be implemented. A similar approach will be taken with dust, although it is envisaged that the control measures planned would initially limit monitoring to a visual assessment.

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.

We have assessed that this project will be in the "Small" category for potential dust emissions, based on the following: -

- Demolition Phase – total volume of building to be demolished <20,000m³. we assess 1,300m³. Demolition method unlikely to generate quantities of dust and work being carried out during wetter months
- Earthworks Phase – not really applicable (only extending the basement of number 60)
- Construction Phase – total volume of building <25,000m³. We assess 16,000m³ of construction material with low potential for dust release
- Track out Phase – not applicable (only the demolition debris and excavation arisings from number 60 – not passing over unpaved ground)

We have also assessed that the area around the site is a low sensitivity receptor to dust soiling effects, health effects on people and having no ecological effects.

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](#).

We have concluded that the project is low risk and the monitoring protocol will be restricted to visual assessment of the site and surrounding areas about dust in the atmosphere, and the maintenance of an accurate complaints log from the public, and measures taken to address them where this was required.

All "highly recommended" measures related to the assessment will be addressed.

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.

It is considered that dust monitors will not be required on this project.

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).

An initial inspection of the buildings for infestation of rodents / pigeons will be carried out prior to works commencing. Control measures will be put in place as necessary, and any detritus removed by a specialist. Regular specialist inspections will be carried out during the works to ensure that recurrence of the issue does not take place. Operatives will be encouraged to report any signs of infestation.

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

See Appendix 9 for asbestos management survey which will be superseded by a demolition and refurbishment survey once the building is vacant.

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 video induction process will give a clear message to all operatives that unacceptable behaviour, both on or off site, is not tolerated. The success of this approach is reflected in the high level of scoring that is achieved under the Considerate Constructor scheme. Operatives will be encouraged not to leave site during the working day by the provision of a high standard of welfare accommodation the canteen facilities. Operatives wishing to leave the site are required to remove their P.P.E. and leave it in an area adjacent the exit. A smoking area will also be provided, away from access routes. Shouting will be discouraged, with the provision of radios where communication at distance is required. Bad language will also be monitored, and action taken when necessary. Road marshals will ensure that operatives do not congregate outside the confines of the site and any lewd behaviour will result in instant dismissal from site. The approach is targeted at leaving a positive impression on those that our works might affect. The regular newsletters that the main contractor will issue to those in the neighbourhood will include mobile telephone numbers for direct contact to discuss the works or report any issues, which will be immediately addressed.

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): 09/18 – 03/20
- b) Is the development within the CAZ? (Y/N): Y
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): 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: To be provided in the third quarter 2018 to ensure accurate information is provided.
- 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: Y
- 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: Y

Agreement

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

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendices 1-11 in separate document