

# Construction Management Plan

pro forma v2.1

DRAFT

91 Regent's Park Road

# Contents

<b>Revisions</b>	<b>3</b>
<b>Introduction</b>	<b>4</b>
<b>Timeframe</b>	<b>6</b>
<b>Contact</b>	<b>7</b>
<b>Site</b>	<b>9</b>
<b>Community liaison</b>	<b>12</b>
<b>Transport</b>	<b>17</b>
<b>Environment</b>	<b>27</b>
<b>Agreement</b>	<b>33</b>

# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
V1	10/4/2018	Alexander Martin Architects

## 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 Cyclist 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](#)."

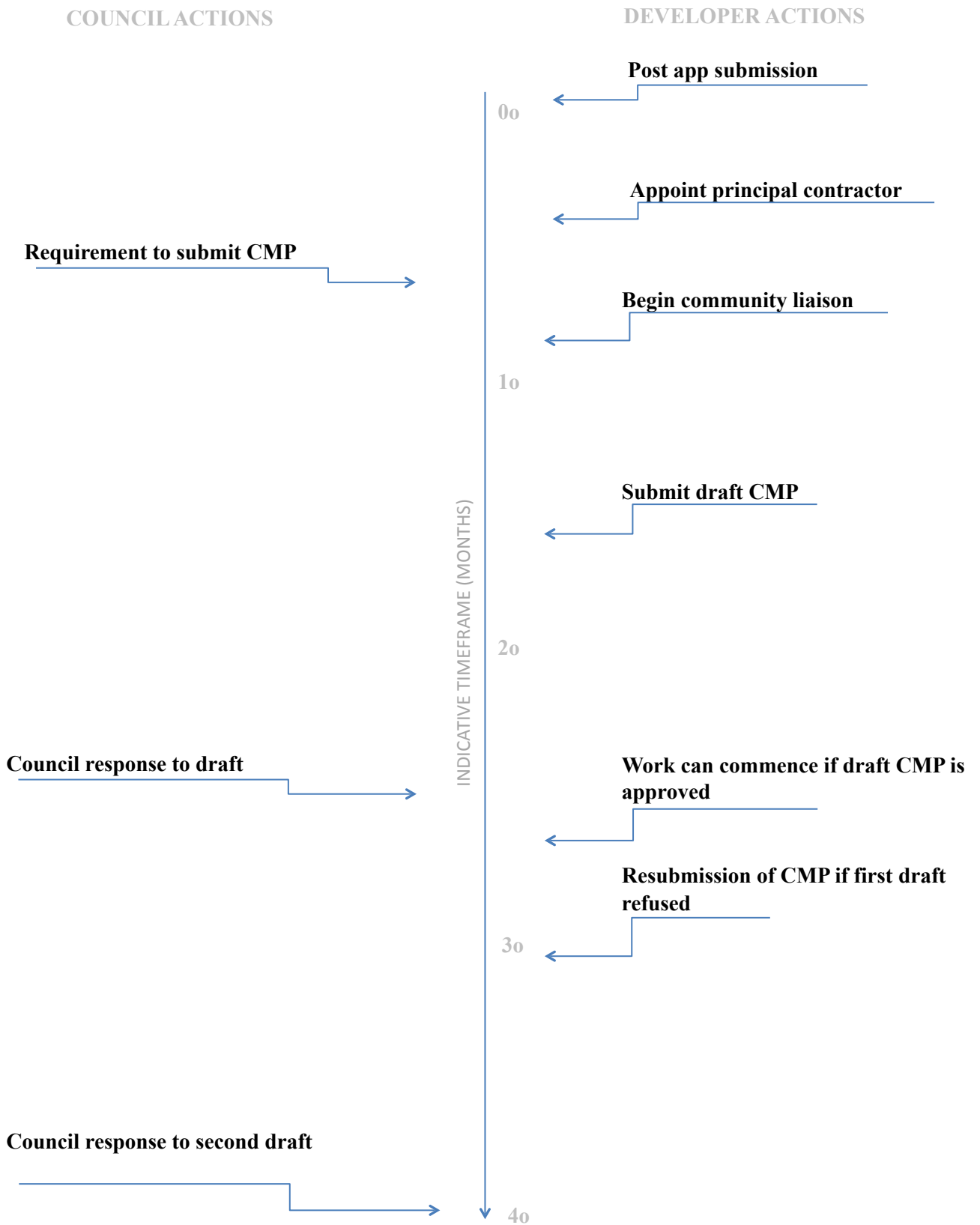
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: 91 & 91a Regent's Park Road, London NW1 8UT

Planning ref: -

Type of CMP - (Legal Agreement) As requested by the Planning Officer to accompany our planning application

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

Name: David Jen

Address: Alexander Martin Architects. 22-24 Kingsford Street, London NW5 4JT

Email: [dj@amarchitects.co.uk](mailto:dj@amarchitects.co.uk) / [am@amarchitects.co.uk](mailto:am@amarchitects.co.uk)

Phone: 020 3290 3540

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.

Not yet appointed.

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.

Not yet appointed.

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.

Not yet appointed.



# 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.

**Site and Area**

91 & 91a Regent's Park Road.

Please refer to location and site plans: LOC-001 Location Plan - 1:1250 / 1:500 @ A3.

**Site Description:**

The existing site at Nos. 91 & 91a comprises a four storey plus basement building, containing retail (A1) at basement and ground floor (Post Office and Laundromat) and two residential flats (C3) above.

**Development Proposals:**

A two storey extension located above the existing ground floor Primrose Valet Laundromat, with minor external modifications to the retail entrance, and a rear dormer extension to the existing roof of the Primrose Corner Post Office.

Internal reconfigurations to the existing 2 residential units to create in total 4 residential units.

The proposed development is as described in the following submitted drawings:

Existing drawings: Ex-100, 101, 102, 103, 104, 105, 200, 201, 202, 300, 301.

Proposed drawings: GA-101, 102, 103, 105, 106, 200, 201, 202, 203, 204, 300, 301, 302.

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).

**Construction works:**

A two storey brick and block work extension above the existing ground floor single storey Primrose Valet Laundromat. Minor external modifications to the retail entrance and a rear dormer extension to the existing roof of the Primrose Corner Post Office. Internal reconfigurations to upper floors of the existing Primrose Corner building.

The superstructure of the existing building will remain largely unaffected apart from some minor demolition works to the rear of the existing Post Office building. This will be carried out within the demise of the existing building and will not require any altered access or cause difficulties for the neighbours.

Some new structural steelwork will be required. Exact details TBC by structural engineer.

Floor and roof construction to the extension will be of a timber joist/rafter construction.

The internal finishes will aim to use a high proportion of pre-fabricated and pre-finished materials, ranging from the main staircase, to joinery and floor finishes. The finishes will limit the volume of site works and the number of operatives required to complete the installation, as well as limiting the volumes of waste materials generated by the installation.

Material removed from the site will be loaded onto trucks efficiently within timed slots for collection in order to minimise disruption to local residence.

Access to the rear of the site will be required during installation of the rear glazing elements.

Further details on exact construction works to be provided in an updated CMP.

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.).

Nos. 93, 95 Regent's Park Road (C3 residential & A1 retail)  
Leeder House, Nos. 6, 89, 89b Erskine Road.

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.

To be provided in an updated CMP.

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).

Exact dates to be confirmed by Principle Contractor.

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The standard working hours of the site will conform with the standard working hours in Camden.

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.

None proposed. This is an extension to an existing building.

# Community Liaison

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

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

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

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

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## Cumulative impact

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

**The Council can advise on this if necessary.**

## 13. Consultation

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

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

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

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

This is the first draft of the CMP and will be distributed to neighbours in late April early May 2018 alongside the other planning documents.

#### **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.

### **Single point of contact**

The Contractor's Project Manager/Site Manager will be the single point of contact for local residents during the construction process. The Contractor's Project Manager's name, direct-dial telephone number and email address will be added to the CMP (Chapter 9) upon appointment. These contact details will also be shown on the site hoarding.

### **Construction consultation meetings**

Construction Consultation Meetings (CCM) will be convened a minimum of three times during the development process as follows.

- immediately prior to the Implementation Date
- at least once during the construction phase at a date to be confirmed at the first construction consultation meeting; and
- Immediately prior to the application to the Council's monitoring officer for a Certificate of Practical Completion.  
All meetings will be attended by the Client's Project Manager and the Contractor's Project Manager, or their representatives.

The purposes of the meetings are to:

- provide residents with the opportunity to raise any issues that may arise.
- ensure that residents are aware of how the construction works are progressing
- demonstrate that the development is being carried in accordance with the requirements of the CMP, in as much as this affects the amenity of adjoining residents.

All parties directly affected by the works and Council Officers may attend the meetings, including residents and occupiers of neighbouring properties and properties that border the construction vehicle routes.

Separate procedures are in place to address any issue arising under the Party Wall Acts. The separate lawful development certificate and planning permission schemes for the same property are not subject to the provisions of this CMP and are therefore outside the scope and remit of the CCM.

The Contractor's Project Manager will maintain regular contact with affected residents and the Council via an e-mail list to be compiled at the first Construction Consultation Meeting.

## 15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

A Contractor has yet to be appointed for this project.

However the appointed Contractor will comply with the requirements of the Considerate Constructors Scheme for the duration of the project.

### **Contact board**

A contact board will be displayed outside the site providing details of those to contact. This will include names and telephone numbers of key construction staff that neighbours and the general public can contact should they have cause to do so.

### **Complaints book**

A book will be kept on site, which will be used to record details of any complaints. This will include the name of the person making the complaint. The complaints book will be regularly reviewed to ensure that any complaints are dealt with and resolved promptly. A copy of the completed Complaints Register will be appended to the application for the Certificate of Practical Completion Certificate.

### **E-mail updates**

The Contractor's Project Manager will maintain regular contact with residents by sending a monthly update email to affected residents and the Council via an e-mail list to be compiled at the first Construction Consultation Meeting.

An e-mail notification will be sent in advance of any works likely to result in disruption to the free movement of traffic on Regent's Park Road / Erskine Road.

## 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.

Work has already commenced behind Leeder House to the rear of the site at 6 Erskine Road and the the adjoining Sub-Station development.

This is likely to be close to completion by the time this project commences on site, therefore there is limited prospect of cumulative traffic on construction impacts that might affect the CMP for 91 Regent's Park Road.



# 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 Considerations

17. Name of Principal contractor:

To be confirmed.

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 in the appendix and CLOCS Standard point 3.4.7).

To be confirmed upon appointment of a principal contractor.

CLOCS compliance will be included as a contractual requirement and will include written assurances, desktop and site checks.

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:

Confirmed. This will be included in our contracts with contractors and suppliers.

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

## Site Traffic

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

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network \(TLRN\)](#).

To be confirmed.

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 CMP will be issued to all sub-contractors.

A lorry route plan will be provided as part of an updated CMP and will be provided to all contractor's and sub-contractor's operatives.

**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.

Details will be provided upon appointment of a principal contractor and an updated CMP will be provided.

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

There is currently construction works to the rear of Leeder House at 6 Erskine Road and at the adjoining Sub-station via a access gate on Erskine Road. Deliveries and pick-up for this development is accessed via Erskine Road. This will also be the case for our development either from Regent’s Park Road or Ainger 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.

Exact details to be confirmed by principal contractor upon their appointment in an updated CMP.

The site is located near shops and restaurants that run along Regent's Park Road. Special consideration must be taken to ensure the safety of all pedestrians, cyclists and other road users.

In order to minimise traffic congestion and road safety issues during development works, weekday construction vehicle movements will be limited to certain hours of the day only (TBC).

Construction vehicle movements will not be permitted at weekends or during public holidays.

Construction vehicle movements will be scheduled so as to avoid more than one arrival and departure every 30 minutes.

A delivery booking system will operate.

Typical predicted heavy goods vehicle movements will be 0.5 lorry movements per working day with a maximum of two movements per working day at peak periods. The range between average and maximum number of daily vehicle movements will provide an element of flexibility during each of the building phases.

Vehicle movement details will be updated to provide more specific detail of anticipated delivery times and included in correspondence to neighbours.

The main loading area will be the space directly in front of the property on Erskine Road. Special permission will need to be required from Camden Council given that no loading is currently permitted in that location. A skip licence would be required to put a skip directly in front of the property. There are currently parking bays for permit holders. (Mon-Fri 8.30am - 6pm) or Pay by phone, maximum stay 2 hours.

An exact list of the types of vehicles that will need to gain access to the site during the demolition and construction process will be provided in an updated CMP. There will be no waiting of construction vehicles permitted near the site. Suppliers shall call the site a minimum of 20 minutes before their vehicle arrives at site, to confirm that the loading area is available. If the loading area is unavailable, construction vehicles will be instructed not to proceed to the site.

The predicted flow of construction related traffic will be confirmed in an updated CMP.

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.

None proposed.

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).

Exact details to be confirmed by principal contractor upon their appointment in an updated CMP.

It should be noted that this is a relatively small development site in comparison to that currently at 6 Erskine Road, with limited amount of site personnel and therefore LGVs will be limited.

**22. Site access and egress:** *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

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

Direct access to the site will be through secure hoarding and through the 2 existing entrances on Erskine Road to Nos. 91 and 91a.  
All staff and visitors will be required to sign in at entry and there will be no other access point to the site.

Exact details on the hoarding will be provided in an updated CMP.

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

The main loading areas are directly in front of the property on Erskine Road.

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).

To be provided in an updated CMP.

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.

All construction vehicles will remain on the highway in front of the property. The need for wheel washing is likely to be limited.

Further details to be provided in an updated CMP.

**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.

Currently, the main access and area for loading for construction vehicles is directly in front of the property on Erskine Road. The same applies for the storing of a skip.

Direct access to the site will be through a secure hoarding via the existing entrance doors. The use of a booking system and agreed delivery times will avoid vehicles waiting in adjacent streets.

Further details to be provided in an updated CMP.

## Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

### 24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

The main loading areas for the site include the space directly in front of Nos. 91 and 91a on Erskine Road.

On street visitor parking bays will not be used for long term convenience parking by contractors and visitors and parking bay suspension applications will be made where necessary.

### 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).



To be provided in an updated CMP.

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

To be provided in an updated CMP.

## 26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

No diversions currently proposed. Further details to be provided in an updated CMP.

## 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.

Exact details to be provided in an updated CMP.

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

None proposed.

● 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.

Exact details to be provided in an updated CMP.

Deliveries to the site will take place as described earlier in this plan and scheduled to distribute vehicle movements throughout these hours so as to avoid periods of intensive activity therefore limiting noise and vehicle emissions. The noise levels associated with particular materials has, and will continue to be taken in consideration as part of the design specification process and inline with the Noise Regulations 2006.

Noise levels will be monitored for specific activities and at key construction stages and activities. Noisy work on site will be carried out in accordance with guidance provided by Camden Council.

Restricting the hours that all work is carried out from 08:00 until 18:00, Monday to Friday and 08:00 until 13:00 on Saturdays. No works should be carried out on Sundays and Bank Holidays.

Using well-maintained and silenced plant and equipment including compressors, generators and power tools.

## Hours of work

The hours of construction will be restricted as follows:

Between 8am and 6pm, Mondays to Fridays inclusive .

Between 8am and 1pm, Saturdays.

No work on Sundays and public holidays

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A pre-commencement noise survey will be undertaken and submitted to the Council where it is necessary to fulfil the requirements of the noise level monitoring described above.

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

Exact details to be provided in an updated CMP.

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.

A range of measures will be implemented to ensure that the potential impact of the works on local residents and neighbours will be minimised.

Exact details to be provided in an updated CMP.

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

To be provided but the Principal Contractor in an updated CMP.

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

Final details to be provided in an updated CMP.

**Dust**

Water dampening measures will be used during any demolition process, which will significantly control dust generation.

Dust screens will also be incorporated during this element of the project. The dust screen will be formed using a fully sheeted scaffold around the full perimeter and height of the rear parts of the existing building. This will form a cocoon within which to carry out the works.

Fully enclosed hoarding will be erected to the front elevation of the property at ground floor level to control dust, noise and protect the front light well from rain.

Dust generated by spoil material temporarily stored on site will be controlled by the contractor using such means as water dampening and dust extraction units for electrical equipment.

The internal nature of large portions of the work allows a greater degree of dust control and prevention of dust escaping to the neighbouring environment.

Walls are designed to brick and block dimensions to omit cutting requirements and thus reduce dust production. Dust produced from the cutting of timber will be collected by vacuum as cutting takes place.

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.

Final details to be provided in an updated CMP.

The pavement and public highway will be cleaned daily and immediately after any spoil.

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

Vibration levels from specific activities will be monitored at key construction stages. This will be assessed at the same time and locations as for noise monitoring.

A survey of the project will be undertaken in consultation with the Contractor to establish if and what monitoring is required and at what stage of the project.

Final details to be provided in an updated CMP.

36. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage in line with the [GLA's Control of Dust and Emissions Supplementary Planning Guidance \(SPG\)](#), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

A risk assessment will be completed and provided in an updated CMP.

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](#).

A GLA mitigation measures checklist will be provided in an updated CMP.

- 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 exceedance of the threshold and measures that were implemented to address these.

To be confirmed.

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

The appointed contractor shall comply with the Chartered Institute of Environmental Health's Guidelines set out in 'Pest minimisation: Best practice for the construction industry', particularly section 3.0 (Demolition / refurbishment and construction of properties)

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

To be completed by the contractor and submitted to the Council prior to commencement of the internal strip-out works. The recommendations in the report will be complied with. A copy of the report will be forwarded to the Council and made available at the Construction Consultation Meeting immediately prior to the implementation date.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

The contractor will adhere to the 'Guide for Contractors Working in Camden' and the project will be registered with the 'Considerate Constructors Scheme'.

The contractor's operatives are to maintain courteous relations and must be helpful to neighbours and passers-by at all times.

A book will be kept on site, which will be used to record details of any complaints. This will include the name of the person making the complaint. The complaints book will be regularly reviewed to ensure that any complaints are dealt with and resolved. A copy of the completed Complaints Register will be appended to the application for the Certificate of Practical Completion Certificate.

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 NO<sub>x</sub> emissions.

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

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

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

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

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

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

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

- a) Construction time period (mm/yy - mm/yy ): TBC.
- b) Is the development within the CAZ? (Y/N): NO
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): TBC
- 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: TBC
- 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: TBC
- 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: YES



# 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 re-approved 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:** David Jen

**Date:** 10th April 2018

**Print Name:** David Jen

**Position:** Architect, Alexander Martin Architects

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

End of form.