

# Construction Management Plan

pro forma v2.2

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
14.07.17	A	Martin Shotton
11.09.17	B	Martin Shotton
02.10.17	C	Martin Shotton
05.10.17	D	Martin Shotton
30.05.18	E	Martin Shotton

## Additional sheets

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

Date	Version	Produced by
11.09.17	Appendix A	Swept Path Drawings
11.09.17	Appendix B	Acoustic Plan By Clement Acoustics
02.10.17	Appendix C	Consultation
05.10.17	Appendix D	Eradication of Rats
30.05.18	Appendix E	Traffic Routing
30.05.18	Appendix F	Highway Works



# 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](#)."

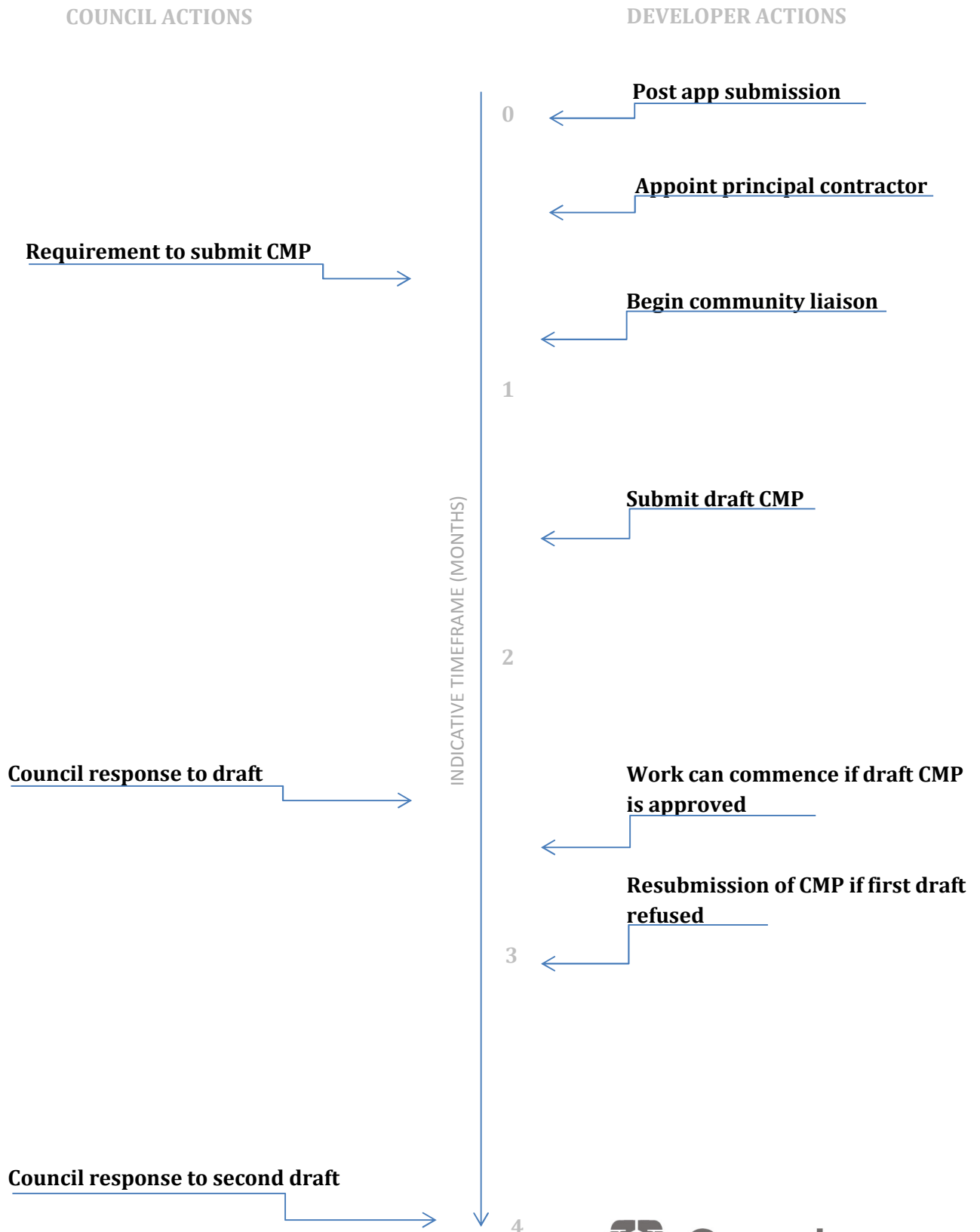
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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



# Contact

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

Address:

Address: 10-11 Kings Mews London WC1N 2ES

Planning application reference:

2012/6315/P

Type of CMP – Section106

Condition discharge

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

Name: Martin Shotton

Address: James Taylor House St Albans Road East

Hatfield AL10 0HE

Email: mshotton@jamestaylorconstruction.com

Phone: +44(0) 1707 244040

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: Martin Shotton

Address: As Q3

Email: mshotton@jamestaylorconstruction.com

Phone: +44(0) 1707 244040

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: Martin Shotton

Address: Site Office

10-11 Kings Mews

Email: mshotton@jamestaylorconstruction.com

Phone: +44(0) 1707 244040

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: Name: Martin Shotton

Address: James Taylor House St Albans Road East

Hatfield AL10 0HE

Email: mshotton@jamestaylorconstruction.com

Phone: +44(0) 1707 244040

# 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.



10-11 Kings Mews Holborn London  
WC1N 2ES

The building is within a mixed residential and commercial area at Kings Mews.

The surrounding area to the site includes a Public House, offices a car garage and residential properties to the front, side and rear. Due to the style of property, and the build up of the surrounding area, the site will be accessed from the rear via Kings Mews.

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 will comprise of additional underpinning and foundations being installed within the existing building's footprint.

Subsequent works will include installing a new steel frame and constructing 6no.flats and communal areas on three floors and basement levels to the agreed specification provided by James Taylor Construction and Clients requirements.

The main issues for addressing through the works are:

- Enclosed site and access from Kings Mews
- Consideration of plant and material movement
- Enclosed site and noise / disturbance to residents in Kings Mews
- Additional construction activities and developments during the works
- Control of dust emissions during construction

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.).

Activity	Impact	Affecting
Demolition of rear extension and facade	Noise Vibration  Dust Fumes	Occupants at Kings Mews and surrounding areas
Site Access and entry	Vehicles Loading / Un-loading Movement of materials	Occupants at Kings Mews
Full property refurbishment	Noise   Dust  Vibration Fumes	Occupants at Kings Mews and surrounding areas

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).

10-11 Kings Mews	09.10.17	17.12.18
	Start	Completion
Site set out (Hoarding, site office)	Week 1	Week 1
Demolitions, Underpinning, Basement and Ground floor slab	Week 1	Week 33
Erect structural steelwork	Week 33	Week 35
Installation steel staircase	Week 35	Week 36
Erect scaffolding to Perimeter	Week 35	Week 36
Brickwork envelope	Week 36	Week 38
External windows and door installation	Week 38	Week 40
Timber joist/ floor infill	Week 35	Week 38
Roof installation and man safe	Week 37	Week 38
PV installation	Week 39	Week 40
Intumescent painting to steelwork	Week 37	Week 37
Single side partitions	Week 38	Week 40
M & E first fix	Week 40	Week 43
Second side board	Week 42	Week 44
Ceiling installation and skim	Week 43	Week 46
Mist coat	Week 47	Week 47
Site measure Kitchens	Week 44	Week 44
Kitchen installation	Week 48	Week 50
Hardwood flooring	Week 50	Week 52
Work top installation	Week 51	Week 52
M & E Second Fix	Week 48	Week 51
Joinery second fix	Week 50	Week 53
Decoration	Week 52	Week 55
Final fix all	Week 54	Week 55
Carpet installation	Week 57	Week 57
Builders clean	Week 58	Week 58
Mastic pointing	Week 55	Week 59
Air/ Sound testing	Week 57	Week 58
Internal staircase balustrade	Week 58	Week 59
Painting of stairs	Week 60	Week 60
Floor finish to stairs	Week 60	Week 60
Glass to staircase	Week 58	Week 59
Test and commissioning	Week 58	Week 60
Snagging	Week 41	Week 42
Sparkle Clean	Week 59	Week 60
Handover	Week 60	Week 60

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

Monday to Friday 8.00 to 18.00

Saturday 8.00 to 13.00

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.

In accordance with an initial survey of the building, a new mains water supply is required from Thames Water together with a new electricity supply from UKPN and telephone cable supply from BT Openreach. A new drainage connection to the existing combined sewer in Kings Mews has been approved by Thames water. Consultation is ongoing regarding connection requirements and proposed

## 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.



A consultation letter has been issued to residents and businesses in the area

APPENDIX C - Contains details of the letter and consultation

James Taylor Construction through its company procedures initiates consultation with occupants affected by works to limit disturbance and provide communication routes to deal with concerns or complaints. Additional notices are displayed at the site entrance with site contact details for further communication routes with local residents. Consultation has been undertaken with the occupiers and residents of King's Mews (between and Northington Street and Theobalds Road) and Ward Councillors. Including guidance on Camden website at the hyperlink below:

<http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/construction-management-plans.en>

All feedback from local occupants and further concerns are recorded on site to ensure any complaints are dealt with within a professional and courteous timescale.

#### 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.

Community liaison has been carried out by the following:

- Neighbourhood consultation letter including site contact details
- Establish meeting with local residents to consult on construction work and agree noisy works hours
- Monitor works and establish log book for complaints and incidents to remediate.

#### 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](#)".

James Taylor will register the site with the Considerate Contractors Scheme referring to the CCS website <https://www.ccscheme.org.uk/>

James Taylor Construction do not own or operate control over any fleet of vehicles that are construction heavy goods vehicles that are significant in impact to road safety.

James Taylor Construction raise awareness of road safety issues for contractors and employees through training and induction to the site traffic management plan.

James Taylor Construction will request sub-contractor goods vehicle operators confirm they are compliant with FORS, Van Excellence or other FORS-equivalent standards on appointment. Any further measures that can be introduced for the site traffic management from CLOCS standards will be done for the benefit of the operations undertaken.

In addition contractors and sub-contractors will also be required to follow the “Guide for Contractors Working in Camden” also referred to as “Camden’s Considerate Contractors Manual”.

## 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.

Currently there is one other refurbishment project underway on John St and two on Kings Mews of similar scope in construction refurbishment and impact to immediate neighbouring properties.

As advised by Camden that there are various approved developments currently under construction or about to commence construction on the section of King’s Mews between Northington Street and Theobalds Road. It is noted that contractors will be required to work together to minimise the cumulative impacts of 2 or more developments being constructed concurrently. Contact is Shahida Sanessie in the Infrastructure and Growth Team for further details.

# 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:

James Taylor Construction

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](#)).

Traffic routing will 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 (ie. those that attract high volumes of cycle traffic) installing Trixi mirrors to aid driver visibility will be considered. Consideration will also be given to weight restrictions, low bridges and cumulative impacts on construction (including construction sites) on the public highway network. The routes to and from site will be suitable for the size of vehicles that are to be used. This will be communicated to all contractors and subcontractors servicing the site and not deviated from unless unavoidable.

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:

Martin Shotton, for and on behalf of James Taylor Construction confirms the above statement

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.

APPENDIX E Contains a diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed approaching and departing 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.

The route for all construction vehicles accessing and egressing King’s Mews is via Northington Street where they will access the site off Kings Mews.

**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.

Vehicle Type	Gross Weight / Size	Frequency
Small 2-Axle Vehicles	3.5 ton / 6m L	Lightweight for general use / deliveries/ materials removal of equipment. Trades delivery of equipment. Averaging 2 daily throughout works. 15 minutes dwell time only.
Bigger 2-Axle Vehicles	3.5 ton / 10m L	Waste removal on weight and load. Demolition – 4 daily over two weeks. One hour dwell time.
HGV 3-Axle Vehicles	20 ton / 12.5m L	Concrete delivery plant. One drop off One pick up only. One hour dwell time. Mobile crane

Construction vehicle movements will be scheduled to avoid peak periods

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

Currently there are various approved developments currently under construction or about to commence construction on the section of King's Mews between Northington Street and Theobalds 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.

The route for all construction vehicles accessing and egressing King's Mews is via Northington Street where they will access the site off Kings Mews.

All vehicles approaching the building will phone in advance to notify the site managers who will operate as Banksman and Marshall Traffic.

All contractors, suppliers and delivery vehicles are informed of the site access and delivery arrangements at initial procurement stages.

Weekly meetings to be held with all other contractors where a delivery schedule will be agreed.

Daily meetings at 730am will also be held to discuss details of deliveries

"As required deliveries" will be required on this project due to the limited storage space and working with other contractors

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.

Adequate site access is provided directly into the site area via Kings Mews

There is no requirement for parking bay suspensions or temporary traffic management orders under these refurbishment works.

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](#)).

Access to the site for all vehicles will be via Northington Street from the north.

Due to the frequency of vehicles and sizes we see no overt disruption to the local area or impact on the public highway network.

**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/egress for construction vehicles on site will be from Kings Mews and all parties will be required to give a notice period of 48 hours prior to arrival/departure. All vehicular movement accessing/egressing the site will be monitored and controlled by the site manager and qualified banksmen. They will be responsible for the coordination and control of all aspects of material deliveries and movement.

Under the Considerate Constructors Scheme prior notice to visitors will be given issuing instruction that no parking facilities are available on site and that parking restrictions are in place in the immediate surrounding site zone.

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

Under the Considerate Constructors Scheme prior notice to visitors will be given issuing instruction that no parking facilities are available on site and that parking restrictions are in place in the immediate surrounding site zone. Banksmen and/or traffic marshals will be employed as required during traffic movements to ensure cyclist and pedestrian safety.



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).

APPENDIX A - Contains Swept Path drawings

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.

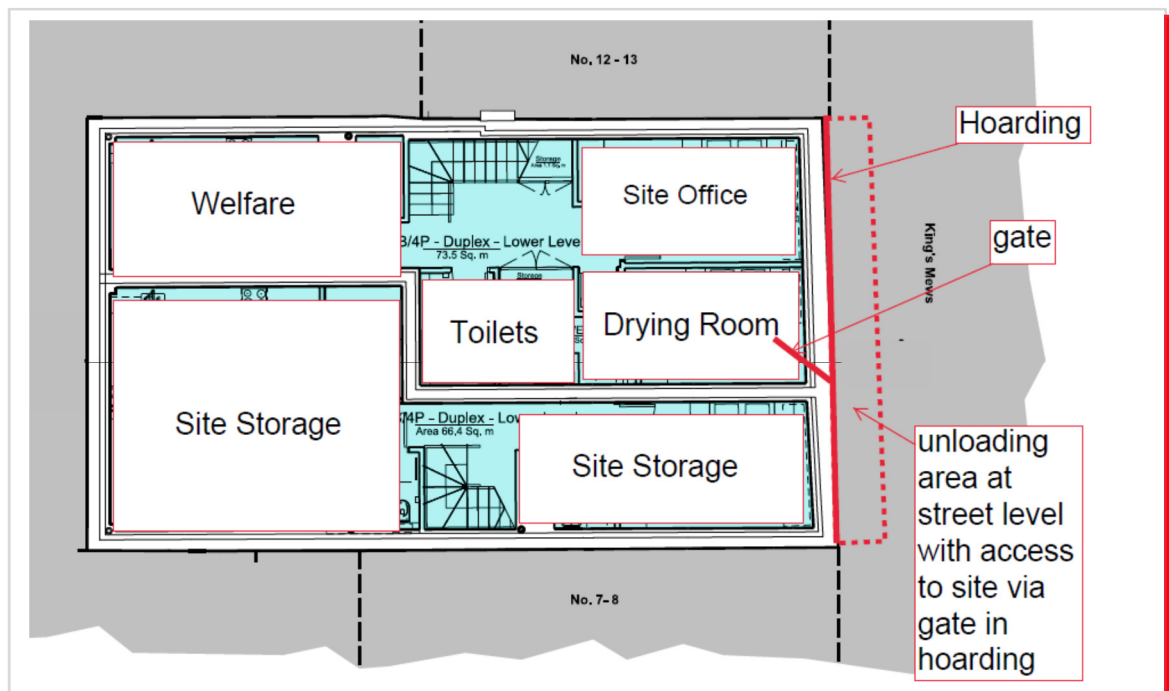
No vehicles will enter the site and all loading will be carried out from the road

Where necessary road sweepers will control excess debris. A 2.4metre site hoarding at site entrance and enclosed party walls at site will also reduce the amount of dust/debris dispersing onto the street

**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.



Basement area showing site setup

## 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](#).

Not Applicable

## 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).

APPENDIX F - Contains accurate scaled drawings of highway works necessary to enable construction to take place

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

Hoarding for the works will be established at the boundary onto Kings Mews. The hoarding will not occupy the public highway but will conform to Camden hoarding specification for robustness, durability and lighting where this affects public highway.

## 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).

APPENDIX F - Contains accurate scaled drawings and details of highway works necessary to enable construction to take place

## 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.

APPENDIX F - Contains accurate scaled drawings and details of highway works necessary to enable construction to take place

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

There are requirements for temporary structures including scaffolding that will overhang the public highway during the construction phase.

Camden will be consulted in regard to the required licences for scaffolds and hoarding

• 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.

The works will follow the noisy operations times agreed from initial consultation with neighbouring properties and occupants prior to commencement.

Current allowance under Camden working Hours:

Monday to Friday only: 08.00 to 18.00

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.

APPENDIX B – Contains the construction Noise, Vibration and dust Management Plan by Clement Acoustics.

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

The full list of equipment and methodology of the demolition contractor is provided which indicates the maximum equipment dB levels of 103dB dependant on acoustics of the building and reinforcement within the building structure.

The diamond blade produces around 103dB but again is dependable on the acoustics of the building and also the amount of reinforcement within the wall structure but as the drilling this is not a percussion process so will not reverberate around the building.

On similar sites records working to two hour maximum noisy works the predicted impact would be from the following works to be undertaken:

*Site preparation works - 60-90 dB*

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.

Working hours of noisy works to be within LA working hours and agreed noisy times. Minimum conditions to be expected of two hours on and two hours off.

Site noise monitoring records to be kept with register of complaints for reference at all times of works.

Experience from similar sites has shown that by implementing the following measures will serve to reduce noise and vibration levels to the most practical levels considering the deconstruction and demolition works.

- Phasing the works to maximise the benefit from perimeter structures;
- Any compressors brought on to site to be silenced or sound reduced models fitted with acoustic enclosures;
- All pneumatic tools should to be fitted with silencers or mufflers;
- Deliveries should programme to arrive during daytime hours only.
- Care to be taken when unloading vehicles to minimise disturbance to local residents. Delivery vehicles to be prohibited from waiting at site with their engines running;
- All plant items to be properly maintained and operated according the manufacturers' recommendations in such a manner as to avoid causing excessive noise. All plant to be sited so that the noise impact at nearby noise-sensitive properties is minimised;
- Hoarding, screens or barriers to be erected as necessary to shield particularly noisy activities; and
- Problems concerning noise from construction works to be avoided by taking a considerate and neighbourly approach to relations with local residents. Works should not be undertaken outside of the hours agreed with the local authority.

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

All direct staff are trained internally in accordance with BS5228, COP for noise and vibration control on construction and open sites with direct reference to Regulation 8 of the Control of Vibration at Work Regulations 2005 for employee health.

All sub-contractors are to provide evidence of their own training in respect of CoVaWR, with particular attention to (HAV), (WBV), assessment and management of reducing exposure limits.

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

The contractor will use the principles of:

- Prevention
- Suppression
- Containment

In order to contain the risk of nuisance caused by the escape of visible dust, particles and other emissions the contractor will identify dusty operations planned on site and form strategies to suppress the emission of dust and creation of nuisance. The contractor will put in place and maintain effective suppression techniques. These techniques will be planned in advance to ensure the correct supplies of water etc. are in the correct locations. Before the dusty activities begin. Where there is evidence of airborne dust from the building activities the site, the contractor will make their own inspection and assessment, where necessary undertake ambient monitoring with the aim of identifying those operations giving rise to the dust. Once the source of the emission is known, effective preventative maintenance will be employed on all aspects of construction/demolition works including all plant, vehicles, buildings and the equipment concerned with the control of emissions to air. The contractor will ensure that they maintain management, supervision and training for process operations; proper use of effective preventative maintenance on all plant and equipment concerned with the control of emissions to the air; and spares and consumables will be kept at hand in order to rectify breakdowns rapidly.

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.

To reduce dust and dirt on the public highway to a minimum we will allow for regular cleaning and wheel washing facilities on site compound exit. These are to be used on any vehicle that visits or leave site in order to minimize the debris in Kings Mews and the surrounding roads. Wheel washing facilities are to discharge into the existing mains sewer via the drainage in Kings Mews subject to any planning concerns. Where necessary road sweepers will control excess debris. A 2.4metre site hoarding at site entrance and enclosed party walls at site will also reduce the amount of dust/debris dispersing onto the street.

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

Working hours of noisy works to be within LA working hours and agreed noisy times. Minimum conditions to be expected of two hours on and two hours off. Site noise records to be kept with register of complaints for reference at all times of works.

Site dB apps are used as part of internal site management systems including distance from operation, party wall and site boundary. Site manager recording are for noisy works only and during the confirmed noisy hour working with LA and party wall surveyor's requirements.

During working hours under planning conditions noise monitoring will reduce as works progress to internal fit out within an enclosed working environment. All complaints will automatically be reviewed against site records with any exceedances fully investigated to further improve on noise and vibration mitigation measures. All incidents recorded within the site incident logbook at the site office.

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.

Size of Site	Number of Properties	Potential Sensitive Receptors	Construction Impact
175 sqm	6no Apartments	Kings Mews Residents Local up to 20M	Removal of debris / waste Storage of material Prolonged period of works 1 year Weather Conditions Site vehicles
Assessment Site Score		<b>Low Risk</b>	

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](#).

It is confirmed that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 ( low Risk) have been addressed by completing the GLA mitigation measures checklist.

- 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.

Not applicable to these works.

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

APPENDIX D - Contains details about how rodents, including rats, will be prevented from spreading out from the site

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

No asbestos is present on the site if found asbestos to be removed by licensed contractors under Client instruction.

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.

Site inductions and tool box talks will be given to all personnel prior to the commencement of works which will be monitored and reviewed during the construction process. Zero tolerance will be applied to bad language, shouting and unsuitable behaviour. Action will be taken for breaching the site rules. A designated smoking area will be provided as part of the project management plan

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:

Not Applicable

- a) Construction time period (mm/yy - mm/yy ):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

 SYMBOL IS FOR INTERNAL USE

# Agreement

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

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

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

Signed: Martin Shotton  
Date: 30 May 2019

Print Name: MARTIN SHOTTEN  
Position: Director

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

End of form.