

# Construction Management Plan

pro forma v2.2

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
1/2/18	1	Alan Bush

## Additional sheets

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

Date	Version	Produced by
1/2/18	1	Alan Bush

# 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 Community Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

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

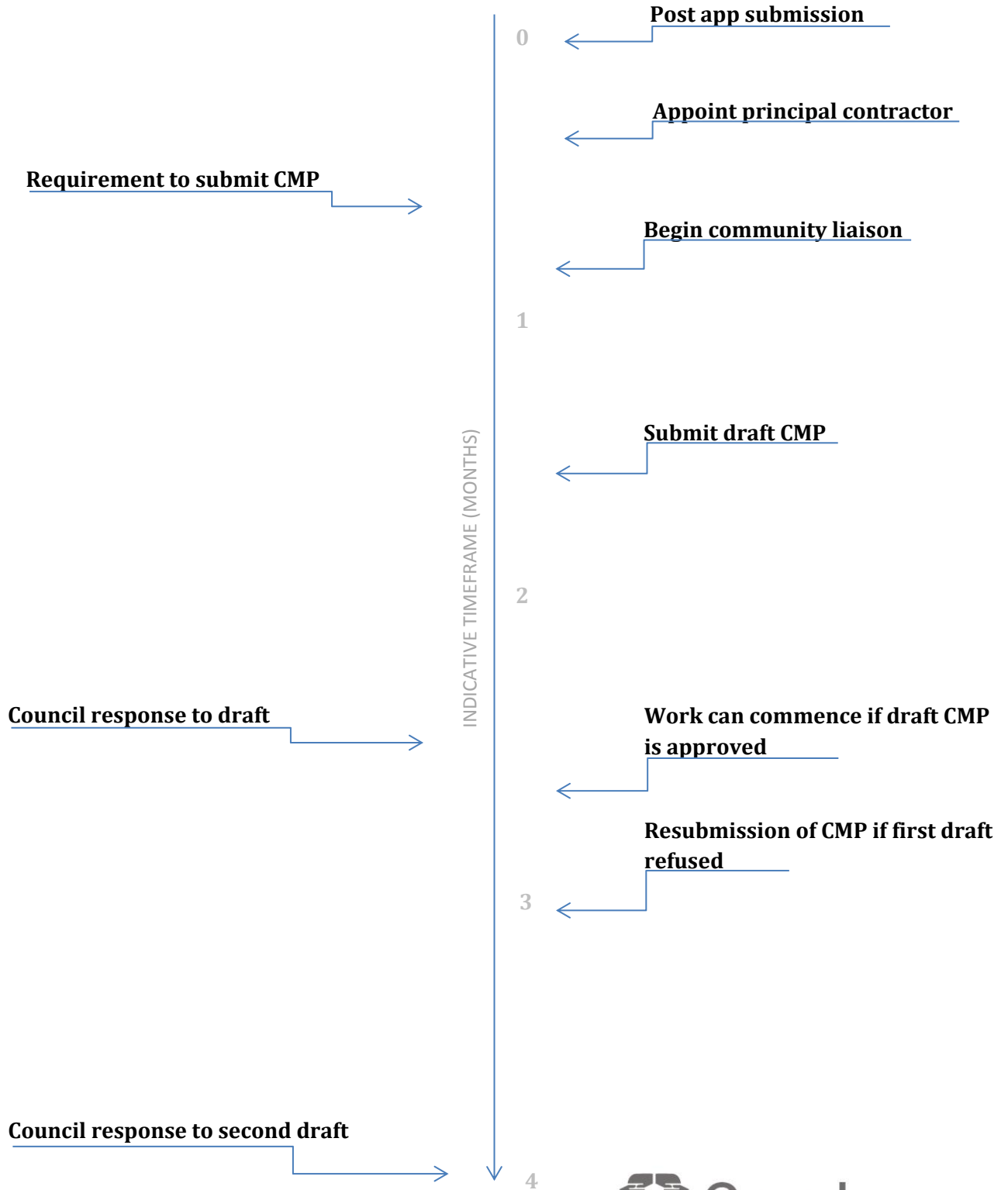
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

# Timeframe

## COUNCIL ACTIONS

## DEVELOPER ACTIONS



# Contact

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

Address: Royal Veterinary College, Royal College Street, London, NW1 0TU

Planning reference number to which the CMP applies: 2017/4643/P

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

Name: Alan Bush

Address: Morgan Sindall Construction and Infrastructure, 10<sup>th</sup> Floor, 1 Eversholt Street, London, NW1 2DN

Email: alan.bush@morgansindall.com

Phone: 07976203713

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: Alan Bush

Address: Morgan Sindall Construction and Infrastructure, 10th Floor, 1 Eversholt Street, London, NW1 2DN

Email: alan.bush@morgansindall.com

Phone: 07976203713

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: Gary Coulson

Address: Morgan Sindall Construction and Infrastructure, 10th Floor, 1 Eversholt Street,  
London, NW1 2DN

Email: gary.coulson@morgansindall.com

Phone: 07813056544

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: Alan Bush

Address: Morgan Sindall Construction and Infrastructure, 10th Floor, 1 Eversholt Street,  
London, NW1 2DN

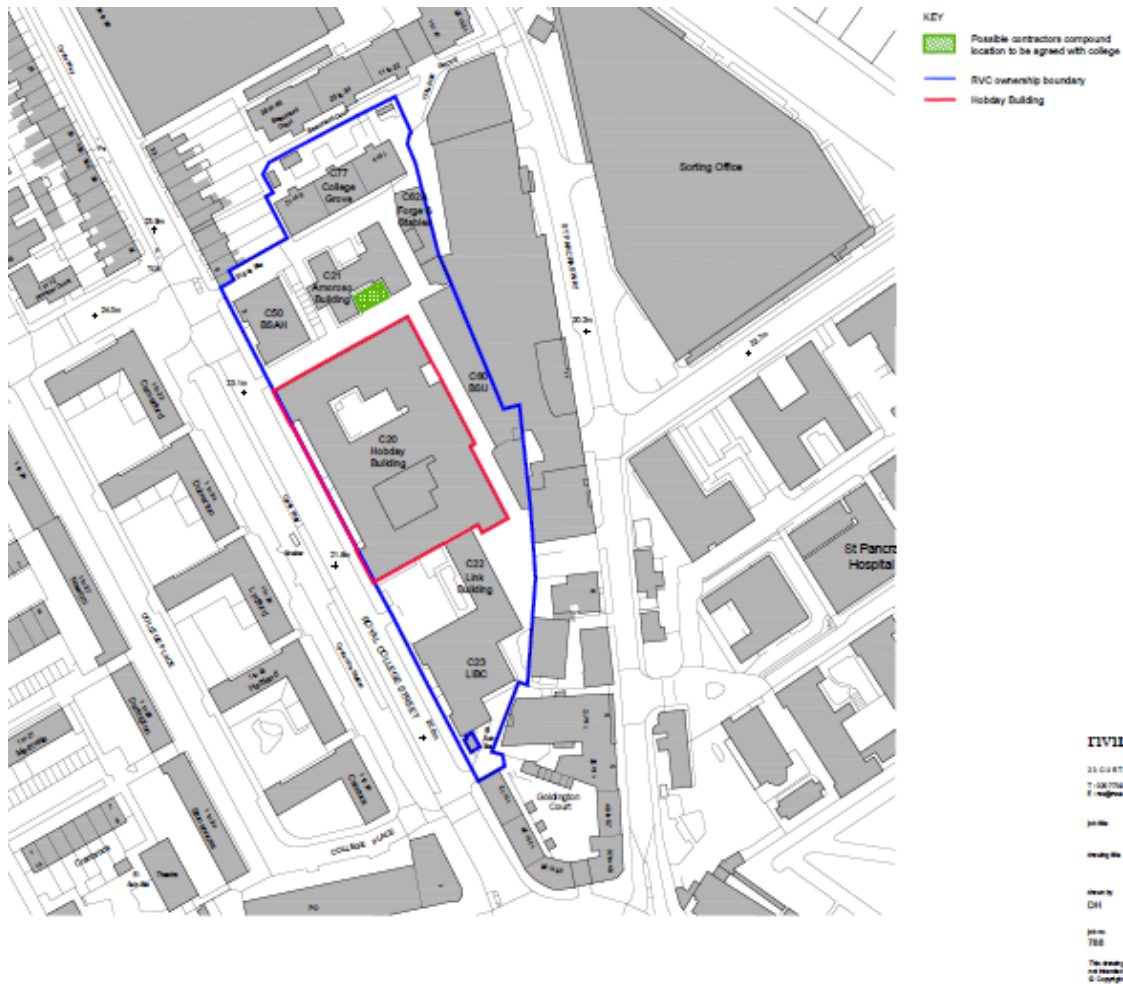
Email: alan.bush@morgansindall.com

Phone: 07976203713



# 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 a circa 1930s brick structure with a light well to the front immediately adjacent to the pavement and 2 further internal courtyards one of which has previously been enclosed. The main entrance is in the centre of the frontage with steps spanning over the light well. There is a service road to the left of the building with a secure gated entrance which used for deliveries.

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

The works encompass partially infilling the second Courtyard with a new WC block and an additional Dining space. Structural remodelling of the 3<sup>rd</sup> floor area to create new labs and office spaces. There are also multiple areas of fit-out works on all floors to create new learning, office and lab spaces.

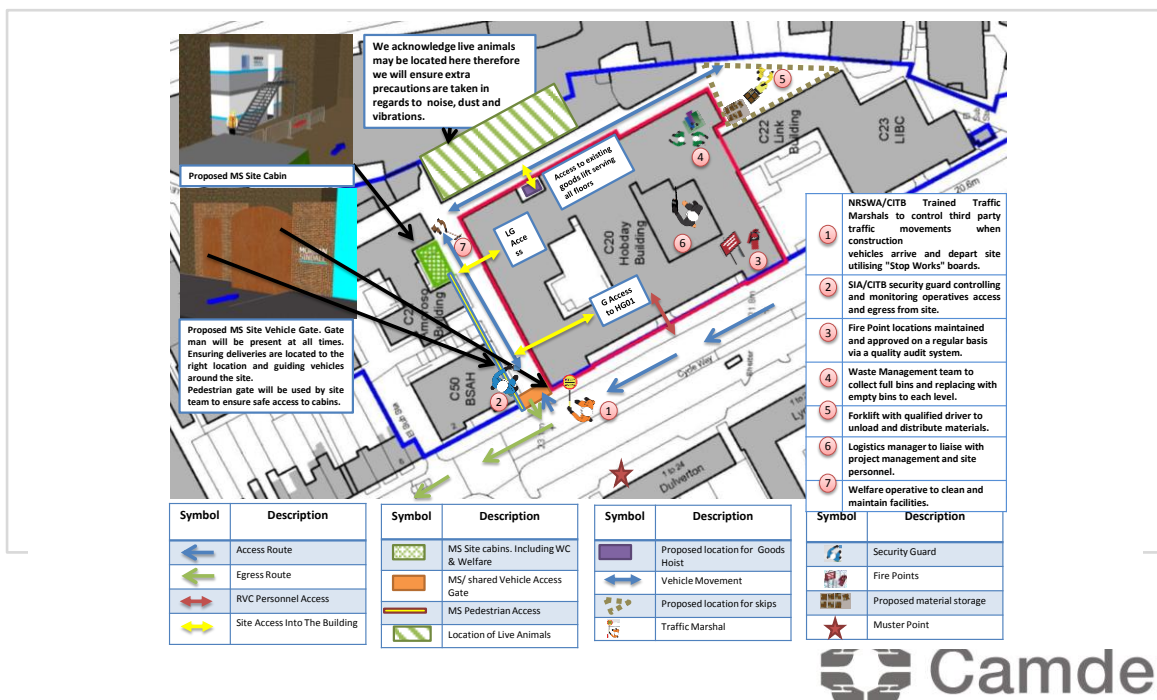
This will include demolition, Groundworks, structural steel frame, cladding, new lifts, M&E strip out and re-fit along with all finishing trades.

The main challenges are carrying out the works in a live environment. Distribution of material and removal of waste avoiding disruption to the day to day business of the College.

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 bulk of the works are carried out within the North East light well and on the 3<sup>rd</sup> floor roof to the rear of the building. These works are in the centre of the RVC boundary as denoted in blue on the location map above. The nearest potential receptors of noise would be the residents of the flats on the opposite side of Royal College St on the service road set back from Royal College St approx. 100m from the works or alternatively the Unite student accommodation block to the rear of the works on St Pancras Way.

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.



10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

The works are carried out in one single phase which starts 26<sup>th</sup> Feb 2018 and completes 29<sup>th</sup> Oct 2018. Please see Contract programme attached.

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

Standard working hours are Monday to Friday 8.00 – 17.00

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.

There are no utility connections required under the works.

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

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

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

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

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## Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

**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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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.

Due to the minor scale of works, the self-contained aspect of the site and the proposed use of existing access routes, consultation was not considered necessary. However, a newsletter will be prepared and distributed to local residents and businesses to inform them of the proposed works prior to commencement.

#### **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.

A letter drop will be carried out prior to commencement to ensure all are aware of the start date. This will be followed up by monthly Newsletters which will be delivered locally and displayed on the notice board. Newsletters will contain key dates throughout the process and a completion date. It will also provide a brief overview of current progress and works expected to be carried out in the coming period. There will be contact details both telephone and email for complaints and comments along with an open door policy for anyone who should wish to seek further clarification.

A site contact board will also be displayed giving contact details for the site team including and out of hours emergency contact.

## 15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

The project is registered under the Considerate Constructors Scheme Site Ref: 108655.

Morgan Sindall are associate members of the Considerate Constructors Scheme.

## 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.

None Present

# Transport

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

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

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

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

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

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



## CLOCS Contractual Considerations

17. Name of Principal contractor:

Morgan Sindall Construction and Infrastructure

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](#)).

Morgan Sindall are a CLOCS champion and propose to carry out the relevant checks using the CLOCS checklist. This will be carried out and recorded by the Gateman for every delivery and entered into a monthly log. Any vehicles not complying with this standard will be sent away and suppliers/ subcontractors will be contacted immediately.

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:

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

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

# Site Traffic

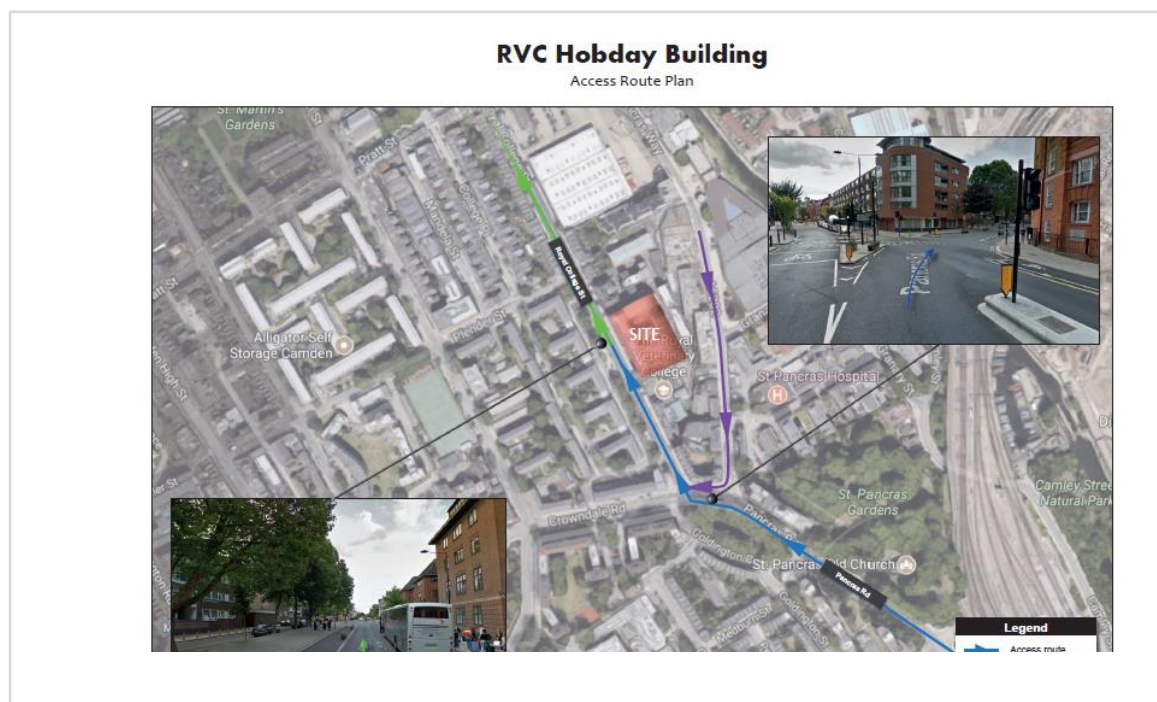
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.



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

All contractors will be provided with a deliveries pack which will include;

- A block plan detailing the site.
- Details on one way streets, cycle lanes and the most accessible route in from major roads.
- Site delivery restrictions.
- A list of vehicle types/ size that can access the site.

**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.

All deliveries will be controlled by a Logistics manager and will be coordinated to ensure they do not arrive at the same time. Deliveries will be scheduled to take place between 0930 and 1630 hours on weekdays as a means of minimising traffic congestion and associated impacts on the environment whilst also minimising potential conflicts between construction traffic and vulnerable road users such as cyclists and pedestrians. The following vehicle type and size are likely to visit the site on a daily basis;

Visits per day;

1 Standard skip lorry

2 small rigid flat- bed lorry

6 transit van type.

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

There is no other work in Royal College St but there is a construction site in St Pancras way which would be the route in from Camden Road.

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.

All subcontractors and suppliers will be sent a delivery information pack which details size and type of vehicle, Routes into the site, location of cycle lanes and delivery restrictions.

The deliveries will be coordinated by the relevant works supervisors with our Logistics manager and entered onto a board. The daily deliveries will be communicated to the Gateman and he will only allow scheduled deliveries to stop. 3 parking bays will be suspended at the entrance to the site to allow scheduled delivery vehicles to safely pull in out of traffic without affecting the cycle lane. When the delivery arrives the Gateman will check the vehicle for CLOCS and FORS compliance. Once satisfied he will call the relevant works supervisor and he will in turn send his Traffic Marshal to the entrance. The Traffic Marshal and Gateman will safely see the vehicle off the road and down the service road to the delivery area. Once unloaded the vehicles will be seen safely out onto the road again.

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.

We have not identified a need for holding areas as the deliveries to the project will be minimal and smaller vehicles.

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](#)).

There is minimal storage on site and larger vehicles would be unable to safely access therefore we have advised all subcontractors not to deliver bulk loads but frequent manageable loads. This does entail more deliveries but the vehicles used are greatly reduced in size where the majority are van sized vehicles.

**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 marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed access and egress routes to and from the site

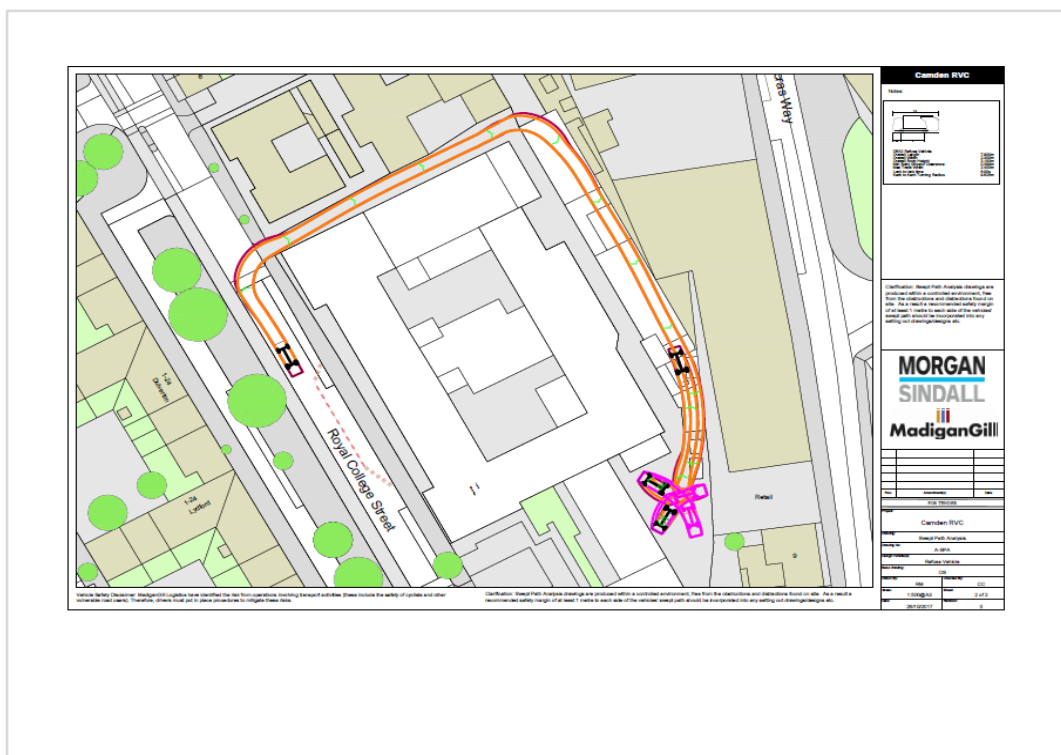
The access and egress route is on Royal College Street, vehicles will be seen off the road and back onto the road with qualified Traffic Marshals. There is adequate room on site in the delivery area for vehicles to turn round safely guided by a Traffic Marshal negating the need for any reversing from site out onto the road.

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

All subcontractors and suppliers will be sent a delivery information pack which details size and type of vehicle, Routes into the site, location of cycle lanes and delivery restrictions.

The deliveries will be coordinated by the relevant works supervisors with our Logistics manager and entered onto a board. The daily deliveries will be communicated to the Gateman and he will only allow scheduled deliveries to stop. 3 parking bays will be suspended at the entrance to the site to allow scheduled delivery vehicles to safely pull in out of traffic without affecting the cycle lane. When the delivery arrives the Gateman will check the vehicle for CLOCS and FORS compliance. Once satisfied he will call the relevant works supervisor and he will in turn send his Traffic Marshal to the entrance. The Traffic Marshal and Gateman will safely see the vehicle off the road and down the service road to the delivery area. Once unloaded the vehicles will be seen safely out onto the road again.

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).



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 wash is not required as vehicles will always be on a tarmac roadway. This road will be kept clean of any spillages.

**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.

Vehicles will be unloaded within the site boundary.

## 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.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

### 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](#).

Three Parking bays adjacent to the site entrance gates will be suspended for the duration of the works to provide a pull-in area. This will be from 26<sup>th</sup> Feb 2018 through to 29<sup>th</sup> Oct 2018.

### 25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).



No Highway works required.

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

Statutory vehicle safety signage will be displayed on the gate along with a Morgan Sindall Construction site sign for easy identification. The existing crossover and gates will be used for access.

## 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).

There are no requirements for any diversions.

## 27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

There are no requirements for temporary structures on the footway.

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.

None required

 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 of structures – 8.00 – 17.00 Mon – Fri, 5/3/18 – 16/4/18.

Groundworks – 8.00 – 17.00 Mon – Fri, 19/3/18 – 14/5/18.

Concrete works – 8.00 – 17.00 Mon – Fri, 19/3/18 – 14/5/18

Erecting steel structures – 8.00 – 17.00 Mon – Fri 8/5/18 – 11/6/18 (impact drivers)

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.

There is no record of any noise surveys undertaken on site.

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

There will be no vibration issues and noise will not exceed 80 db at the boundary.

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 works will be carried out using the most noise efficient plant available such as a Brok. This not only minimises noise and vibration to the general public but also the users as they are remote controlled. The noise will be constantly monitored to ensure that it doesn't exceed 80db at the boundary. Acoustic screens will be utilised if this does become an issue.

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

To be issued once subcontractor selection is completed.

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

Damping down of demolition areas and skips  
Wet cutting of buiderswork holes etc.  
Cat B extraction at point of cutting timber, dry masonry  
Dust cubes at site boundaries (internally)  
Sheeting to scaffolds

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.

The works are either internal to the building or in the land locked courtyard. Waste will then be brought internally to skips in the storage yard. The vehicles delivering or collecting waste will only ever be on tarmac roads so no dirt or dust will be in contact with public roads.

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

Noise will be monitored using handheld meters at the boundary of the works on a daily basis and recorded in a site register. If these are found to be above the lower limit acoustic screens will be erected.

Dust will be monitored using a Dust scan disc.

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.

A risk assessment was not undertaken at planning application stage as this was not identified as necessary within the pre-application advice received. This can be completed if deemed necessary.

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](#).

See response to section 36.

- 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.

See response to section 36. There are no schools or care homes that we are aware of.

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).

The works are contained within a Courtyard and at 3<sup>rd</sup> floor. No works being carried out are liable to generate a rodent infestation.

The site welfare facilities are sited adjacent to the service road inside the boundary of the site. These will be cleaned twice daily and any food debris removed, the facilities will be monitored by the site team and visiting SHEQ advisor and if at any time a rodent infestation is suspected a pest control contractor will be engaged to deal with the issue.

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

The last Asbestos survey was carried out in Jan 2018 and small quantities of Amosite, chrysotile and Crocidolite were detected and these are to be safely removed during the works.

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.

The induction and site rules seek to combat all of these issues and they will be closely monitored during the works.

Smoking – suitable shelter to be erected within the RVC boundary.

Bad language will not be tolerated both on site and at the entrance/ boundary. Anyone found doing this will leave site.

Unnecessary shouting will attract a warning and then dismissal if it continues.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

**From 1<sup>st</sup> September 2015**

**(i) Major Development Sites** – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

**(ii) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

**From 1<sup>st</sup> September 2020**

**(iii) Any development site** - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

**(iv) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period (02/18 - 10/18 ):
- b) Is the development within the CAZ? (N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (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: not required as plant will be under the limit for registration
- 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: If required but as above the expectation is that plant will be under the limit
- 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:  
Confirmed.

 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: ...6/2/18.....

Print Name: .....Alan Bush.....

Position: .....Project Manager.....

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

End of form.