

# Construction Management Plan

pro forma v2.1

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
17 <sup>th</sup> April 2018	Community Consultation draft	Prewett Bizley Architects.
18 <sup>th</sup> May 2018	Submission to Camden Council.	Prewett Bizley Architects.
4 <sup>th</sup> July 2018	Revision A	Prewett Bizley 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](#)."

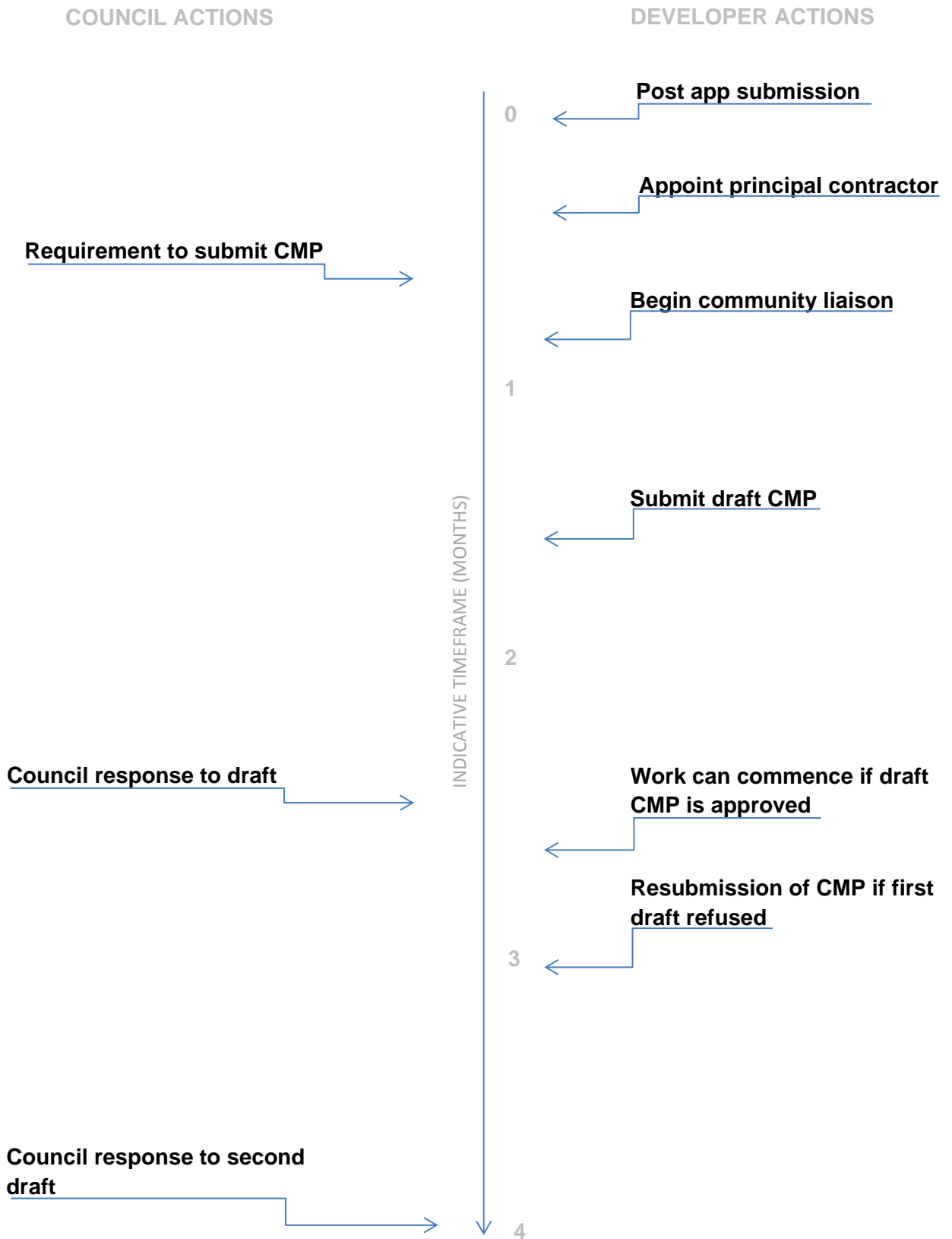
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: 39 Great James Street, London, WC1N 3HB

Planning ref: 2016/5824/P and 2016/6155/L

Type of CMP - Section 106 planning obligation

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

Name: Prewett Bizley Architects

Address: 118a London Wall, London, EC2Y 5JA

Email: [GJSenquiries@outlook.com](mailto:GJSenquiries@outlook.com)

Phone: 0207 256 2195

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: Main contractor to confirm.

Address:

Email:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

Name: John Cawley.

Address: See question 5

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Laurelwise Ltd.

Address: 114 Teignmouth Road, London

Email:

Phone:



# Site

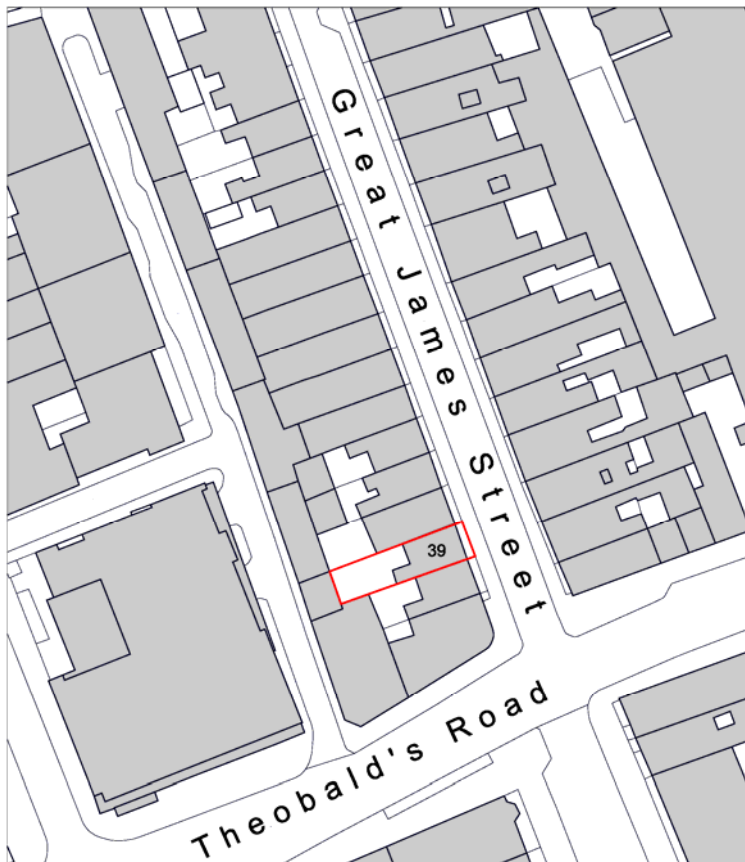
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

39 Great James street is a mid-terrace, 4 storey over basement Georgian town house located close to the junction with Theobalds road.

The surrounding area (Bloomsbury) is made up of similar buildings, used for commercial or residential purposes.

The proposals are for:

*Change of use of lower ground and ground floor from office (Class B1) and upper floor residential (Class C3) to dwelling house (Class C3); Extend rearward existing lower ground floor level for the erection of a two storey rear extension; replace rooftop structure and railings to provide main roof level terrace and green roof; Replace fenestration throughout and associated internal alterations.*



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 construction works constitute minor development, and include:

- Repairs to the brickwork and windows on the front and rear façade.
- At the rear, the demolition of a small outrigger structure between basement and first floor.
- A rear extension at basement and ground floor level, between existing retained boundary walls. This will be principally constructed from timber, with some small section steel beams.
- Reparations and reinstatement of the main roof coverings.
- Internal repairs.

The works have been carefully designed and specified in such a way that minimise the transport and environmental issues, in the following ways:

- No large/heavy loads of materials nor heavy machinery is required.
- No earthworks or trackout is proposed.
- No vehicles will enter/leave the site.
- Demolition by hand.

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.).

*Neighbouring properties:*

No. 38 Great James Street – residential.

No. 40 Great James Street – residential.

*Properties backing on to the rear garden:*

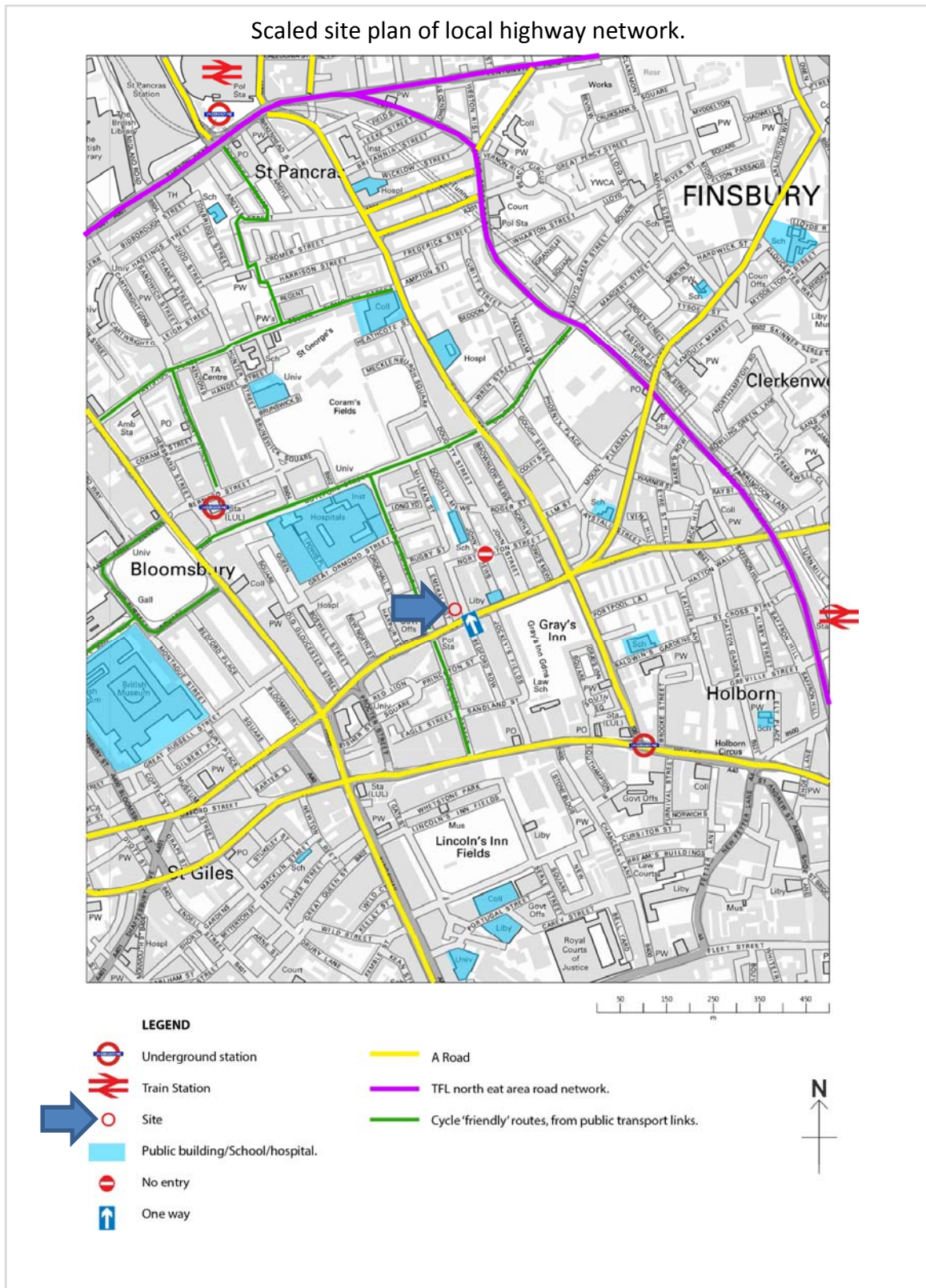
No. 56 Theobalds Road – commercial with residential above.

No. 64 Theobalds Road – Queens Head public house.

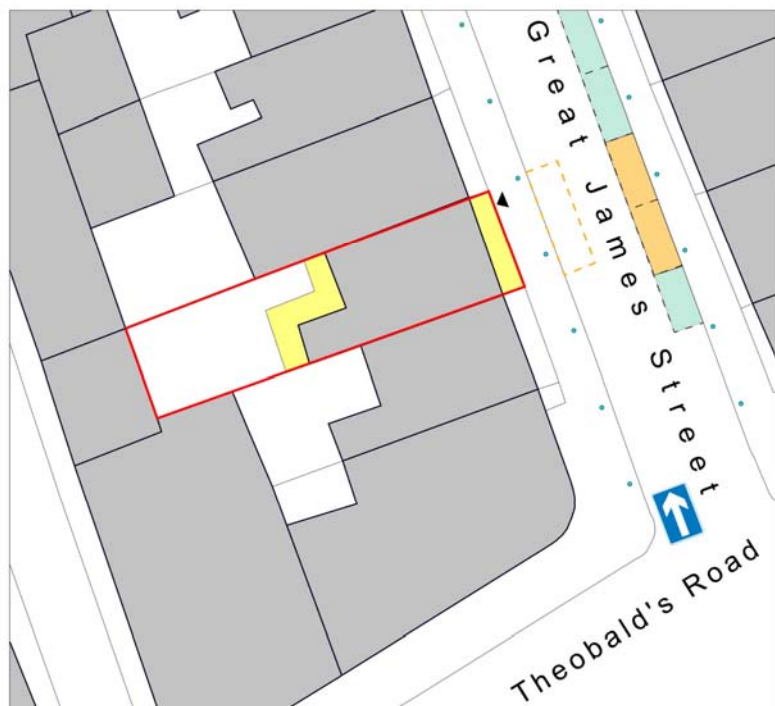
No. 4 Emerald Street - Cara Court apartments.

No. 8 Emerald Street.

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.



Scaled plan of site access and footpath.



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).

Start date: estimated to be no later than 13<sup>th</sup> August 2018.  
End date: Contractor to confirm.  
Refer to Appendix B for a construction phase plan.

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 shall be as stated above.

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.

No changes to services are proposed. Contractor to confirm.

# 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.

The leaflet, included in Appendix A, was distributed to the listed addresses on the 17<sup>th</sup> April. This leaflet included a weblink that provides access to this document and an email address to enable consultees to comment on the CMP. The period for comments concludes on the 2<sup>nd</sup> May, 14 days after the distribution of the leaflets. No comments were received.

### 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.

Contractor to confirm.

## 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](#)".

The contractor shall adhere to the *Guide for Contractors Working in Camden*. The main contractor's CCS number is C2356.

## 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.

Camden council to advise.



# 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:

Laurelwise Ltd.

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).

Fleet operators shall provide the principle contractor with evidence of certification from an approved independent Fleet Operators Recognition Scheme (or equivalent), on request. All drivers shall have undertaken Safe Urban Driver training

Periodic checks of evidence of routing information, vehicle safety equipment, licences, further training and FORS (or equivalent) ID numbers shall be carried out by the principle contractor. Checks shall be logged in the health and safety file.

Collision reporting shall follow an approved reporting mechanism such as FORS Collision Manager.

All vehicles over 3.5 tonnes servicing the site shall have additional blind spot minimisation equipment fitted, audible means to warn road users of left turns and external pictorial stickers to warn vulnerable road users of the hazards around the vehicle.

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:

Contractor to confirm.

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 \(TLRN\)](#).

Please refer to plan, included under question 9, which identifies:

- the major roads and TFL networks
- the nearest tube and railway stations.
- cycle ‘friendly’\* routes from the nearest tube and railway stations.
- Schools, museums, universities and hospitals.

Great James Street is not a designated cycle route. It is a one way street and all traffic must enter from Theobalds Road, to the south and exit via John street/Doughty street to the east.

\*source: Google Maps.

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.

Contractors/visitors/suppliers will be issued the traffic routing plan on appointment/invitation/order.

**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.

- The site does not accommodate vehicles.
- It is anticipated that delivery vehicles shall range from small vans to small lorries (e.g. 7.5 tonne dropside trucks/box vans and 18 tonne skip loaders).
- Deliveries will be arranged to occur within the generally acceptable times noted above.
- Vehicles will not dwell for more time than allowable under city loading/unloading restrictions.
- Contractor to confirm frequency of deliveries.

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

Camden to advise.

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.

There is one pedestrian entrance to the site.

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.

Not applicable.

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).

Not applicable.

**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

No vehicles can enter the site.

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

Not applicable.

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).

Not applicable.

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.

Not applicable.

**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.

Please refer to the plan supplied under question 9.

- There is no on-site parking.
- The main contractor will apply for parking vouchers for the site manager to park within the local area.
- Materials will be delivered just outside the site, within permitted loading/unloading time periods. The H.S.E.'s guidance on safe loading and unloading will be followed.
- Demolished materials shall be bagged, sealed and carried from site.
- No materials will be stored outside of the site.
- For skips, please see question 24.

Vehicles blocking the road will move to allow passage of other traffic.

## 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](#).

A parking suspension (and skip licence) may be requested for 2 bays opposite the site. This suspension may be in place at the start of the works, whilst a small quantity of demolition works are undertaken at the rear of the site.

### 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.

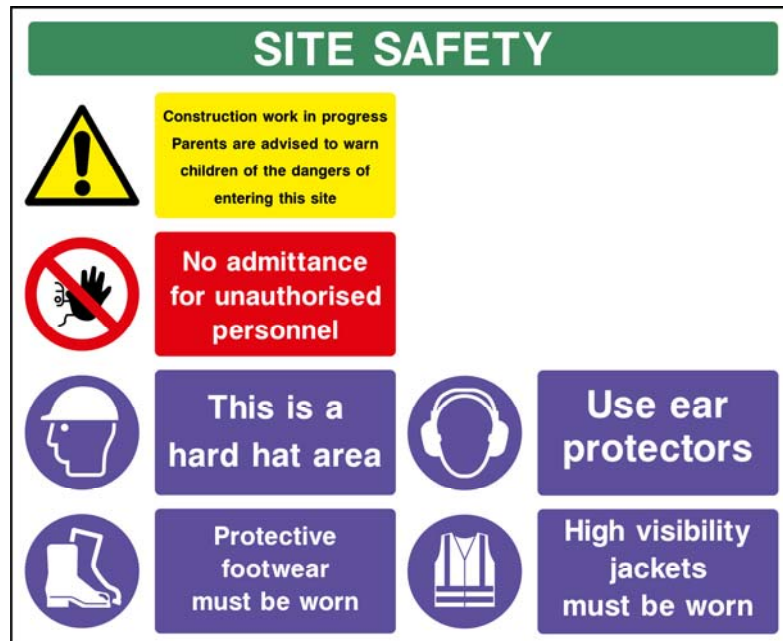
- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Not applicable.



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

The site will not be accessible to the public.  
The site gate shall be secured, outside of working hours.  
The following site signage will be provided.



## 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).

Not applicable.

## 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.

The road is not a recommended cycle route.

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.

No structures will overhang the public highway.

 SYMBOL IS FOR INTERNAL USE

# Environment

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

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

It is anticipated that the following noisy works will be undertaken as part of the construction:

- Scaffolding – Erected/dismantled during allowable working hours. At the start and mid-way through the construction period.
- Mechanical tool use – saws and drills will be used to construct the rear extension, which is predominantly a timber frame construction.
- Demolition of the rear outrigger – this will be by hand and therefore noise is anticipated to be limited.

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.

Contractor to complete.

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

Contractor to complete.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

The Contractor will endeavour to keep noise levels to a minimum at all times. Best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce and control noise and vibration.

The quietest and lowest impact processes that are reasonably practicable will be employed on site in the undertaking of all construction works. Measures that will be implemented as a means of minimising noise include:

- The quietest machinery/plant shall be used as far as is reasonably practicable;
- Keep voices and conversation outside of the perimeter of the Site to a minimum and low in volume;
- No banging of doors, gates, scaffolding, or other objects;
- No machinery will be permitted to start up on-site before the designated core working times;
- Include within material and subcontractor requisitions details of permitted vehicle arrivals (i.e. during designated loading and servicing time periods);
- No engines left running whilst vehicles are stopped within the loading and unloading location;
- Construction personnel carefully placing waste into skips, where required, to minimise noise;
- Using low impact and low volume machinery and tools where possible; and
- Local residents will be advised of the start and finishing dates and times of particularly noisy works and these will be timed to minimise the disruption to local residents as far as possible.

In the event that a complaint or concern is raised by a local resident, business or LBC, an immediate review will be carried out to establish the degree of noise created and to establish how to best develop a solution.

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

Contractor to complete.

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

In accordance with supplementary planning guidance document *The Control of Dust and Emissions During Construction and Demolition*, the following preventative measures shall be taken:

- Machinery and dust generating activities will be located/operated away from neighbouring buildings, as far as practicable.
- Machinery shall be turned off when idle.
- Monarflexed scaffolding will provide a physical barrier between the site and surrounding area, to prevent dust nuisance. The building will also be covered by a 'top-hat'.
- Waste materials will be sorted and covered or bagged. Skips shall be completely covered.
- Stockpiles shall be covered to prevent wind whipping.
- Loose material will be removed from site as soon as practicable and/or bagged.
- Hoarding to the front will be regularly cleaned, to prevent re-suspension of particulate matter.
- Site personnel shall change shoes and clothes before going off site. Boot cleaning facilities shall be provided.
- Vacuum or sweep regularly to prevent fine dust build up.
- Cement, sand and fine aggregates will be stored in sealed containers.

The site will also be visually monitored throughout working hours and periodic visual checks of buildings within 100mm of the site boundary shall be carried out.

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.

Re pointing works will be undertaken as part of the façade repairs. Existing mortar will be removed with hand tools (no grinders).

Some dust may escape on to the public footway. The scaffold will be brushed clean to prevent dust accumulation. The front of the site will also be swept periodically. Swept surfaces will be hosed to prevent the re-suspension of particulate matter.

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

Contractor to complete.

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.

Contractor to complete.

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](#).

Contractor to confirm.

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.

Due to the small scale of the site and the minor scale of the construction works it is anticipated that the dust risk will be evaluated as being low.

In accordance with supplementary planning guidance document *The Control of Dust and Emissions During Construction and Demolition*, the following preventative measures shall be taken:

- Minimise worker and receptor exposure to dust, in line with answer 33.
- Keep an up to date log of complaints from the public and take measure to address the complaints as required.

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 building has been vacant for an extended period and no signs of rodents have been detected on the site.

In accordance with the Health & Safety at Work Act 1974, the following measures shall be taken to prevent rodents spreading out from the site:

- Hoarding to the front of the site shall extend to the ground.
- No food items stored on site, unless in a closed container or fridge.
- Conduct period inspections of the site for signs of rats – droppings, chewed cables, scratch marks, nests etc.
- Ensure all drains/ducts/pipes remain capped.
- Block any penetrations through the building fabric.

If rats are found, eradication shall be undertaken by a qualified person/s in line with HSE guidance and COSHH.

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

To be confirmed.

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 site will be non-smoking.

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

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

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

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

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

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

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

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

- a) Construction time period:  
08/2018 - 08/2019
- b) Is the development within the CAZ?:  
Y
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (N/Y):  
Contractor to complete.
- 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:  
Contractor to complete.
- 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:  
Contractor to complete.
- 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:  
Contractor to complete.



# Agreement

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

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

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

**Signed:** .....

**Date:** .....

**Print Name:** .....

**Position:** .....

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

End of form.

## Appendix A – Community Consultation

A copy of this leaflet (below) was hand delivered on 17th April 2018 to the addresses shown in the table (right). Recipients were provided with an email address to send any comments to within 14 days. The consultation period ended on 2nd May 2018 and no comments were received.



### RE: Works to 39 Great James Street

Dear neighbour

You may be pleased to know that planning permission has been granted to restore 39 Great James Street to a family home.

The proposals include repairs to the façades, roof and windows and a rear extension at ground and basement level. Further information on the proposals can be found at <http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/GeneralSearch.aspx>.

Works are due to start this summer. We are currently producing a draft Construction Management Plan, which includes information on how the build will be managed to reduce any inconvenience to you and the wider community.

A copy of the plan is available at <https://tinyurl.com/y8j7ueyk>

If you have any questions or comments please contact [GJSenquiries@outlook.com](mailto:GJSenquiries@outlook.com) by 2nd May 2018.

Delivered by hand on 17th April 2018

Community Consultation Adresses		
House No.		Occupancy
40	Great James Street	Residential (2nd and 3rd Floor flats)
39	Great James Street	Residential (Upper Flat)
38	Great James Street	Residential
37	Great James Street	Great James Street Chambers
36	Great James Street	Residential
35	Great James Street	Companies at
34	Great James Street	Residential (1st, 2nd and 3rd Floor flats)
33	Great James Street	Residential (Flats A-F)
32	Great James Street	GMS Estates and others
31	Great James Street	Residential
30	Great James Street	Residential
29	Great James Street	John Simpson Architects
28	Great James Street	Residential
27	Great James Street	Companies at
26	Great James Street	Residential (Ground floor flat)
25	Great James Street	Residential
23/24	Great James Street	Residential
22	Great James Street	Companies at
21	Great James Street	Gordons Partnership LLP and Residential (Flat A and Flat B)
20	Great James Street	Residential (Rooms 1-6)
19	Great James Street	The Rugby Tavern (pub)
16	Great James Street	Brazilian aeronautical Commission in Europe
15	Great James Street	Residential
14	Great James Street	Residential
13	Great James Street	Shout Communications Ltd. , Residential (2nd and 3rd Floor Flats)
12	Great James Street	Commercial Ground floor, Residential (Lower Ground Floor flat and Maisonette 1st, 2nd, 3rd floor)
11	Great James Street	Residential
10	Great James Street	Residential (Front Basement flat and Main house)
9	Great James Street	Residential (Lower Ground Floor flat and Main house)
7 and 8	Great James Street	Monro Wright and Wasbrough LLP
6	Great James Street	Global Giving UK
5	Great James Street	Residential (Flat 1, Flat2 and Flat 3)
4	Great James Street	Companies at and Residential (3rd floor flat)
3	Great James Street	Residential (Ground and 1st Floor rear flat and 2nd and 3rd Floor flat)
1	Great James Street	Café nero
54	Theobalds Road	Café nero
56	Theobalds Road	Thai Massage Central/ The noble Gentleman Barbershop
58	Theobalds Road	Unknown
60	Theobalds Road	Caffe Capital
62	Theobalds Road	Country gifts and news
64	Theobalds Road	The Queen's Head
4	Emerald Street	Companies at
6	Emerald Street	Companies at
7	Emerald Street	Companies at
8	Emerald Street	Companies at

Note: The occupancy information presented above, was collated on 09.05.18 in part from information available at [www.camden.gov.uk/ccm/content/environment/waste-and-recycling/recycling-rubbish-and-reuse](http://www.camden.gov.uk/ccm/content/environment/waste-and-recycling/recycling-rubbish-and-reuse).



**LBC LEGAL DUTIES and EXPECTATIONS REGARDING BUILDING CONSTRUCTION/DE-CONSTRUCTION SITES****Addendum to CMR 239415****Camden's Minimum Requirements (CMR) number: 239415****Site: 39 Great James Street London, WC1N 3HB****Planning number: 2016/5824/P****Date: 21<sup>st</sup> May 2108**

I have read the CMP dated 18<sup>th</sup> May 2018 produced by Prewett Bizley Architects, which is linked to planning application **2016/5824/P**.

I confirm that no visit has been made to this site in connection to this CMP.

39 Great James street is a mid-terrace, 4 storey over basement Georgian town house, where the proposals are for change of use of lower ground and ground floor and upper floor to residential to dwelling house. Also to extend rearward existing lower ground floor level for the erection of a two storey rear extension; replace rooftop structure and railings to provide main roof level terrace and green roof. Replace fenestration throughout and associated internal alterations.

No duration of the works has been stipulated, however, the following noisy works have been identified:

- Scaffolding – Erection/dismantling
- Mechanical tool use – saws and drills, etc.
- Demolition of the rear outrigger – this will be by hand.

Although the submitted CMP proposes a number of noise mitigation measures to minimise the impact of the works, the CMP still has either missing information or the information provided is insufficient.

**The following is missing from the submitted CMP:**

- Full details of the main contractor
- A noise report dealing with ABC +5dB method according BS5228:2009+A1:2014
- Prediction of the noise levels
- Identification of any piling operations and its impact to the neighbouring receptors.
- Identification of the worst affected property by the effect of noise/vibration (including structure borne) and 3D (see CMR 239415) if applicable
- Philosophies to be incorporated, maintained, improved and enforced in:
  - (i) Noise/vibration reducing throughout the site and the life of the project.
  - (ii) Prevention of dust formation in the first place, throughout the site and the life of the project.
- Actions to be taken in cases where these noise levels exceed the predicted noise and vibration levels.
- A report from a British Pest Control Association (BPCA) company demonstrating existence /non-existence of rats and mice by using baiting techniques.
- Action taken to prevent the rodents living in the site escaping the site prior commencing the works and during the works.

Noisy building construction /deconstruction works could commence with the proviso that there is full adherence and compliance with the following specific and general understandings stated below:

## **SPECIFIC UNDERSTANDINGS**

In meeting these SPECIFIC UNDERSTANDINGS and/or reviewing the CMP, the Contractors shall have regard and shall be consistent with the following documents, policies, and procedures:

- Camden's Minimum Requirements (CMR239345, attached)
- Addendum CMR 239345, attached)
- British Standards BS5228:2009+A1:2014
- "Pest minimisation Best practice for the Construction Industry" (attached) for eradication of rat/mice before works commence
- The Control of Dust and Emissions During Construction and Demolition (SUPPLEMENTARY PLANNING GUIDANCE) 2014
- Noise/vibration reduction and visible dust prevention philosophies
- Noise report to be produced taking into account airborne and structure borne noise.
- Prediction of to be submitted noise levels

The Main Contractor understand that the proposed works cannot commence unless 28 days before the following SPECIFIC UNDERSTANDINGS are already in place, are ready to be implemented and their details are readily made available on request by an authorised Officer of the Council:

### **1. In the case that Structure borne noise likely to occur at party walls or tall buildings.**

- (a) A noise report dealing with the effect of structure borne noise from the building deconstruction and construction activities shall be required before any proposed works commence. The noise report shall deal with the provision of suitable respite accommodation to those who are being affected. Refer to BS 6472-1:2008, BS5228: 2009+A1:2014, CMR239415.
- (b) The prediction of noise levels (including structure borne noise) at the potential noise receptors (including any person residing/working inside the building or sharing party wall) shall be made before the proposed works commence.
- (c) Prior any de-construction/construction works commence but no less than (28 days of the proposed works commence), the resident and/or the residents, living at the sharing party wall shall formally be offered in writing an appropriate suitable respite alternative accommodation for the whole duration of these construction/deconstruction works. The offer and details of the offer shall be confirmed in writing to the Council".
- (d) If the adjoining building is structurally connected and is occupied while the proposed works are in progress and should structure borne noise through party wall and/or other connected part of the building occurs, then a respite scheme shall be required to provide to those who are directly affected by the works that is causing the structure borne noise.
- (e) No dweller should remain in their dwellings without a properly suitable respite accommodation being offered while noisy structure borne works/activities are being carried out.

### **2. Identification of worst affected property.**

- (f) Prior any construction/deconstruction works commence identification of the worst affected property by the effect of noise/vibration (including structure borne) and 3D (see CMR 239415) shall be required.
- (g) Prior any construction/deconstruction works commence full details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site to the main identified receptors.

### **3. Noise monitoring**

- (h) Noise and vibration monitoring shall be carried out. (239415 Camden's Minimum Requirements attached).
- (i) State the actions to be taken in cases where these exceed the predicted noise and vibration levels.

### **4. Respite accommodation for non-party wall/adjoining properties.**

- (j) Where noise exceeds noise limits for a period of 10 or more days of working in any fifteen consecutive days or for a total number of days exceeding 40 in any 6 month period provisions for temporary respite accommodation will be offered.

### **5. Rats control/extermination**

- (k) Once main contractor has been appointed and at least 6 weeks before the works commence a rodent assessment report shall be issued and the site shall be baited to ascertain the degree of rat/mice infestation.
- (l) A British Pest Control Association (BPCA) company shall produce the rodent assessment report. The report shall demonstrate existence/non-existence of rats and how the rodents living on the site are being prevented escaping the site prior commencing the works and during the works.
- (m) Before any construction/deconstruction works commence Contractors, builders, etc. have to keep sufficient evidence and make such evidence readily available on request by an authorised Officer of the Council the following:
  - Any existing drainage serving the site is secure. This means locating the interceptors of the existing buildings and making sure that the drains are currently running free and that any interceptor (Rodding Eye) caps are in place. For straight through systems a rat block device should have been installed before any work starts.
  - If the existing drains are not to be used for the new development then these have been cemented and sealed.
  - Any additional drainage leading back from the interceptor left open, the corresponding interceptor/s are sealed.
  - The rodents living in the site are being systematically destroyed and/or prevented escaping the site prior commencing the works and during the works.

**GENERAL UNDERSTANDINGS.**

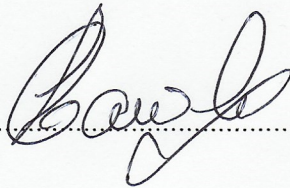
- (a) London Borough of Camden under the Control of Pollution Act 1974, Environmental Protection Act 1990 and Prevention of Damage by Pest Act 1949, has the legal duty to protect from the effects of noise (including vibration), statutory nuisances and pest prevention from rodents to those who are living in the proximity of the proposed works.
- (b) The Council expect to receive no valid complaints during the entire duration of the proposed works to be undertaken at **39 Great James Street London, WC1N 3HB**.
- (c) The CMP shall be a living document to be reviewed/modified as soon as problems arise or when it is required.
- (d) Noise and vibration monitoring shall be carried out. (See CMR 239415) Camden's Minimum Requirements attached)
- (e) A continuous philosophy to be incorporated, maintained, improved and enforced in:
  - (a) Noise/vibration reducing throughout the site and the life of the project.
  - (b) Prevention of dust formation in the first place, throughout the site and the life of the project
- (f) Full adherence and compliance and implementation with the 239415 CMR for the site.
- (g) Where practicable, to prevent vibration during excavations works, most modern excavating equipment and the most modern excavation techniques shall be used.
- (h) No demolition works shall be commenced without an adequate water supply to cover the whole working areas.
- (i) At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal)).
- (j) Continuous liaison with the local community, before works commence, during the works and in particular in case of exceedances and/or change of techniques or methodology and or complaints/concerns.
- (k) Full adherence and compliance and implementation with the 239415 CMR for the site and BS5228:2009+A1:2014.



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- (j) Continuous liaison with the local community, before works commence, during the works and in particular in case of exceedances and/or change of techniques or methodology and or complaints/concerns.
- (k) Full adherence and compliance and implementation with the 239415 CMR for the site and BS5228:2009+A1:2014.

Signed:



Date:

2.7.18

Print Name: .....

JOHN CAWLEY

Position:

PROPERTY OWNER OF 39 GREAT JAMES STREET.  
AND MAIN CONTRACTOR.