



CONSTRUCTION MANAGEMENT PLAN (CMP)

The Construction Management Plan will help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site. It follows the best practice guidelines in TfL's Standard for Construction Logistics and Cyclist Safety (CLOCS) scheme (<http://www.clocs.org.uk/standard-for-clocs/>) and Camden's Minimum Requirements for Building Construction (CMRBC).

The completed and signed Construction Management Plan should address how any impacts associated with the proposed works would be mitigated. The level of detail for the Construction Management Plan will depend on the scale and kind of the development. The text boxes will expand to accommodate information provided.

PLEASE COMPLETE THE QUESTIONS BELOW WITH ADDITIONAL SHEETS, DRAWINGS AND PLANS AS REQUIRED.

(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)

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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.

The boxes below expand please provide as much information as necessary.

Section 1 – Site Contacts

- Q1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Site Address: Unit A- 44 St Paul's Crescent London NW1 9TN

Planning application reference: 2015/2552/P

Type of CMP – Condition discharge / **Section 106 planning obligation** / Major sites framework

- Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Lauren Abderrahim

Address: 46 Britton Street, EC1M5UJ London

Email: lab@owenarchitects.co.uk

Phone: 02076082889

- Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name:	Greg Pallaris
Address:	56 Jevington Way, Lee, London SE129EN
Tel:	07812 173 490
Email:	greg@jgadesignltd.com

- Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name:	Greg Pallaris
Address:	56 Jevington Way, Lee, London SE129EN
Tel:	07812 173 490
Email:	greg@jgadesignltd.com

- Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Infrastructure Projects (CIP) please provide contact details of the responsible Camden officer.

Name:	Greg Pallaris
Address:	56 Jevington Way, Lee, London SE129EN
Tel:	07812 173 490
Email:	greg@jgadesignltd.com

- Q6. 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:	Greg Pallaris
Address:	56 Jevington Way, Lee, London SE129EN
Tel:	07812 173 490
Email:	greg@jgadesignltd.com

Section 2 – About the Site

- Q7. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The existing two-storey building is located within a private mixed use development, with a range of live work and commercial units, many of them constructed in 2005. The extension (121sqm) is spread over two floors. It will be hosting a new photographic studio at first floor, and a private garage a ground floor. The site is adjacent to the rear garden of 38, 40, 42 St Paul's Crescent. The rear external wall of those properties is located at 17m from the construction site. The extension is not visible from the public realm.

- Q8. Please provide a very brief description of the construction works including the size and nature of the development and provide details of the main issues and challenges (eg narrow streets, close proximity to residential dwellings).

The development proposals include the following items:

- The construction of a two storey pitched roof extension
- The internal refurbishment of the existing building and replacement of the window.

The development will be constructed in the following parts;

- Enabling Works: Site Set up, Finalise Party Wall Awards, Hoardings, Stripping of the existing building)
Proposed completion March 2017
- Groundworks & Superstructure of the proposed extension
Proposed completion June 2017
- Fit Out & Landscaping of the existing building and extension
Proposed completion December 2017

- Q9. 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 proposed development will be connected to the existing building main services. No changes or connections to the public utilities are required.

- Q10. 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 receptors to be affected by the activities on site are :

-No 44 St Paul's Crescent – Unit 1 to 10 : mixed development including offices and dwellings
-38, 40, 42 St Paul's Crescent : dwellings

- Q11. 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 1

- Q12. 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 useful).

The propose works are programmed to commence in January 2017 with the internal stripping of the existing building and the excavation of the ground for the extension foundations. The new structure will be erected in the summer of 2017, with a scheduled completion in November 2017.

- Q13. Please confirm the standard working hours for this 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

Site working will be limited to Monday to Friday 8.00 to 18.00. Weekend working is not envisaged but will be limited to 8.00 to 13.00 on Saturdays as required.
Should any unavoidable out of hours working be required the timing will be agreed with London

Borough of Camden environmental health prior to the works commencing. All local residents will be notified of any planned abnormal working hours issue.

Section 3 – Transportation Issues Associated with the Site

- Q14. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the Guide for Contractors Working in Camden. 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. Construction vehicles must be managed and prevented from causing obstructions to the highway.

Operatives arrive on site at 8am and leave latest by 5pm. Deliveries and collections normally take place from 9-3 as there vicinity is very busy between 8-9am & 4-6pm.

All deliveries and collections are orchestrated by JGA site manager

- Q15. 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. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

The largest vehicle has been a 12 tonne lorry for deliveries due to access restrictions. Otherwise all other deliveries are on smaller hop around trucks

- Q16. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). 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 including; the extent of 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

No works are required to the highway and there will be no requirement for any traffic management or other restrictions. The works are to be carried out away from the public highway and therefore there will be no requirement for scaffolding or hoarding licences for these activities.

- Q17. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

No parking bay suspension or traffic management order are required to facilitate the construction. If required, details will be provided to the Council for Approval

- Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc).

The works are carried out away from the public highway and therefore there will be no requirement for temporary structures overhanging the highway.

- Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

No occupation of the public highway is required during the works.

Section 4 Traffic Management for the Site

- Q20. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Site is located away from public highway and fenced off. No obstructions to general public are in place

- Q21. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc) on the route, and how any problems can be avoided or mitigated.

Via St Pauls Crescent directly and out onto Agar Grove

- Q22. Please describe how the access and egress arrangements for construction vehicles will be managed. 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.

With any large deliveries, neighbours are notified with written instruction a few days prior to. JGA site manager oversees all deliveries and keeps in close contact with neighbours

- Q23. 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.

Minimal parking on site. Materials, and plant are stored within the site boundary. Skips are not used. Plan attached

- Q24. 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).

Plan attached

Section 5 – Environmental Minimum Requirements

(To answer questions 24- 33 refer to the relevant sections of the C: noisy operations, abatement techniques, noise levels, vibration levels, dust levels and rodent control). Add link to CMR.

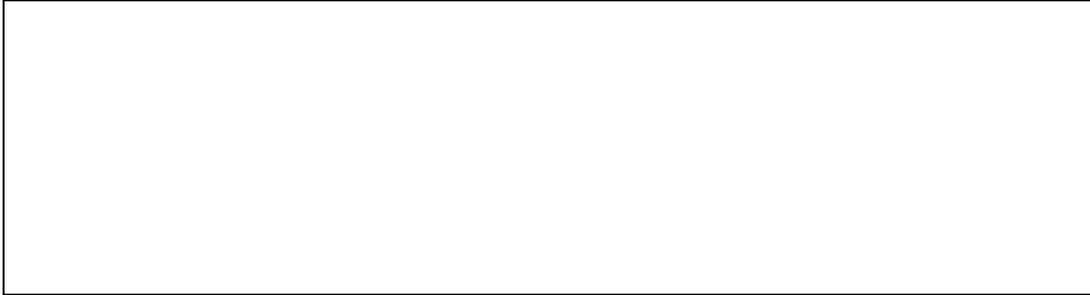
Q25. Please provide details of the times of noisy operations, describing how the construction works are to be carried out. (Refer to CMR time of operations section)

By its nature demolition and construction works can cause noise, created by mechanical plant, cutting, drilling, hammering and sawing. All noisy work will be restricted to be after 8.30 and and before 5.00pm. No noisy works will be carried on a Saturday when permitted to work between 8am and 1pm.

The activities that will create “noisy” operation are:

- The running of engines for; piling rigs, concrete lorries, screed pumps, etc
- Drilling & the use of nail guns during the fit out

Q26. Please confirm the date that the most recent noise survey took place (before any works were carried out) and provide a copy of such noise survey. 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.



Q27. Please provide predictions for noise and vibration levels throughout the proposed works and actions to be taken in cases where these exceed the predicted levels.

Where possible noise produced by work activities will be reduced or removed by design.

When this is not possible controls will be introduced to reduce exposure so as to avoid harm or injury to persons on site or others within the vicinity of the site works.

During demolition & construction works noise will be continuously monitored, this will be compared against the baseline survey carried prior to any works taking place, with the following trigger levels:

- If 3dB (A) or less above baseline – No action.
- If between 3dB(A) & 8dB(A) above baseline – continue works but carry out works assessment and propose mitigation measures.
- If above baseline by 8dB(A) or more – Immediate in depth review of works and enforce changes to methodology, equipment in order to bring noise to acceptable levels.

Q28. 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.

The MC shall ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to effect the reduction of noise transmitted from site using best practicable means, this will include:

- Coordinated delivery times and efficient traffic management to prevent queuing Traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).
- Utilising construction techniques that minimise the production of noise.
- Utilisation of baffle system during the demolition process
- Strict adherence to the site working hours.
- Using acoustic hoarding where necessary.
- Carry out noise surveys at perimeter of site and record findings.
- Implement action plan where noise levels exceed acceptable levels.
- Positioning plant away from properties
- Machines in use will be throttled down a to a minimum
- Cutting operations will be kept off site as much as possible by prefabrication
- Localised shrouding of plant in accordance with BS5228
- All works will be carried out to ensure that the ground vibrations are contained within limits set out below:

- A peak particle velocity of 1mm/s at any occupied residential property
- Peak particle velocity of 3mm/s at any other property in any orthogonal direction.

Q29. Please provide evidence that staff have been trained on BS 5228:2009

To follow from Site Manager

Q30. Please provide details on how dust nuisance arising from dusty activities originated on the site will be prevented.

Where works may cause dust, materials and surfaces will be sprayed with water to minimise any dust produced. During construction, works surfaces will be kept swept down and damp.

Q31. 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.

See Q29

Q32. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

See Q28

Q33. Please provide details on how rodents, including rats, will be prevented from spreading out from the site.

Any food waste is removed from site on a daily basis. No rodents have been visible. Local cats are also present in heavy numbers.

Q34. Please provide details describing arrangements for pest control including provision of receipts (if work undertaken).

Q35. Please confirm that a Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions SPG, and the risk level that has been identified, with evidence.

File attached

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data will be available to LBC, and that quarterly reports will be provided to LBC detailing any exceedences of the threshold and measures that were implemented to address these.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to TfL best practice guidance and CMRBC sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

Q38. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set

times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

See question 14

- Q39. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

n/a

- Q40. Please provide details of consultation on a draft Construction Management Plan with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. 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 it out.

n/a

- Q41. 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, as well as contact details for the person responsible for community liaison on behalf of the Developer, and how these contact details will be advertised to the local community. Please can you confirm 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.

JGA site manager & project manager keep in close contact with all neighbours and community about works at all times

- Q42. It is in your best interest to sign up to these schemes, please provide details of any schemes such as the “Considerate Constructors Scheme” or the “Freight Operators Recognition Scheme” or “TfLs Standard for construction logistics and cyclist safety – CLOCS scheme” that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 40. 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”.

noted

- Q43. Please provide details of other construction sites in the local area and how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site.

n/a

- Q44. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the Standard for Construction Logistics and Cyclist Safety, CLOCS scheme (<http://www.clocs.org.uk/standard-for-clocs/>):

- Operations
 - Quality operation: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
 - Collision reporting and analysis: of any collision involving injury to persons, vehicles or property
 - Traffic routing: any route specified by the client is adhered to unless otherwise specified.

- Vehicles
 - Warning signage: warning cyclists of the dangers of passing the vehicle on the inside
 - Side under-run protection: fitted to all vehicles over 3.5 tonnes which are currently exempt
 - Blind spot minimisation: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
 - Vehicle manoeuvring warnings: enhanced audible means to warn other road users of a vehicle’s left hand turn or other manoeuvres

- Drivers
 - Training and development: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)

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- Driver licensing: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

Standard for Construction Clients

- Construction logistics plan: is in place and fully complied with – as per this document.
- Suitability of site for vehicles fitted with safety equipment: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- Site access and egress: should be carefully managed, signposted, understood and clear of obstacles.
- Vehicle loading and unloading: vehicles should be loaded and unloaded on-site as far as is practicable.
- Traffic routing: should be carefully considered, risk assessed and communicated to all contractors and drivers.
- Control of site traffic, particularly at peak hours: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- Supply chain compliance: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

Noted

Q45. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

none

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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.

Date.....03/10/2017.....

July 2014

Print name **Greg Palaris**

Position **JGA Design Ltd, managing director**