

Construction Management Plan

pro forma v2.1

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10.11.17	01	Train and Kemp

Additional sheets

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

Date	Version	Produced by Train and Kemp
09.11.17	01	Rochester Sq CMP Appendix with Site Photos and Site Location Plan showing the construction traffic route

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](#)."

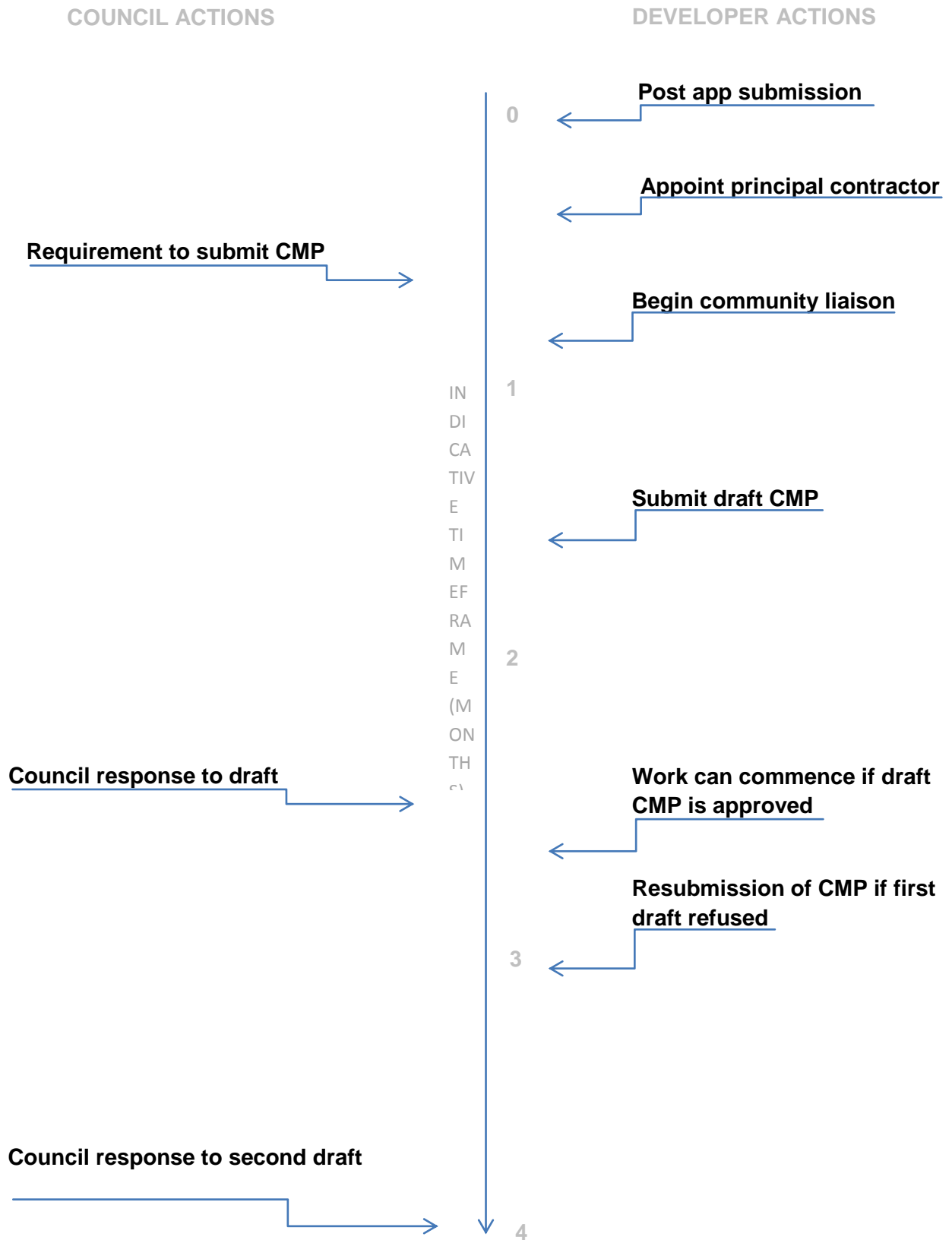
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: Rochester Square Spiritualist Temple, Rochester Square, NW1 9RY

Planning ref:

Type of CMP - Section 106 planning obligation/Major sites framework:

Planning Application

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

Name: Norman Train

Address: Train and Kemp LLP, 10 Kennington Park Place, London, SE11 4AS

Email: normantrain@trainandkemp.co.uk

Phone: 020 7582 1276

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: To be confirmed when contractor 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: To be confirmed when contactor appointed

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: To be confirmed when contactor 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.

As shown on Spacelab Drawing 1606 GA 032, the main temple building is to be refurbished for commercial use with five flats behind at basement, ground and first floor. The flats will require the demolition of the single storey offices to the rear of the main temple.

For the purpose of this CMP, the orientation is taken with Camden Road to the north and Stratford Villas and Agar Grove both to the south. This means that Camden Mews is to the east and the blocks of flats, Bessemer Court and Rochester Court, are to the west side of Rochester Square.

Photos are presented in the CMP Appendix

Unfortunately all the surrounding roads are named "Rochester Square". In this CMP, these are defined as being:

- i. Rochester Square West: RSW The road with Bessemer Court and Rochester Court and having vehicular access off Camden Road. Photo 3
- ii. Rochester Square East RSE The road with a junction to Camden Mews. There is a raised planter at the junction with Camden Road allowing pedbut no vehicular access. Photo 4.
- iii. Rochester Square South RSS The narrow access to the frontages of Nos 29 to 36 Rochester Square as the terrace of eight houses abutting the site to the south.

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 proposed scheme will provide 208m² of commercial use in the existing temple and 4 No. two bedroom flats and a studio flat. The flats will be basement, ground and first floor.

Rochester Square East and West are 8.7m wide local residential roads with parking both sides; they are part of a 20mph local network with limited access from the main distributor roads to reduce rat runs.

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 site extends between the RSE to RSW frontages.

To the north of the site is a recently completed studio which abuts the Temple along RSW. Photo 1. On RSE the rear of the site is between the ramp down to the basement car park beneath Jullan Court and the rear gates to No 29.. Photos 2 & 4. The rear of the site is a yard which abut the back gardens to the terrace of houses on RSS; the houses are 8m from the site boundary. Photo 6

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.

As shown on Site Location Plan 13706/01, the site is to the south of Camden Road as A503. There is no pavement along the site side of RSW. The streets are some 8.7m wide but with the parking bays the usable carriageway is just over 4.5m wide. RSW currently has zig-zags outside the Temple and a speed hump to the south of the site. Photo 1

There is resident parking on both sides of RSE and RSW between 0830 hours and 1830 hours Monday to Friday. On RSE, to the rear, is a disabled parking bay along the north east side of the site.

There is a disabled parking way to the back of the site on RSE.

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 construction will take just under 12 months as follows:

Site set up & Demolition	2 weeks
Secant Piling	4 weeks
Capping Beams	2 weeks
Excavation and Drainage	9 weeks
Basement and Ground Floor RC Slabs	5 weeks
Ground Floor Walls & 1 st Floor precast	4 weeks
1 st Floor Walls and roof	4 weeks
Roof and Podium Finishes	2 weeks
Partitions and 1 st Fix	5 weeks
2 nd Fix	5 weeks
Finishes	<u>6</u> weeks
Contruction Total	48 weeks +2 weeks holiday = 50 weeks

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

The working hours will be 8.00am to 6pm on Monday to Friday and 8.00am to 1.00pm 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.

With the basement flats there will be a need for new drainage connections to RSE along with other utility connections.

The existing connections to and from the temple building to RSW will be maintained

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

This CMP is being sent to the Camden Square Residents Association

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.

During pre-commencement, the appointed contractor will send out details of the timetabling of the construction to the neighbours and any local interest groups to see if there is any desire to form a construction working group

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](#)".

As part of the preliminaries, the contractor will be required to follow the Guide for Contractors Working in Camden

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.

At present there are no neighbouring construction sites.

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:

To be confirmed when contactor appointed

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](#) and [Q18 example response](#)).

There is a cycle connection between Agar Grove and Stratford Villas which means that Rochester Square is used by cyclists. Photo 7.

A banksman will be responsible for controlling reversing of vehicles onto the site taking cognisance of all road traffic, having particular regard to vulnerable cyclists. A banksman will also oversee delivery vehicles pulling away from RSE kerb to turn onto Camden Mews after any deliveries to the rear of the site.

Cyclists are sensitive to the cleanliness of the road surface and as Item 34, the road will be kept clean.

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:

The client is committed to cyclist safety; not only in the vicinity of the site but with delivery lorries on their journey to and from the site. The CLOCS Standards will be included in the Contract Preliminaries and the construction traffic route on Drawing 13706/01 highlights cycle route at the southern end of RSW as a potential risk

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).

Camden Road, A503, is part of the TfL London Road Network and all construction traffic will be directed to use this turning onto Rochester Square [West]. At either end of the Camden Road are the A400/5202 gyratory at Camden Town and the A503 gyratory at Holloway.

There are no restrictions in vehicular movement at the junction between RSW and Camden Road. There is a right hand turning lane on Camden Road for traffic wanting to turn onto Rochester Square.

The main access to the site will be from RSE. Deliveries to RSW will only be required with the fit out of the temple building. Access to RSE will be in two phases:

1. Traffic entering the site during the substructure and ground floor construction. Construction traffic will be directed to stop along the side of the rear gardens to the terrace on RWS and under the guidance of a banksman will complete a three point turn to reverse on to the site to drive out and off the site in a forward direction. Drawing 13706/01
2. When the construction of the flats precludes vehicles entering the site, deliveries will be to the RSE kerb side to the side of No 29 rear garden. On leaving the site, traffic will turn right onto Camden Mews and left onto Murray Street leading to Camden Road

The junctions between RSW and RSE with Stratford Villas are sharp right angles with the parking bays stopping short on both sides of the junction. Operatives intending to use articulated vehicles will need to check the current arrangements to ensure that their wagons can sweep round the corner. If necessary, the end of the parking bays will need to be suspended to improve the sweep for larger vehicles; such suspension will only be required during construction working hours.

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.

The construction access route will be part of the briefing/order confirmation.

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.

With the width of RSW and RSE, construction traffic will be limited to 3 axle fixed chassis wagons. The two exceptions will be:

- i. Delivery and collection of the piling rig, which will be by a low loader dropping off the rig to the kerb on RSE. The low loader will turn right onto Camden Mews, left onto Murray Street and back to Camden Road. Temporary suspension of parking bays at the corners of Stratford Villas and RSE and RSW will probably be required as item 20a.
- ii. Delivery of any precast planks would be by an articulated lorry. As item 20a, the transporter needs to verify that the lorry can manoeuvre around the corners,

Demolition:	3 wagons per day using RSW
Excavation:	6 to 8 wagons per day using RSW
Piling	Delivery and collection of rig by low loader using RSW
Ready mixed concrete:	2 RC wagons per day using RSW
Masonry:	4 delivery wagons per week with drop off at both RSW and RSE
Precast Units:	2 delivery wagons and mobile crane per floor on both RSW and RSE
Fit Out:	10 delivery wagons per week

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

No construction sites in the vicinity of Rochester Square

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 main access/delivery point will be to the rear off RSE where the hoist will be located;RSW will only be used for refurbishment of the temple The appropriate side of the site will be made clear in the order confirmation.

The appropriate trade contractor being responsible for moving their materials from the kerbside on to the site.The site manager will coordinate the timings of the delivery vehicles by mobile phone.

Deliveries to RSE will generally need to be on fixed chassis flat bed lorries to ensure that they can negotiate the corners with Stratford Villas. Under the guidance of a banksman, delivery wagons to RSE will need to reverse back onto the site leaving in a forward direction to retrace their route on Statford Villas and back up RSW to Camden Road. When the construction precludes site access, deliveries will have to turn onto Camden Mews to rejoin Camden Road via Murray Street.

Deliveries to RSW will continue down RWS, left on to Stratford Villas, left on to Murray Street and left again on to Camden Road. [Traffic needing to head north will be able to turn round on the A400 gyratory at Camden Town].

Ready Mix Concrete

Ready mixed concrete will be required for the piling, basement box and ground floor slab. Pours will be organised in as large an area as possible to minimise part loads. Local RMC batching plants will be used as far as possible.

General Building Materials

Masonry, external envelope materials and windows will be delivered as consolidated loads and hoisted into position

Precast Planks

Any precast planks and stairs will be delivered on a flat bed lorry and will be lifted by a mobile crane. Lorries will have to park up along RSE and the parking bays opposite will need to be suspended to allow for the mobile crane outriggers .

Transporters intending to used articulate lorries for the delivery of precast slab units to RSE will need to survey the corners first.

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 site is not large enough to require off site holding areas

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).

Building materials and appliances for the flats will be coordinated and sourced as far as possible from a single supplier to minimise the number of wagons required in the delivery of materials.

Temporary secure cages will be set up in the temple building area to act as a delivery buffer with consolidated loads.

The site is not large enough to justify material consolidation centres.

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

Pedestrian access will be from RSW.

Vehicular access will be from RSE

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

All reversing operations will be under the control of a banksman who will also be responsible for ensuring that the wagons’ wheels are clean of mud before exiting the site.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

The site will be 8m clear between the capping beams and there are no tight manoeuvres with access and egress.

Parking is not permitted at the junction of Stratford Villas and RSE and RSW and the 8.5m wide roads will be suitable for fixed bed lorries. As highlighted in Item 20A, transporters using articulated lorries will have to survey the corners for clearance.

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.

Wheel washing will be required for the piling and basement excavations. This will discharge to a silt pit with a connection to the surface water drain. The silt pit will be emptied on a regular basis.

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.

After the ground floor is completed, Deliveries will be to the kerb. There is no pavement on the RSW along side the site with zig-zags at present.

Trade contractors will be responsible for moving materials onto the site. No materials will be stored on the highway.

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](#).

Parking bays to RSE along the rear of the site will need to be suspended for the duration of the works and a temporary pavement crossover will be required. The parking bay suspension will include the Disabled Bay, which will need to be relocated. These suspensions are only required during the working day and the residents bays can be used in the evenings

Suspensions of parking bays will also be required on the east side of RSE for wagon to complete three point turns onto the site. This suspension will not be required after the site access ceases to be available.

Any lifting operations with the upper floors of the flats will be from RSE. Closure of the pavement along RSE will also be required on a temporary basis for these lifting operations.

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).

A temporary cross over will be required off RSE.

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

A temporary ramp will be required within the site for the excavation of the basement; this will be on RSE. The top of the ramp will include a wheel washing facility

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 are 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.

A secure hoarding will be erected along both road frontages and those boundaries where the current walls/fences are to be removed.

Scaffolding licences will not be required with both the Temple and the flats being inboard of the boundaries along both RSE and RSW.

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 not be any temporary structures which would overhang 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.

Demolition will last a week. The temple rear annexe is of traditional brick construction and will not require any specialist demolition techniques that could be more noisy than normal. Mufflers will be fitted to any pneumatic drills that are required.

The piling will use non percussive techniques and whilst there will be the normal noise from the plant use in the construction, this will be minimised with plant being switched off when not in use.

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 will be completed and submitted before any demolition works are commenced.

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

The noise from the demolition will be less than 80dB(A) $L_{\text{aeq } 5\text{min}}$.

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 contractor shall comply with the recommendations in BS 5228 Part 1 (Noise) and Part 2 (Vibration).

Noisy working hours will be restricted to the site hours defined in Q11.

The noise levels will be:

Parameter	Trigger [Amber]	Action [Red]
Noise Level: Short Term	75dB(A) L_{aeq} 5min	80dB(A) L_{aeq} 5min
10hr working day	70dB(A) L_{aeq} 10hr	75dB(A) L_{aeq} 10hr

Noise shall be monitored twice daily with spot noise survey using a hand held meter in the loading bay to the west of the site.

There will be normal noise from plant use during construction, but this will be minimised with plant being switched off when not used. Mufflers will be fitted to pneumatic drills.

CFA piles will be used as a non-percussive piling technique.

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

It will be a requirement of the preliminaries that the contractors site team have been trained in BS5228:2009.

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

Demolition will be dampended down and the demolition wagons will be covered before leaving the site.

In dry periods, the excavation may need to be dampened down to control dust.

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.

A wheel wash will be located at the top of the ramp during the excavation of the basement.

Both the road and pavement will need to be kept clean and any spillages will be cleaned up immediately.

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

The contractor will comply with GLA's SPG 'The Control of Dust and Emissions during Construction and Demolition, 2014. This seeks to reduce the PM₁₀ and PM_{2.5} emissions as well as NO_x from construction machinery.

All vehicles shall comply with the London Low Emission Zone exhaust emission standards.

Dust Control Measures will include:

- Any dust generated by either the demolition or ground excavations will be damped down with a hose.
- The loading bay will be a hard surface.
- Any chutes will be covered
- All demolition and muck away wagons will be covered before leaving the site.
- There will be no stockpiling of materials on site.
- Electrical equipment will be used in preference to diesel or petrol driven plant.
- Cutting, grinding and sawing to be undertaken off site with delivery of pre-fabricated elements. Where site cutting, grinding or sawing is required, equipment to have dust collectors.
- Waiting lorries and any wagons are to have their engines switched off to reduce both noise and pollution.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

The temple rear annexe is constructed in traditional materials. Demolition will need to be in accordance with ICE Demolition Protocol and the contractor will comply with GLA's SPG 'The Control of Dust and Emissions during Construction and Demolition, 2014.

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](#).

Whilst there are human receptors within 50m of the site, the Potential Dust Emission Magnitude in accordance with Section 4 of the SPG are:

Demolition:	<20,000m ³ , <10 months	Small
Earthworks:	<2,500m ² , ,5 vehicles at a time	Small
Construction:	<25,000m ³	Small
Trackout:	<10HDV	Small

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.

An Air Quality and Dust Management Plan will be completed prior to the commencement of the works

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).

Any existing drains which are not to be reused will be plugged.

The site will be kept tidy. As part of the site rules eating will be restricted to the canteen and food waste will be removed on a regular basis.

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

A demolition and refurbishment asbestos survey is being completed

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.

As part of the Community Liaison, the contractor will alert the neighbours in advance of the different phases of the works and in particular the demolition and excavation.

The site will have suitable welfare facilities including designated smoking areas.

A notice board will be erected giving details of the contractor head office, site manager including out of hours contact names and telephone numbers.

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): 2018-2019 [Precise dates not known]
- b) Is the development within the CAZ? (Y/N): No; outside Kings Cross and St Pancras OA4
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

• SYMBOL IS FOR INTERNAL USE

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: 10th November 2017

Print Name: Norman Train

Position: Train and Kemp

Please submit to: planningobligations@camden.gov.uk

End of form.