

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
08/08/17	02	M Monaghan

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance ([CPG 6: Amenity](#)) and ([CPG 8: Planning Obligations](#)).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community 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**.

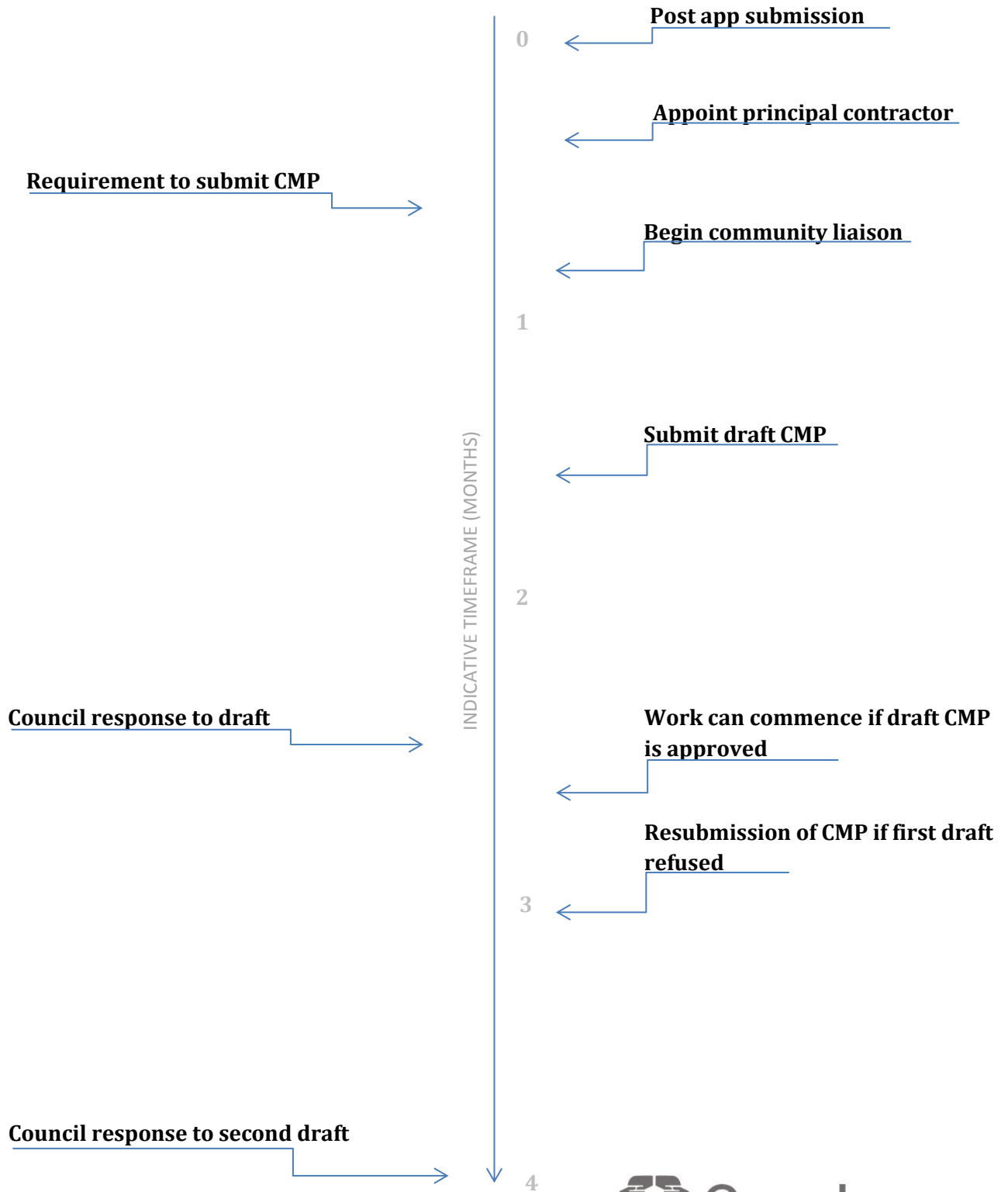
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe

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:

Site Address: 1-5 Kings Cross Bridge, 281 Pentonville Rod and 368 Grays Inn Road, London, N1 9NW

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

Name: Michael Monaghan

Address: J. Murphy & Sons Limited, Hi View House, Kentish Town, London, NW1 5TN

Tel: 02072 674366

Mob: 07834 496176

Email: michaelmonaghan@murphygroup.co.uk

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: Name: Michael Monaghan

Address: J. Murphy & Sons Limited, Hi View House, Kentish Town, London, NW1 5TN

Tel: 02072 674366

Mob: 07834 496176

Email: michaelmonaghan@murphygroup.co.uk

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:

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: J. Murphy & Sons Limited

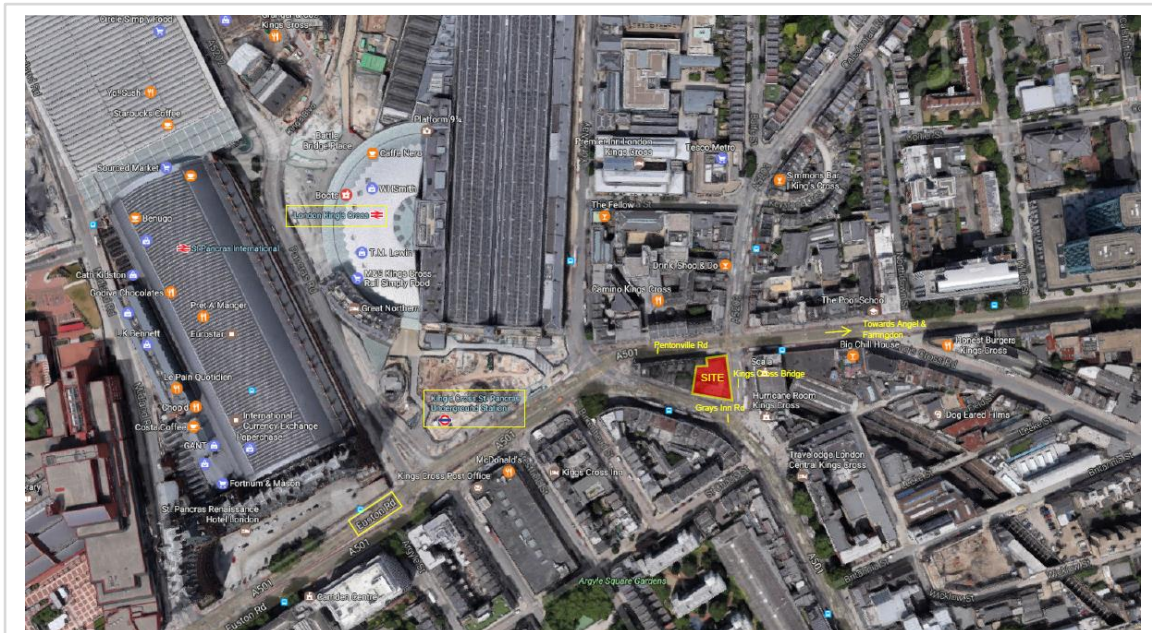
Address: J. Murphy & Sons Limited, Hi View House, Kentish Town, London, NW1 5TN

Tel: 02072 674366

Website: www.murphygroup.co.uk/

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 located between Pentonville Road, Kings Cross Bridge and Grays Inn Road in Kings Cross, London Borough of Camden.
- The existing buildings formed a surface building to the former Metropolitan Line Platforms which sit below the street level at Kings Cross Bridge. Behind the street frontages lies an access to a former ticket hall level partly below street level. From this sub surface level, access to platform level was gained via two access staircases.(East and Westbound). These remain in situ as do the remnants of this disused station access.
- The site is located in within the Kings Cross Conservation Area as designated in 1986. The site falls within sub area 3 (Euston Road). This area is dominated by Kings Cross and St Pancras Stations as well as St Pancras Chambers and Camden Town Hall and associated offices. The site is situated to the rear of the prominent island site, behind the “Lighthouse” block which has recently undergone redevelopment. The island site stands at the convergence of a number of major routes; Euston Road, Pentonville Road and Grays Inn Road.
- The proposed development is to demolish the existing Buildings and then to erect a three storey building comprising retail or restraint(Use Class A1 and A3) on the ground floor and offices(Use Class B1(a)) on the first and second floors. It is proposed to incorporate a cantilevered first floor on the corner of Grays Inn Road, creating an increased pavement area/width at this corner to improve the present situation for flow of pedestrians and ease of movement.

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).

Demolition of the Buildings known as 1-5 Kings Cross Bridge, 281 Pentonville Road and 368 Grays Inn Road, down to Basement level. Basement slab is to remain as forms part of the tunnel structure to Metropolitan Line and NWR tunnel. There will be pockets broken into original walls in basement and concrete pads cast, these will then take special made anti-vibration springs, which intern with then take the new steel work. The build mainly consists of a steel frame construction with concreted floors. The outer wall fabric being mainly made up with glass curtain walling, with Stone fins to complement the building next door to site.

The following details the GIA of the proposed building:

The following internal spaces are located on each floor levels as follows:

Basement Floor: Office Bin store, Cycle Store, Switch Room, Tank Room and Shower Rooms.

Ground Floor: Main entrance to A1/A3 unit which is open plan. Entrance door in Grays Inn Road for access to staircase and Lift to First and Second Floor.

First Floor: B1 office unit, Toilets, Lift lobby and Office lobby

Second Floor: B1 office unit, Toilets, Lift lobby and Office lobby

Roof: Mechanical Plant for ventilation and PV Panels

External: None.

Main issues and challenges include:-

- Noise
- Dust
- Logistical access and egress
- Infrastructure below site of Metropolitan Line and NWR line

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 report outlines that the following buildings may be affected by construction:

- The Lighthouse Building
- Scala Night Club
- Business opposite the site on Grays Inn Road and Pentonville Road (These are more than 20m away and have heavily trafficked roads separating us from them)

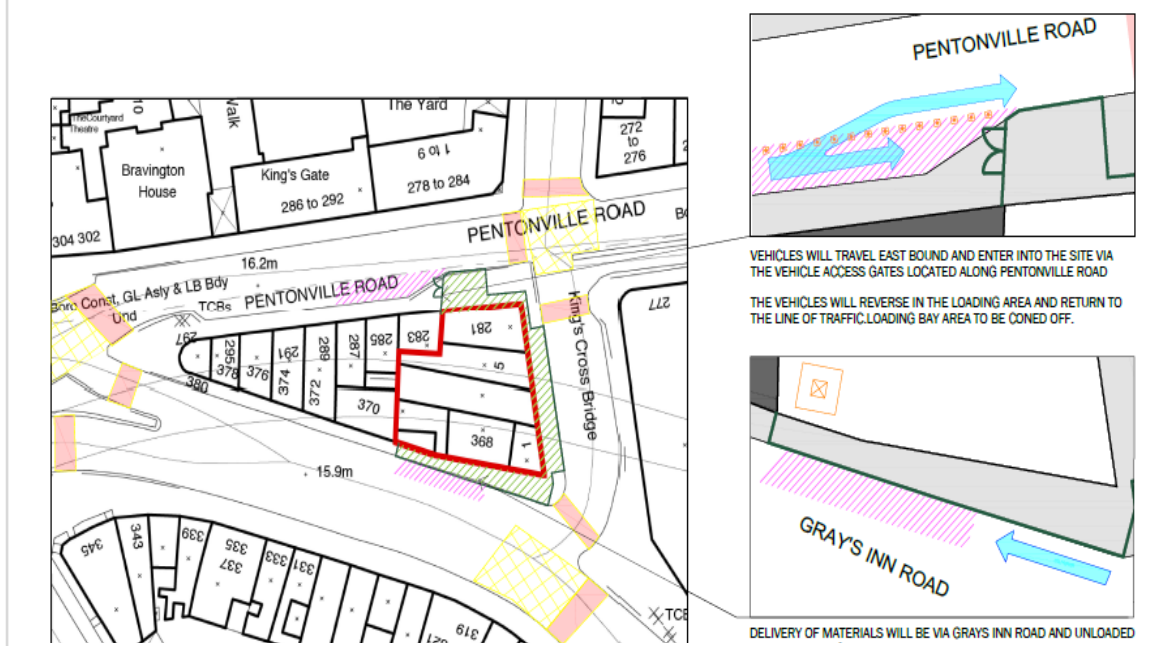
9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

All vehicle movements will be supervised by Logistic Manager / Traffic Marshalls with no vehicles waiting on the public highway. Unless in authorised loading bays.

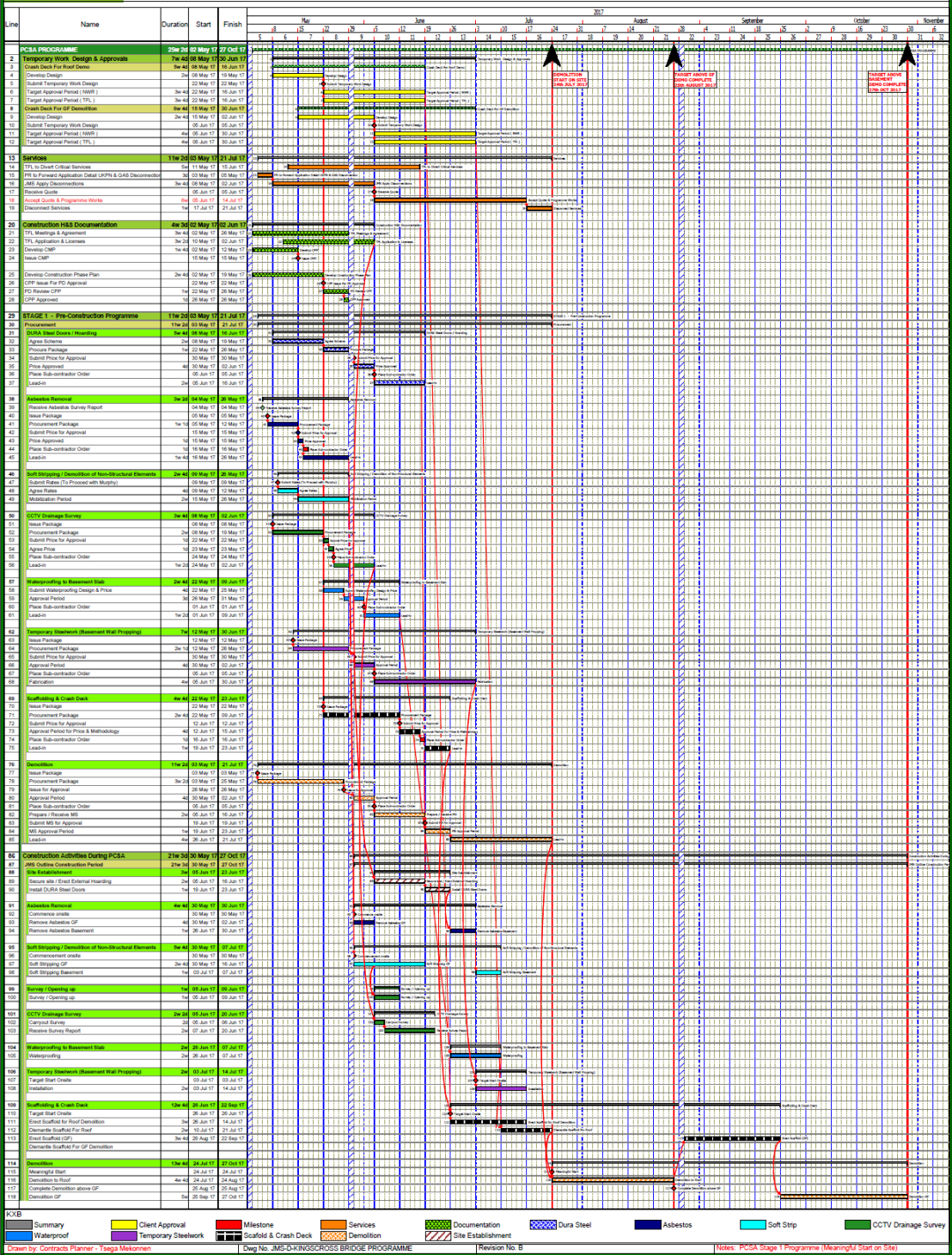
Logistic Manager will control deliveries of material to site through a booking system, on a just in time basis, requiring 48hours notice of any delivery. No unauthorised deliveries will be accepted. In the event of a Delivery Vehicle missing a time slot the vehicle will not be allowed to wait in the neighbouring roads.

Any deliveries that cannot be accommodated will have to be rebooked.

All delivery drivers will be notified of the delivery arrangements / rules during our Site Inductions and these will be policed by our Site Logistics Manager during the programme of the project.



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).



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

Working hours are 08.00 to 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday.

Site starts on 05th June 2017 with site set-up and internal soft strip Demolition of Non-Structural Elements works. Meaningful Demolition starts on 24th July 2017.

Noisy works are restricted to these hours. Noisy operation will be monitored to avoid unnecessary disturbance at all times.

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.

Before demolition commences all services Power, Gas, Water and drainage will be disconnected and made redundant. New service supplies will be applied for the New Build.

These works are currently being coordinated by the construction team.

All new incoming service connections will be done with in the hoarded area as not to affect opening up of pavements to affect pedestrians.

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.

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.

Prior to works beginning there will be a letter drop into all adjacent and surrounding 2 weeks prior to demolition works starting. Please see Appendix for a copy of the letter.

Prior to commencement of the construction works starting we would propose to hold a consultation 'drop in' evening at a local facility. Providing local businesses and residents the opportunity to find out more about the scheme and meet the project team.

Throughout the project regular newsletters will be issued to the surrounding area with further drop in session arranged.

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.

J. Murphy & Sons Ltd will contact the contact any working groups in the vicinity of the site and continue the community liaison work already commenced, previously mentioned.

J. Murphy & Sons Ltd will also register the project with Considerate Constructors Scheme prior to works commencing on site.

J. Murphy & Sons Ltd has monthly letter drops issued to local residents which detail up and coming construction sequences and also has clearly displayed contact information located upon the hoarding to the site.

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](#)".

As noted above, J. Murphy & Sons Ltd will register the site with the Considerate Constructors Scheme prior to works commencing. We are awaiting CCS to give the registration.

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.

J. Murphy & Sons Ltd are not aware of any works to construction sites in the near vicinity of the site; how-ever we will carry out a detail investigation of the surrounding area and report our finding updating the CMP as necessary.

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 Contractual Considerations

17. Name of Principal contractor:

Name: J. Murphy & Sons Limited

Address: J. Murphy & Sons Limited, Hi View House, Kentish Town, London, NW1 5TN

Tel: 02072 674366

Website: www.murphygroup.co.uk

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](#)).

This will be done during procurement of contractors and suppliers. They will need to have Bronze Level, as a minimum.

We are a Gold Member ourselves.

Banksman and Traffic Marshall will have check sheets to conform the vehicles attending site are conforming to CLOCS standards.

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:

For all vehicles over 3.5 tonnes will meet all of the following conditions:

- Operators must be a member of TfL's Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar at the Bronze Level.
- All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.

All vehicles associated with the construction of the Development must:

- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- Have a close proximity warning system fitted comprising of front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- Have a Class VI mirror
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

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.

All deliveries will be kept within the site working hours with the frequency varying depending on the works as dictated by construction programme. The maximum vehicles will be 10 with the average being 2 to 5 major deliveries per day on average, all adequately spaced throughout the day to prevent any potential bottlenecking.

The dwell time will be a maximum of 20 minutes. All vehicles will be revised into the site and loaded / unloaded within the deliveries / unloading zone detailed on 'Site Logistics Plan'.

Any vehicle arriving at site before or after the agreed time of delivery will be turned away.

The majority of deliveries will be scheduled for weekdays to avoid Saturdays.

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

Site Traffic

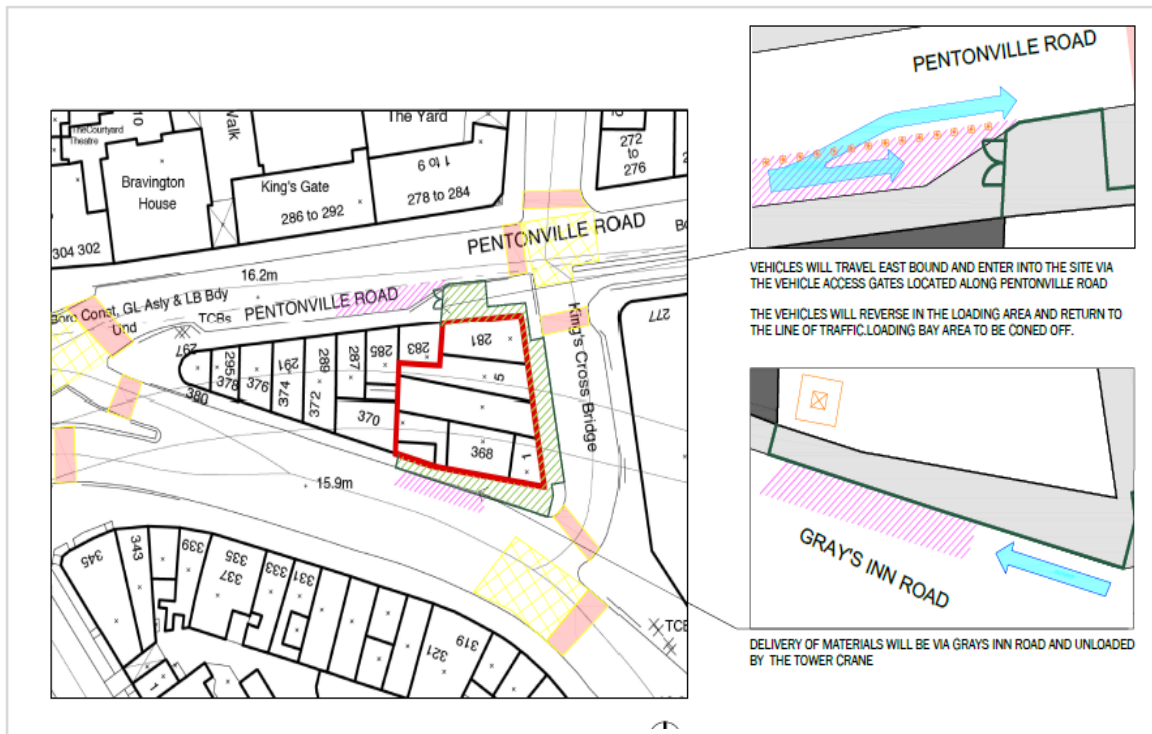
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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 how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.



Roll off and on skip are going to be used for clearance of demolition material. TFL are to issue waiting load license to demolition contractor, th

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.

Traffic management plan will be sent to all companies that will be undertaking any deliveries or collections from site. Pentonville Road, holding area can only be accessed from the West. If approaching from the East they will be required to proceed down Euston Road, and loop around via Gower Street, Grafton Road and Tottenham Court Road.

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.

Various sized vehicles will visit site for deliveries and collections:

Small light-waste vehicles e.g. 3.5 ton tippers

Heavy skip wagons e.g. 20 ton Ro-Ro for rubbish and removal of arising.

Heavy rigid flat-bed 10 to 20 ton i.e. plant / material deliveries, scaffold and salvage collection.

Articulated 40ft long Flatbed Lorries will be used for the delivery of the steel frame structure.

Approximate vehicle movements detailed below:

1) Demolition – August to September 2017. 20 ton Ro-Ro. 3 a day waiting time 1 hour

2) Scaffolding – October 2017. Heavy rigid flatbed. 1 a day. Waiting time 5 hours

3) Demolition P2 – October to December 2017. 20 ton Ro-Ro. 2 a day waiting time 1 hour

4) Steel Erection and Concreting – Feb – June 2018

Articulated 40ft flat bed. 1 a day. Waiting time 4 hours.

Concrete wagon. 5 every 2 weeks. Waiting time 30 mins

5) Envelope. June 18 – Jan 19.

Heavy rigid flat-bed 10 to 20 ton. 3 a week. Waiting time 1 hour. 4 hours for scaffolding

6) Internals. Aug 18 – March 19

Small light-waste vehicles e.g. 3.5 ton tippers. 1-2 a day. Waiting time 30 mins

Heavy rigid flat-bed 10 to 20 ton. 2 a week. Waiting time 30 mins hour

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

N/A

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.

Booking in system will be used for deliveries/collections.

Prior to attending site time slot will be allocated, at when it will be agreed to if delivery/collection is to be in Pentonville Road, or Grays Inn Road.

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.

Vehicles approaching the site from the North wanting to access the Pentonville Rd holding area should use Holloway Rd, Camden Rd, Camden St, Pancras Rd, Midland Rd, Euston Rd. Vehicles wanting access the Grays Inn Rd holding area should use either Camden Rd, York Way or Camden Rd Caledonian Rd.

For artics to deliver to the Grays Inn Rd they will be routed via the Camden St route and instructed to use the one way system via King's Cross Rd, Swinton St and Grays Inn Rd to avoid having to make the turn from King's Cross Bridge onto Grays Inn Rd.

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](#)).

Vehicles will be held if required at our Head Office address in Kentish Town, and then permitted to travel to site when another delivery is gone.

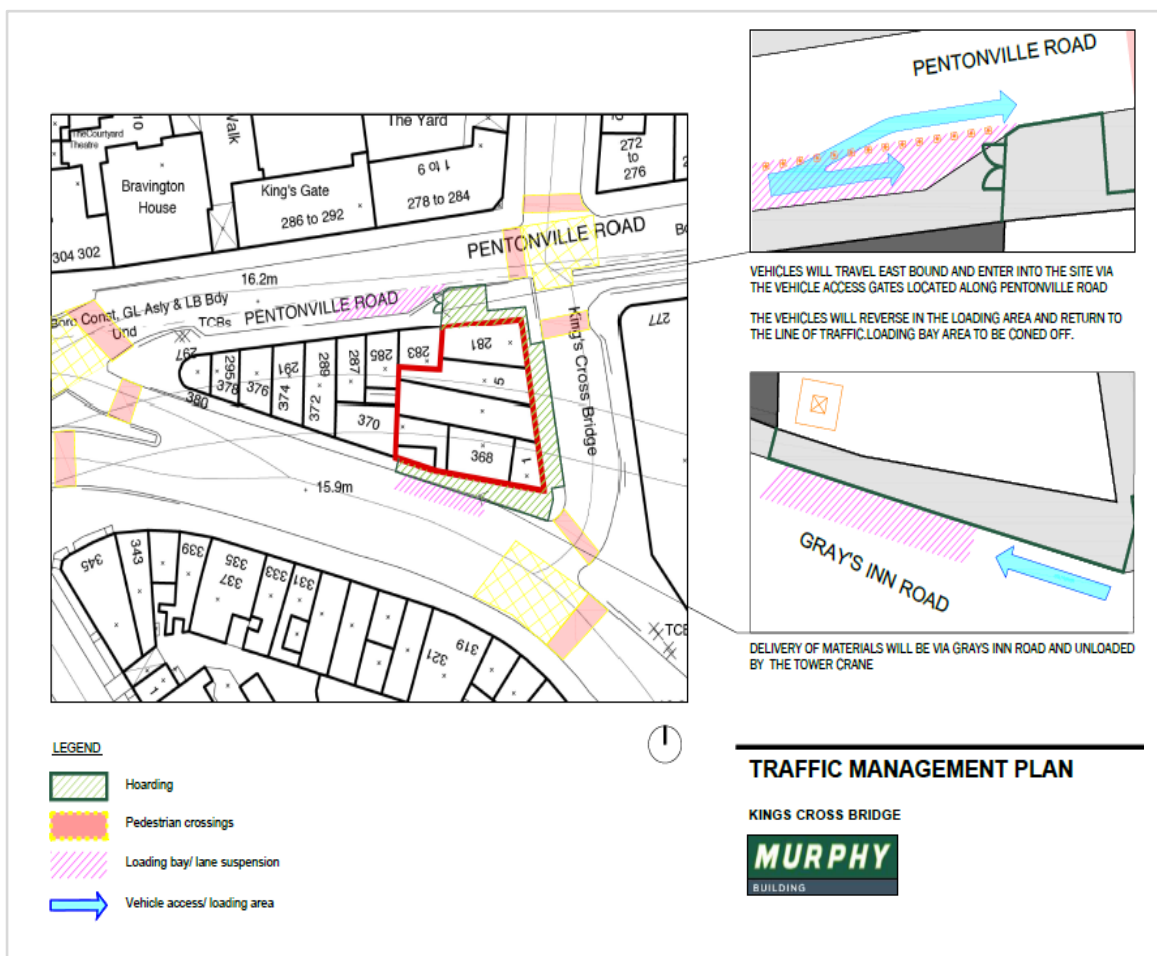
We have also the use of a Loading bay in Pentonville Road that is suspended to hold vehicles, until they are ready to drive around to Grays Inn Road to the loading bay for unloading by Tower Crane.

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



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

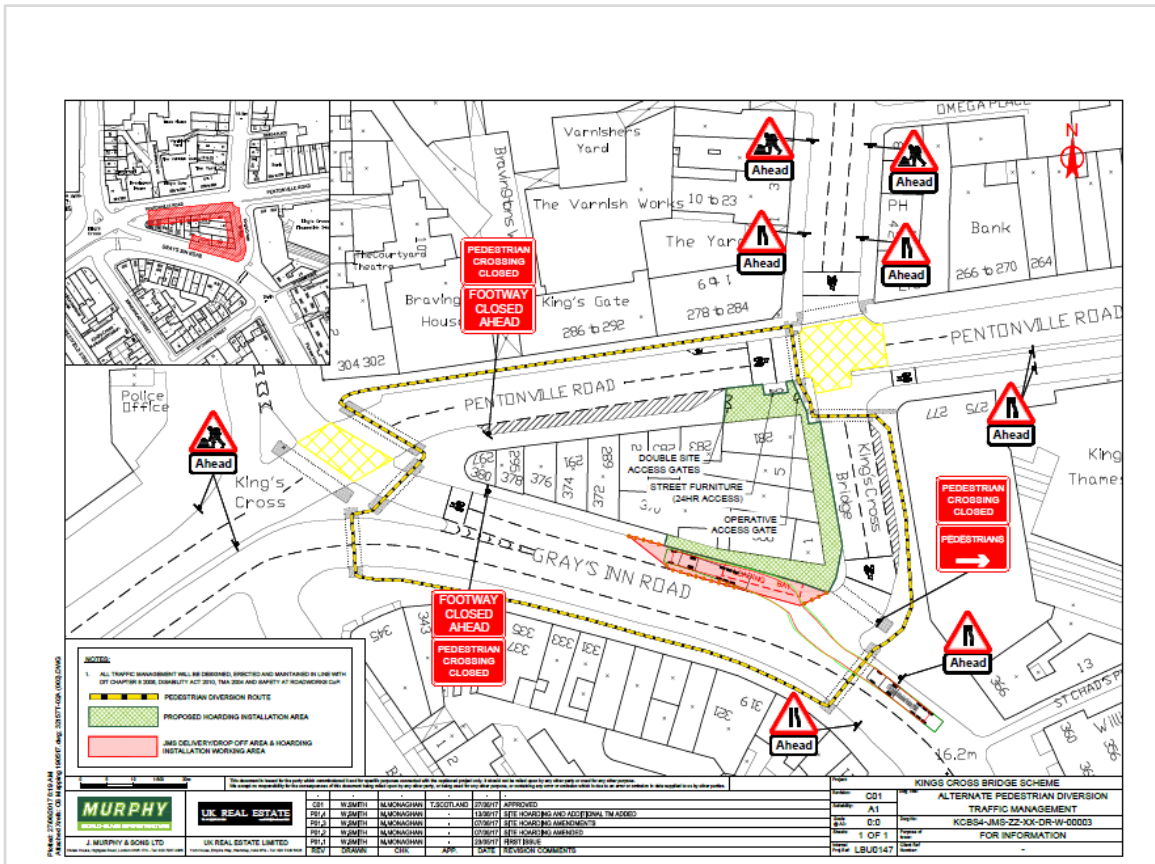
This will be control by pre-booked deliveries.

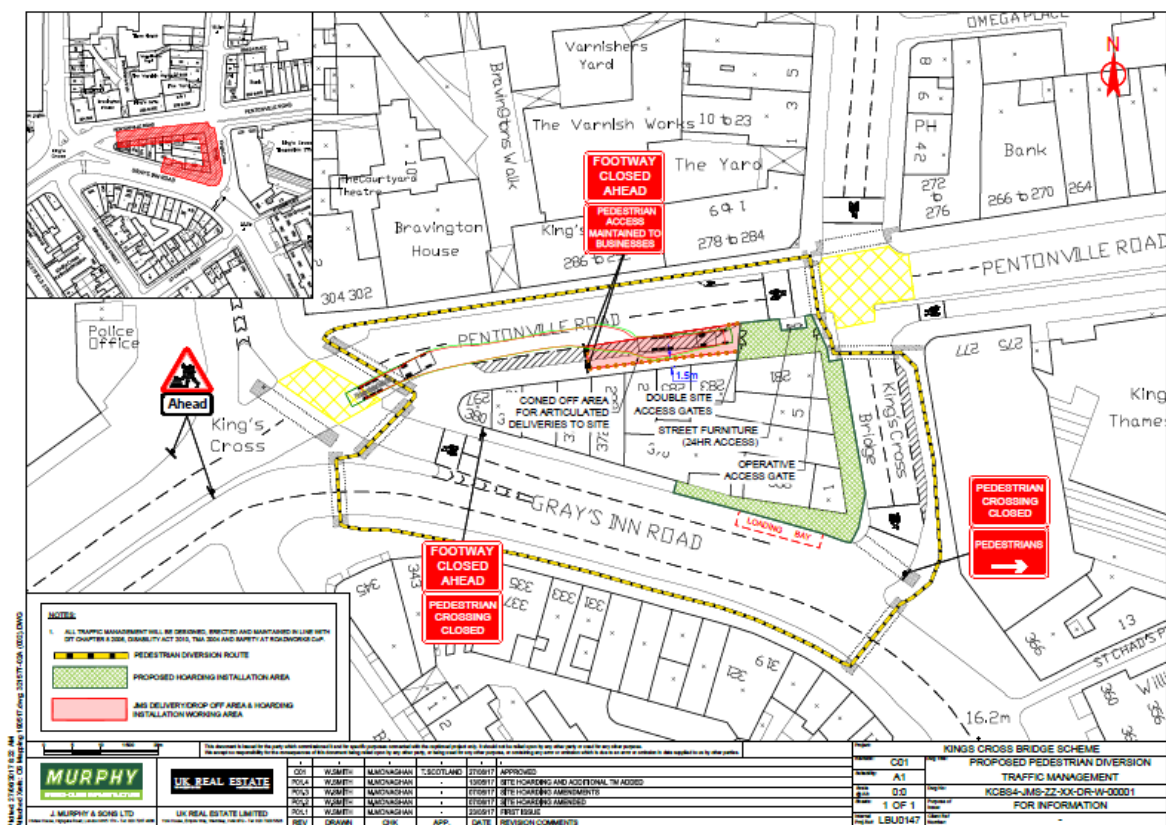
Traffic Marshall/Banksman.

Signage on the hoarding with clear visual maps.

- b. 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).

Drawing are included in Appendix





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.

No Wheel wash will not be required due to the nature of the demolition and the new construction.

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.

No vehicles will access the actual site. All loading and unloading will be done from Loading bay in Grays Inn Road and Pentonville Road that has been suspended for our works.

Loading and unloading by tower crane will be done in Grays Inn Road for large items such as steel work. Small hand or trolley deliveries will be done in Pentonville Road.

There is no lifting of materials that will be done over the pavement, or pedestrians as the works area hoarding is positioned to take the full pavement, and pedestrians have been rerouted away from the works site.

Unloading/Loading of materials will have attendance of a Traffic Marshall and Banksman at all times.

They will make sure that vehicles entering loading bays safely and exiting safely.

No vehicle movements will happen unless Traffic Marshall/Banksman has instructed driver to move off.

Both Traffic Marshall and Banksman will have the required training that is industry recognised. They will be identified with Orange Vest with title written on the back. Communication will be done through Radios.

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](#).

Permission has been requested to have the Loading bay in Pentonville Road and Grays Inn Road Suspended by TFL, to enable safe deliveries and collections of materials.

Builder's material license has been already given.

Unloading/loading of materials will be carried out in Grays Inn Road for large loads/articulated loads.

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).

Refer to 22.c

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

Refer to 22.c

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).

Refer to 22.c

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.

Site will not affect any cycle lanes in place.

Pedestrian route will change around the site, but this will be well signed, and route map put on hoarding panels.

Traffic Marshall will be in attendance of any delivery being done in Grays Inn Road or Pentonville Road. Refer to 22.C

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.

A 4 metre section of scaffold will overhang the pavement on the corner of Kings Cross Bridge, this is to keep the hoarding back to give more room to pedestrians, as requested by TFL.

A crane will overhang the hoarded of area of the pavement as build progresses.

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Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Noisy operations include:

- Demolitions

These works will take place between the hours of 08.00 to 18.00 hours, Monday to Friday and 08.00 to 13.00 hours on Saturday.

In some circumstances it may however be necessary for noisy construction works to be carried out outside of these hours. Such works may arise from emergency circumstances or the delivery of large plant and equipment where congestion and risks to safety prevent roads being used during working hours. However the residents and local businesses will be informed in advance if noisy works are required to take place out-side of normal working hours.

We also do everything reasonably possible to ensure noise from works within these hours is also kept to a minimum. This includes using well-maintained and silenced plant and equipment including compressors, generators, power tools etc to be used.

The notice can specify types of plants and machinery, permitted hours of operation, boundary noise levels and the use of 'best practicable means' to keep all noise to a minimum - like plant and machinery used on the site shall be properly silenced and radios or other amplified music shall not be played. Also an additional level of noise controls will be implement to benefit Camden residents and business occupiers.

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.

Report attached.

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

For the purpose of predicting the likely noise impact, the construction works have been divided into the following phases. The full list of plant assumed for each phase is based on data supplied for a similar site:

Demolition /Concrete Breakout Works – the total sound power level for demolition works is assumed to be typical (520m) 49.1 dB LWA

Building Sub & Superstructure works – to include the use of a tracked crane. it is assumed that any concreting would require the use of a concrete pump and poker vibrations. The total sound level for these items is assumed to be typical (520m) 41.1dB LWA

Building envelope & Fitout works –The total sound power level for these items of plant is assumed to be typical (520m) 41.1 dB LWA

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.

To control and limit the amount of noise and vibration on site and to neighbouring properties we will aim to do the following;

- Neighbours and nearby businesses will continue to be informed on site progress and all complaints will be investigated. A letter has been sent to all residents nearby with contact details of site management. A contact number is also displayed on both hoardings
- Full height hoarding is erected to all elevations
- Noise and vibration will be kept to a minimum as far as reasonably practicable. All plant and equipment will be operated and maintained in such a way as to reduce or eliminate noise and vibration nuisance
- All plant will only be operated within normal working hours
- Sound measuring equipment will be used by a member of our environmental department to measure and monitor all significant works on site.¹
- A structural Engineer will monitor any movement or impact from vibration with targets on TfL and LU assets as well as party walls after key stages of structural work and demolition
- All site cabins are powered from mains supply, not a generator

To control and limit the amount of dust, dirt and emissions on site and on the highway we will aim to do the following;

- All vehicles will switch off the engines when idle/ stationary.²
- Debris netting or mono-flex sheeting will be fixed to the scaffolding.
- A soft strip of the building will be completed, this will reduce material extracted during demolition.
- Any cutting and demolition operations will have water suppression or local extraction to reduce any dust.
- All loads entering or leaving site will be covered.
- A manual wheel wash will be present if needed. As there is a hard standing area this may not be required.
- Daily highway and street checks will be carried out to ensure no debris impacts on the highway and sur-rounding pavement.

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

Noise and Vibration will be covered in Site Inductions and weekly toolbox talks to all employees, subcontractors and people employed on the site.

We will make sure that all subcontractors and other people employed in connection with the work must be aware of and, where practical, to keep to the guidelines.

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

Where possible, work that creates dust will be avoided during periods of high-wind. Stockpiles of rubble will be dampened down. Dust screens will be provided near public areas.

When working in a dusty environment all operatives must wear suitable dust-masks (minimum FFP3), protective eyewear gloves.

When loading away or moving materials using mechanical means, the material will be well soaked with water in advance of the operation. This will allow the water to soak through the material thoroughly. A fine spray of water will also be applied during the loading process.

Dust levels outside the site will be regularly monitored by J. Murphy & Sons Ltd during the works.

If dust level are significant, or there is a complaint, the works causing the elevated dust levels will cease and an investigation carried out to determine the causes and remedial measures.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

The will be regular cleaning done to all entrances of the site. These areas will be dampened down with water first, then swept and materials put into bags or skip.

The Gateman will monitor the areas of all entrances.

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

A dedicated member of the J. Murphy & Sons Ltd management team will be responsible for control of noise, vibration and dust on site.

Noise monitoring arrangements include taking noise readings at different location around the site utilising a DT-8820 environment meter.

A table of weekly Noise Level Analysis will be prepared to reflect results taken.

At each location, 5 readings are taken over a 5 minute period and an average noise level is allocated to that location. If the noise levels exceed the anticipated levels, corrective measures such as erecting a noise screen or a 2-hour on-off period are implemented where possible.

The monitoring will be carried out at intervals that will reflect the particular activities taking place on site. During the demolition works the monitoring will be carried out on a 2 hourly basis.

Vibration survey will be carried out during the works.

Measured vibration levels during the project will be compared to the criteria in BS5228 2009: 1mms-1 PPV res-idential and 2mms-1 commercial.

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.

Air Quality Risk Assessment to follow

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

We confirm adherence to the relevant mitigation measures from the supplementary planning guidance (SPG) will be delivered on site.

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.

N/A

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).

J. MURPHY & SONS LTD will carry out visual surveys of the site to determine the presence of rodents.

If rodent droppings, dead rodents or evidence of nests / gnawing the building fabric a rodent control specialist will be employed to place rodent bait such as an indirect anticoagulant: Vitamin K1 (phytomenadione)

The bait will be place in tamperproof boxes.

The boxes are not traps and it is unlikely that rodents will die inside them.

The bait boxes will be left untouched.

During subsequent visits by rodent control specialist may place additional baits in response to activity, which will be removed once the infestation has been resolved.

The rodent control specialist will make recommendations for additional proofing and housekeeping.

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

Full R&D Asbestos Survey was carried out, main items identified was asbestos rope in the skylight over old ticket hall, and some chrysotile cement board. These are being removed by approved and licensed contractors. No notifiable asbestos was found.

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.

This will be done through site induction, signage and regular tool box talks.

As the site is registered under Considerate Constructors Scheme, and there schemes values are that this is dealt with as bad language or shouting is not acceptable.

Designated smoking area will be set up out of view of the general public.

There will be a complaints and discipline procedure will be in place.

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 :06/2017 - 04/2019
- b) Is the development within the CAZ? (Y/N):Y
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):YES
- 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: Site will be registered before any items of plant are brought onto it. We do plan on using any excavators for works, main item of plant will be electric tower crane, possible small compressor.
- 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: YES
- 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

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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: *M. Monaghan*

Date: 4/8/2017

Print Name:MICHAEL MONAGHAN.....

Position:PROJECT MANAGER.....

Please submit to: planningobligations@camden.gov.uk

End of form.