Construction Management Plan

pro forma v2.2

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
07.08.18	1.0	James Virgo

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Community Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

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

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

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

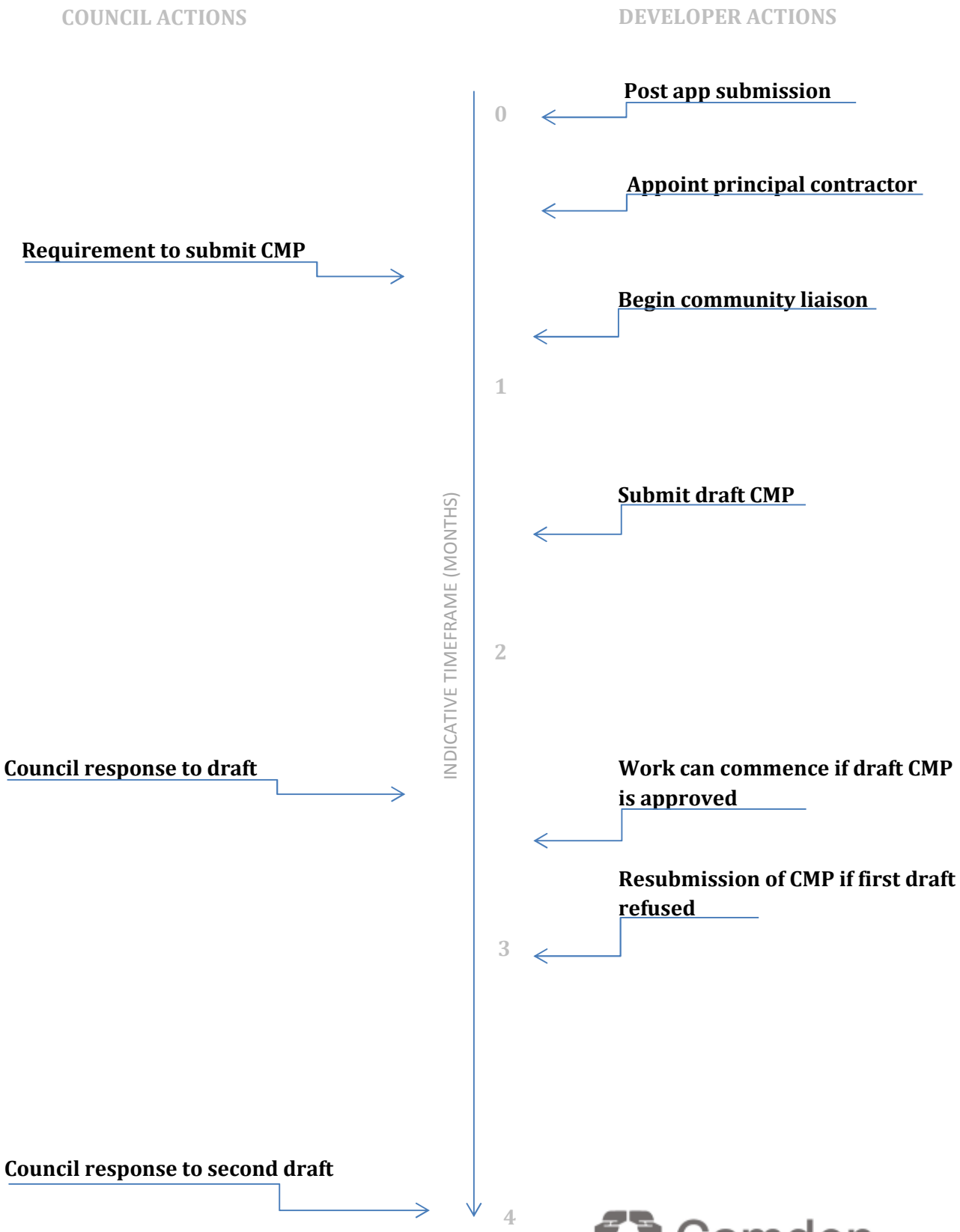
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: Gloucester Gate Playground, Regent's Park, Outer Circle, London, NW1 4NR

Planning reference number to which the CMP applies: 2018/3336/INVALID

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

Name: James Virgo

Address: LUC, 43 Chalton Street, London, NW1 1JD

Email: james.virgo@landuse.co.uk

Phone: 020 7383 5784

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: No contractor yet appointed

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: No contractor yet appointed

Address:

Email:

Phone:

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

Name: No contractor yet appointed

Address:

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.

Refer to accompanying document 01 - LUC drawing no 10335-LD-PLN-000 for the Location Plan.

Gloucester Gate playground is located in the north-east corner of Regent's Park, adjacent to the park boundary and Outer Circle to the east. It is flanked to the north and south by tarmac footpaths that extend from Gloucester Gate to the Broad Walk, and sits at the apex of the large triangle of lawn formed by these paths. The land slope down across the site here from south-west to north-east, with the existing playground at the low point.

The playground is bounded by a metal railing and hedge with one pedestrian entrance and a separate adjacent entrance for maintenance vehicles. The surface is predominantly macadam and red wet pour with a scattering of play equipment pieces catering for the toddler to junior age range. A low brick wall inside of the fence line extends around the northern part of the playground, and helps contain the sand pit. There is a small toilet block which faces into the playground, with WC facilities for small children and a disabled toilet. Adjacent to this is an octagonal shelter, which appears to date back to c.1930 when the playground was first introduced. The toilet block appears on the 1953 OS map, although has undergone renovation since then.

South of the playground is an area now known as 'The Glades'. This is the site of the former St Katharine's Lodge. Damaged beyond repair in the Second World War, the Lodge was demolished and the rubble used to create the mounds that characterise this area. It includes a number of large trees and is a peaceful area that is used predominantly by dog walkers. It also includes a piece of timber play equipment in the form of a tangle of timbers or dropped pile of sticks which is popular with older children for climbing and sitting.

To the south-west is a large expanse of lawn that slopes down from the Broad Walk towards the play area. Beyond the historic Broad Walk with its avenue of mature London Planes is London Zoo. This large sloping triangle of grass was used as 'dig for victory' allotments during the Second World War. There is a scattering of individual trees near to the play area which are in poor health due probably to overly wet ground, as this area is prone to water logging during the winter months. The higher ground is used in the summer as a temporary soft-ball pitch.

To the north across the path is a larger amenity grass area which includes a number of sports

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 include:

- Full demolition and removal from site the existing play equipment, furniture and hard surfaces (retention of the existing toilet block and Shelter).
- Removal of some of the perimeter hedge and two trees.
- Stripping of grass to allow extension of the playground further to the south-west.
- Importing of fill material to form mounds, including some regrading works and covering with soil.
- Construction of new bespoke and catalogue play equipment.
- Laying of new hard surfaces.
- Tree, hedge and ornamental planting beds, grass and meadow seeded lawn areas.

Main issues include:

- Construction vehicle accessibility – long route through the park to get to the site.
- Lots of mature trees along the vehicular route and surrounding the development site.
- Sensitive ecological receptors, e.g. hedgehogs, birds, bats, owls.
- Close proximity to residential dwellings on Outer Circle.
- Vehicular route will be along a very busy pedestrian thoroughfare through the park.

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.).

Nearest potential receptors include:

- Residents to Outer Circle
- Visitors to Regent's Park
- London Zoo
- Sensitive ecology, e.g. hedgehogs, birds, bats, owls

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.

Refer to accompanying document 02 – 10335_Transport Network Plan.

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).

Not yet known. Assumed start on site date of January 2019.

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

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

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.

N/A

Community Liaison

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

13. Consultation

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

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

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

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

Presentation and discussion at the Regent's Park Stakeholder meeting, which comprises:

- Zoological Society of London including London Zoo
- The Friends of Regents Park and Primrose Hill
- The Crown Estate Paving Commission
- Local residents

Further consultation will be held with the above group to manage any construction works on site.

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.

The Regent's Park Stakeholder will be fully updated on the programme and progress of the works prior to it taking place. The same information will also be displayed on The Royal Parks website and on posters distributed around site.

15. Schemes

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

No contractor yet appointed

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.

N/A

Transport

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

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

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

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

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document and Q18 example response).

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:

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

Site Traffic

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

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

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

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

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

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.

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.

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

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.

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.

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).

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

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

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

Refer to accompanying document 03 - 10335-LD-PLN-130 Haul Route

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

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

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.

Highway interventions

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

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

- **24. Parking bay suspensions and temporary traffic orders**

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

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

Information regarding parking suspensions can be found here.

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).

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

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).

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.

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.

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.

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.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

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.

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

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

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.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Refer to accompanying document 04 – 10335_Hazard Risk Register.

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.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

N/A

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

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

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.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period (mm/yy - mm/yy):

b) Is the development within the CAZ? (Y/N):

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

SYMBOL IS FOR INTERNAL USE

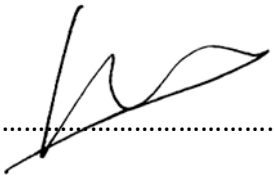
Agreement

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

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

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

Signed: ……



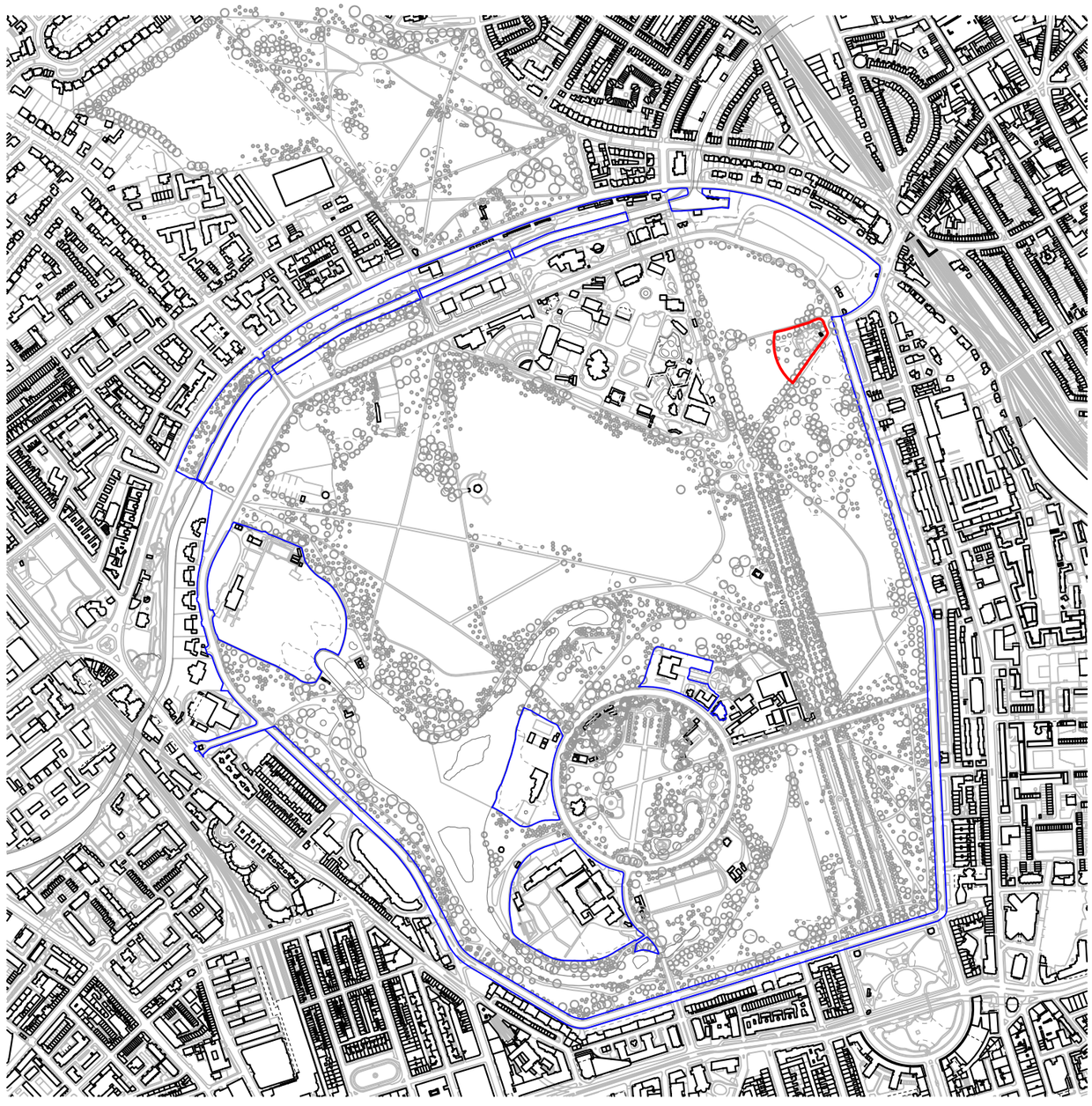
Date: 07.08.18

Print Name: James Virgo

Position: Associate Landscape Architect

Please submit to: planningobligations@camden.gov.uk

End of form.



Notes
Do not scale from this drawing.
All dimensions are drawn in millimetres.

Ownership Boundary

Application Boundary

Iss	Date	Description	Drn	Chk
B	13.07.18	Issued for Planning	JV	-
A	15.06.18	First Issue	SP	JV

0 20 40 60m

LUC

LUC London
43 Chalton Street, London, NW1 1JD
+44 (0)20 7383 5784
london@landuse.co.uk
www.landuse.co.uk

Project
Gloucester Gate Playground
The Regent's Park

Client
The Royal Parks

Scale @ A3
1:10000

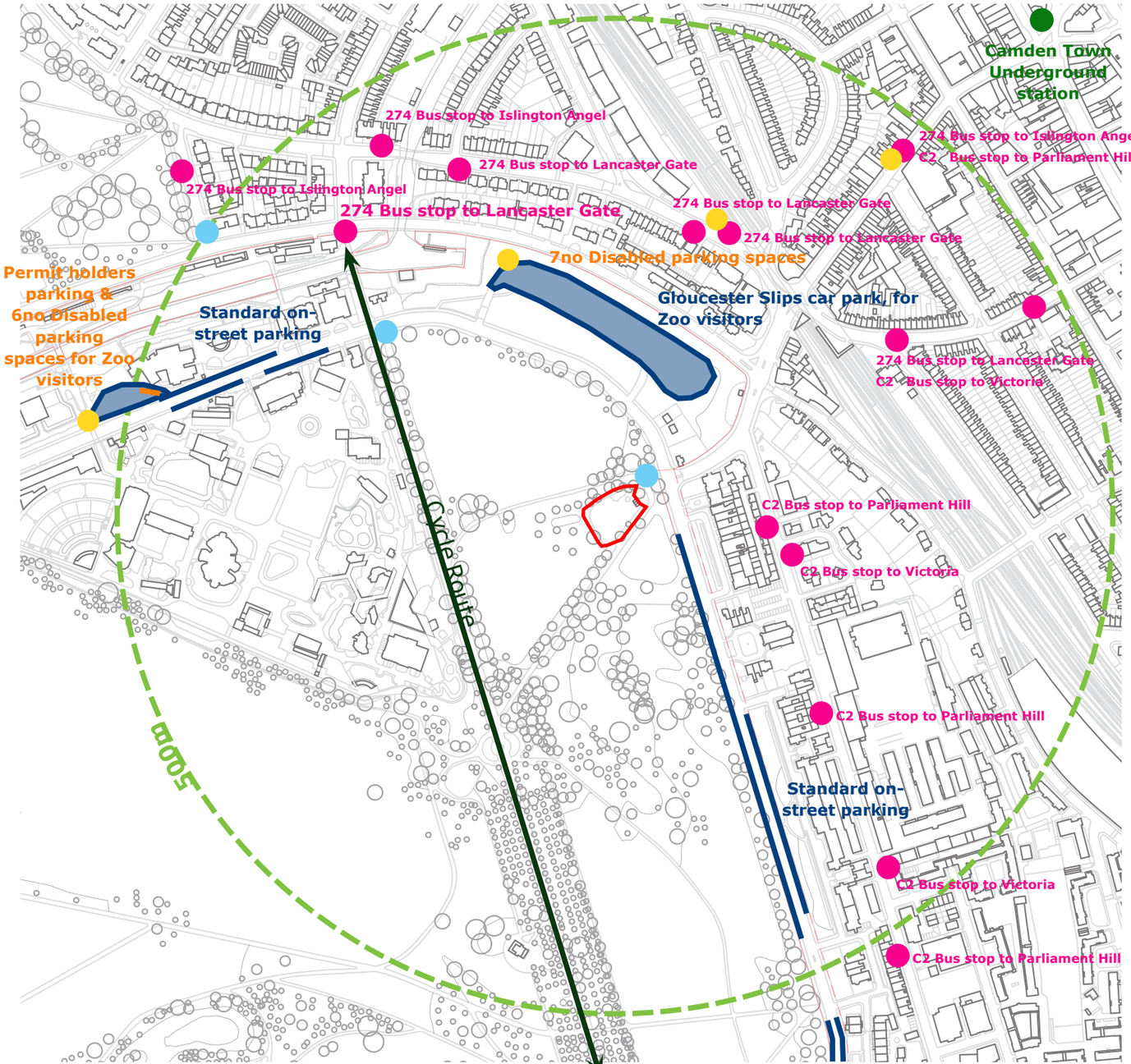
Status
PLANNING

Drawing Title
Location Plan

Job Nr
10335

Drawing Nr
10335_LD-PLN-000

Issue
A



Transport network plan of Regent's Park

Transport Network

- Standard car parking spaces (only Outer Circle shown)
- Disabled car parking spaces
- Bus stops
- London Underground stations
- TfL Cycle Docking Stations
- Cycle Parking
- Regent's Park Cycle Route (The Broad Walk - northern section only between Chester Road and Outer Circle)

0 100 200 300m

1:5000@A3

LUC

Haul route (with banksmen at either end of vehicle)

Heras fence line

Main vehicular route to development area

Contractor's Compound

Heras fence line

Main vehicular route to development area

Note
Ground protection will be installed on haul route within areas of soft landscape that fall within Root Protection Areas.

Notes
Do not scale from this drawing.
All dimensions are drawn in millimetres.

Ownership Boundary

Application Boundary

Haul route along the Broad Walk, with banksmen at either end of moving vehicles

Main vehicular movement routes across the grass into the Contractor's Compound and the main development area

Heras fence line surrounding the main development and Contractor's working area

Iss	Date	Description	Drn	Chk
A	07.08.18	First Issue	JV	-

0 20 40 60m

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Project
Gloucester Gate Playground
The Regent's Park

Client
The Royal Parks

Scale @ A3
1:1250

Status
PLANNING

Drawing Title
Provisional Haul Route & Site Setup

Job Nr	Drawing Nr	Issue
10335	10335_LD-PLN-130	A

CDM Design Hazard Register

Project	**Gloucester Gate Playground**	**Date of Project Inception**	
Client	**The Royal Parks**	**March 2016**	
Principal Designer	**LUC**	**Date of Last Document Revision**	
LUC Project No.	**10335**	**August 2018**	
Project Stage	**Planning**	**Additional Information**	
LUC Role	**Landscape Architect**		

Ref	ID Date	Hazard Identificantion and potential consequences	Who is at risk?	Hazard Status	Design measures and actions taken to eliminate, reduce or control the hazard	Residual Hazard to be communicated to others or Date Closed
Planning Stage Design Hazard Identifiction						
1	07.08.18	Site access - for deliveries and construction vehicles through an occupied site	Contractor Public	M	Consider access with the design of the playground. How will pedestrian access be maintained to the rest of the park. How will construction vehicles enter the site? Is there any access facilitation work required? Contractor to prepare Construction Management Plan on appointment.	Contractor to prepare Construction Management Plan on appointment.
2	07.08.18	Groundworks - Injury from instable excavations.	Contractor Public	M	Carry out suitable investigation, consult topo survey and historical plans.	Ensure contractor is aware of current surveys; previous use and any site issues; carries out standard Safe Systems of Work (SSOW); and uses competent persons.
3	07.08.18	Constructing structures - injury from collapse of temporary unstable structures.	Contractor	L	Ensure competent persons are used, obtain instruction and ensure contractor is in receipt of handling methods of any new equipment from all suppliers.	Risk assessments and method statements to be required as part of tender submission.
4	07.08.18	Lifting operations - crushing or injury from placement of heavy objects/fill.	Contractor	M	Consider design of layout in terms of access for plant to position heavy and cumbersome objects, such as large pieces of play equipment, fill material, tree trunks, etc.	Risk assessments and method statements to be required as part of tender submission.
5	07.08.18	Overhead collision - Injury from collision of plant with adjacent existing trees.	Contractor	M	Consider layout of design in terms of construction and movement of plant. Ensure contractor has considered site ingress and egress, and has a suitable working area.	Risk assessments and method statements to be required as part of tender submission. Contractor to prepare Construction Management Plan with emphasis on vehicular management.
6	07.08.18	Injury from possibile existing unknown buried objects, such as services or foundations.	Contractor	L	Carry out suitable investigation, consult topo survey and historical plans. Ensure contractor is aware of current surveys, previous use and site issues of instability, and carries out standard Safe Systems of Work (SSOW), and uses competent persons.	Ensure contractor is aware of current surveys, previous use and site issues of instability, and carries out standard Safe Systems of Work (SSOW), and uses competent persons.
7	07.08.18	Dust and emissions - Respiratory injury/nuisance from onsite works	Contractor Public	L	Consider choice of materials and play equipment, as well as buildability.	Contractor to prepare Construction Management Plan on appointment and to consider dealing with dust through Prevention, Suppression and Containment. Consider storage of fill materials (hardcore and sand), cutting methods (timber and stone), demolition of existing surfaces, vehicular movements into and out of site (importing and exporting of material).
8	07.08.18	Injury to sensitive ecological receptors, e.g. hedgehogs	Ecology	M	Conduct ecological surveys, ascertain extent of habitats, design mitigation scheme including receptor sites.	Contractor to prepare Construction Management Plan on appointment and to consider timely removal of vegetation, phasing of works, site protection, daily checking of excavations and stockpiled material attractive to hedgehogs (e.g. timber piles).
Construction Stage Design Hazard Identification						
Post Construction Residual Hazard Identification						

This Hazard Identification Register assumes that the works will be carried out by, or supervised by, a competent contractor. It therefore does not include hazards that a competent contractor, or maintenance manager, should be expected to anticipate and eliminate / manage. Hazard Status: H = Certain or very likely to occur. M = Reasonable chance of occurance. L = Unlikely to occur .