

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

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

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

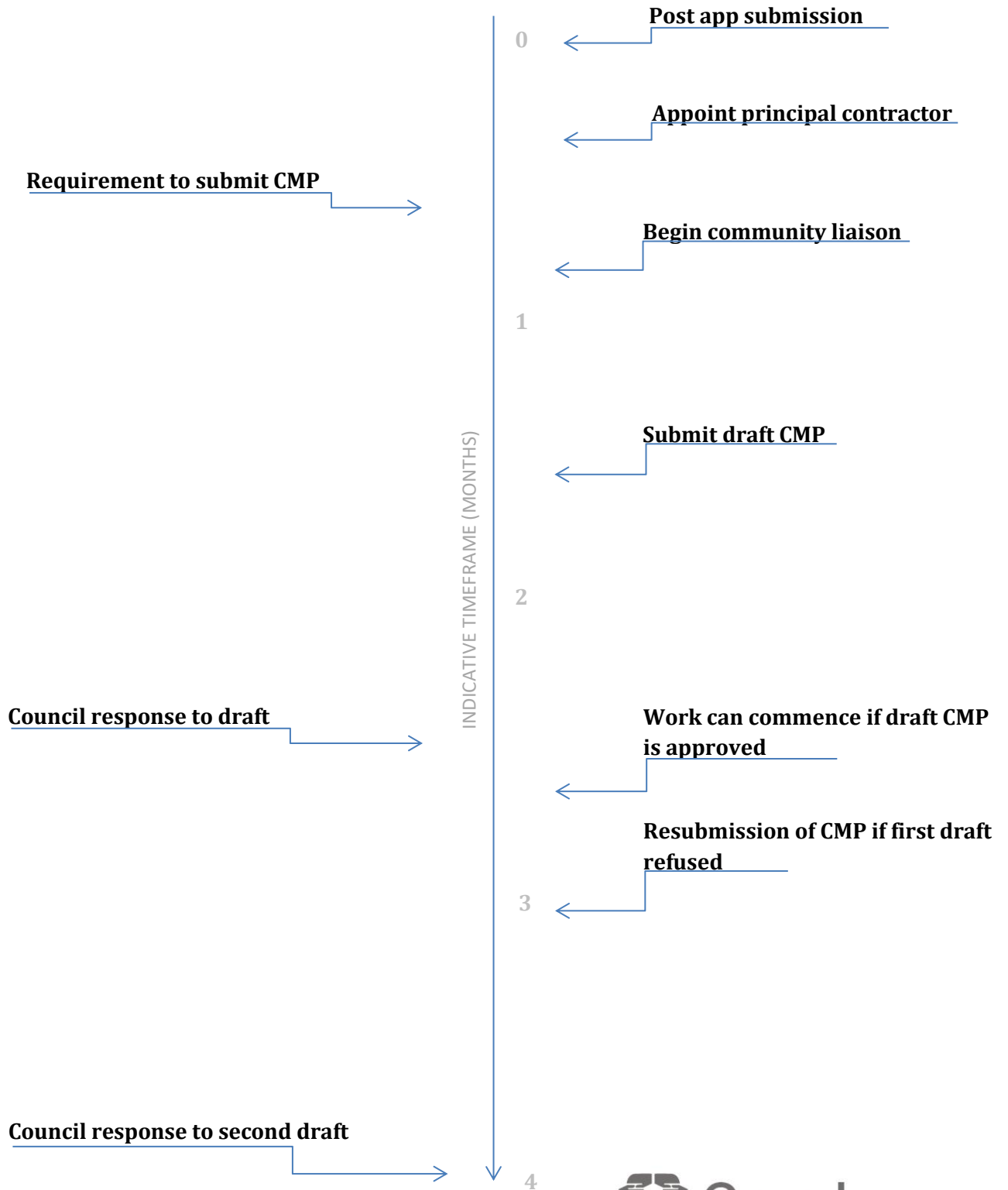
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 8 Kentish Town Road, London, NW1 8NH

Planning reference number to which the CMP applies: 2018/3613/P

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

Name: KGK Consultants

Address: 60 Gray's Inn Rd, London, WC1X 8AQ

Email: info@kgkconsultants.com

Phone: 07885 499726

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: Aaron Kazab

Address: Guilford Management, 1 Princes Square, London. W2 4NP

Email: aaron@conceptlondon.co.uk

Phone: 020 7229 1011

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: Aaron Kazab

Address: Guilford Management, 1 Princes Square, London. W2 4NP

Email: aaron@conceptlondon.co.uk

Phone: 020 7229 1011

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: TUR Building & Construction Limited at KTR

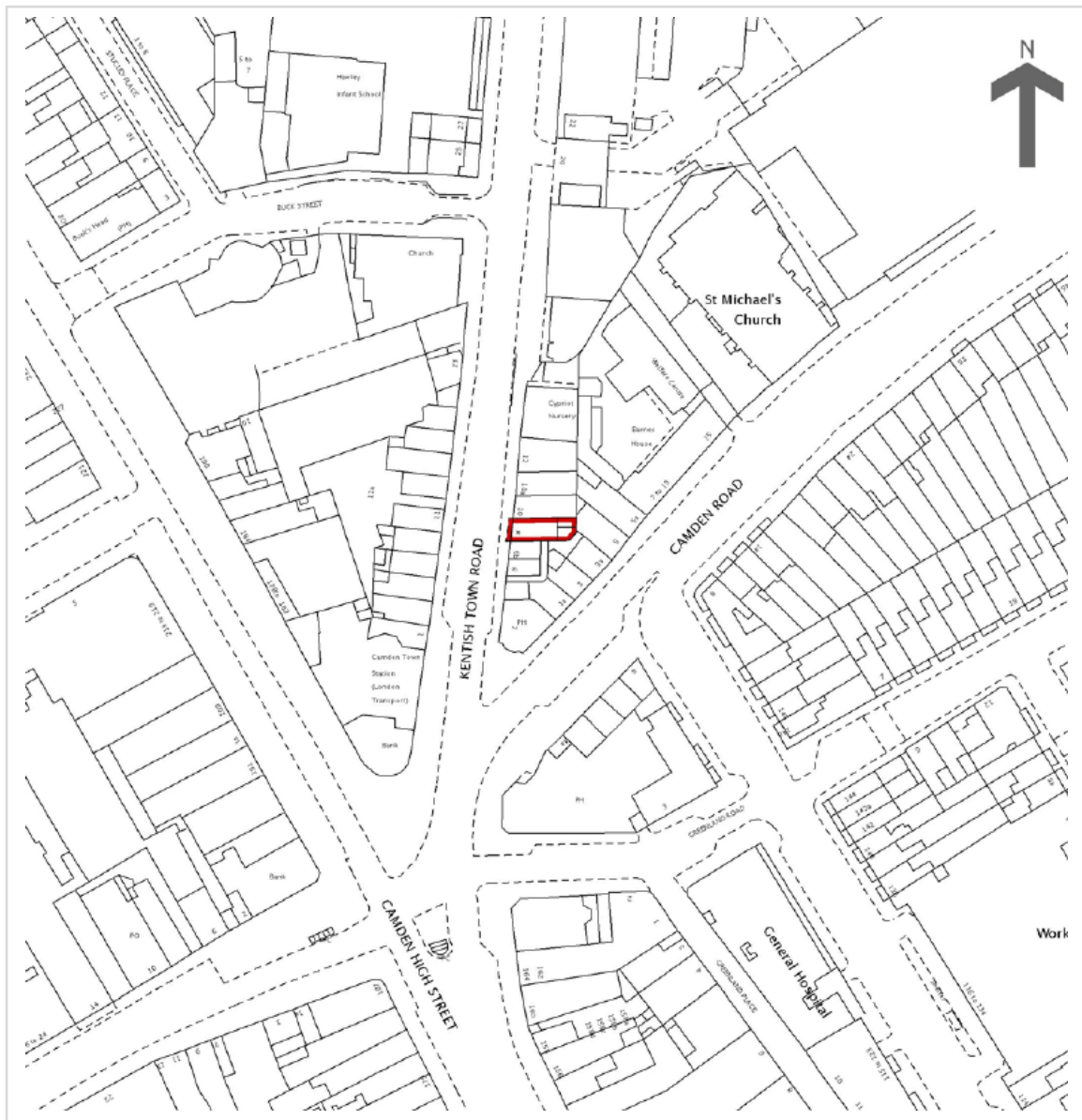
Address: 1 Hawthorn Avenue, London, N13 4JX

Email: kentishtown19@gmail.com

Phone: Janusz Turkosz – 07966 519620 or turbuildingconstruction@hotmail.com

Site

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



The application site is located on the east side of Kentish Town Road, close to its junction with Camden High Street and is part of a wider terrace of buildings varying in height. The terrace is located within a secondary frontage as identified by the Camden policies map 2017.

The terrace largely embraces the linear form of 19th century commercial development and its principal façade is characterised by a distinguished neoclassical architectural composition, enhanced by well-proportioned openings and a London stock brick fascia in Flemish bond.

Further charm is lent to the building by virtue of a narrow cornice and corbelled eaves detailing which form a continuous line from no's 10 and 10a. At the rear there is less uniformity in the elevational treatment. At ground floor level the shopfront has a single point of entrance with an addition entrance dedicated to the upper floors. The building is identified by the Camden Town Conservation Area Appraisal and Management Strategy (2007) (CAS) as a building *'that makes a positive contribution to the area'*.

The surroundings are largely characterised by a varied mix of commercial, residential, leisure and community uses. The wider terrace includes numbers 4-6 and 10-12 Kentish Town Road, and is bookended by the Camden Eye Public House to the south and a single storey unit to the north which is in use as a gym.

To the south west is Camden Town Underground Station, to the north of which are no's 1-23 Kentish Town Road which embrace the 19th century terraces of three storeys with shops at ground floor level. Several of these properties have been insensitively altered and are poorly maintained.

Full planning permission is sought for the formation of a single basement underneath the existing footprint of the building. The existing ground floor retail use will be extended into the new basement.

The design will include a disabled toilet and to ensure that wherever possible appropriate standards for accessibility can be met at the outset as part of mainstream inclusive design. The basement will not be visible in the public domain.

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 involve foundation works to create a basement underneath the existing building.

The main issues and challenges relate to the site's location on a road with relatively high vehicular and pedestrian activity. These issues have, however, already been satisfactorily addressed in the measures and operating procedures used in conjunction with the refurbishment/construction work already underway. It is proposed to make minor changes to the current operating practices to further improve the situation, and minimise impacts, still further.

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The nearest potential receptors likely to be affected by the activities on site are the hotel/restaurant immediately to the south of the site, the gym to the north and the terrace of mixed retail/residential properties on the opposite side of Kentish Town Road.

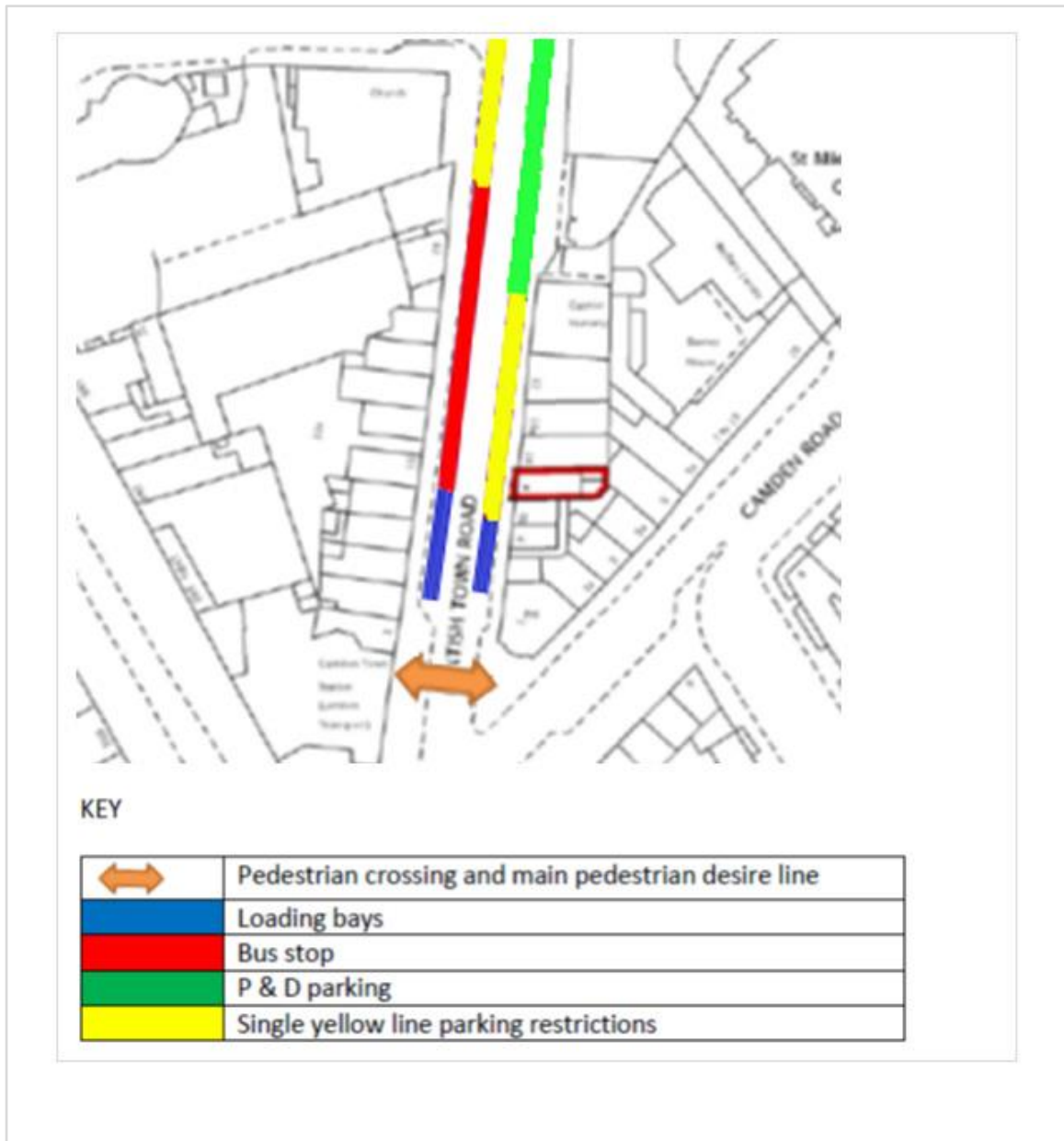
The project manager will ensure that an effective communication strategy is in place to give neighbours advance warning of any noisy, or potentially disruptive work, and will seek to coordinate such work with the owner/occupiers of these neighbouring properties. In order to address any adverse effects on neighbouring properties, the following methodology will be used as a central control strategy to mitigate this. A hierarchy process to control the emissions of dust and other emissions and reduce human exposure through the following steps:

1. Prevention
2. Suppression
3. Containment

These steps are embodied within this document to mitigate any adverse impacts on neighbouring properties. Noise generated by the construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

- Standard construction hours
- The use of quieter alternative methods to mechanical plant, where reasonably practical
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use
- The use of site hoardings or portable acoustic enclosures/screens where practical
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties
- During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. High pressure hoses will be used to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times
- Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site
- All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any spillage onto the highway
- The project manager will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt
- Burning of materials on site will not be permitted in order to prevent smoke emissions

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



10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Start Date	End Date	Description
TBC		

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

Standard working hours:

The standard working hours for this site will follow Camden Council's prescribed working hours for construction sites, these being:

- 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.

Services:

No major changes to services are proposed.

Community Liaison

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

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

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

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

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.

None to date

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 community liaison officer for the project is:

Name: Aaron Kazab

Address: Guilford Management, 1 Princes Square, London. W2 4NP

Email: aaron@conceptlondon.co.uk

Phone: 020 7229 1011

This information will be displayed on site. Any significant changes in the CMP or advanced warning will be communicated through a newsletter/letter drop to neighbours.

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](#)".

TUR Building & Construction is registered with the Considerate Construction Scheme company ID C2226

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.

Adjacent site at 10 – 12 Kentish Town Road has recently been granted planning permission under reference 2017/2852/P for the erection of part two and part single storey extensions to the roof and rear and the change of use of the upper floor from ancillary accommodation associated with the ground floor restaurant to a hotel. Construction works have begun.

The same contractor will be used in the development of this site so the same construction management practices will be followed.

Transport

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

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

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

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

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

Name: TUR BUILDING & CONSTRUCTION LIMITED

Address: 1 Hawthorn Avenue LONDON N13 4JX

Email: kentishtown19@gmail.com

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](#)).

TBC

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Confirmed

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

Site Traffic

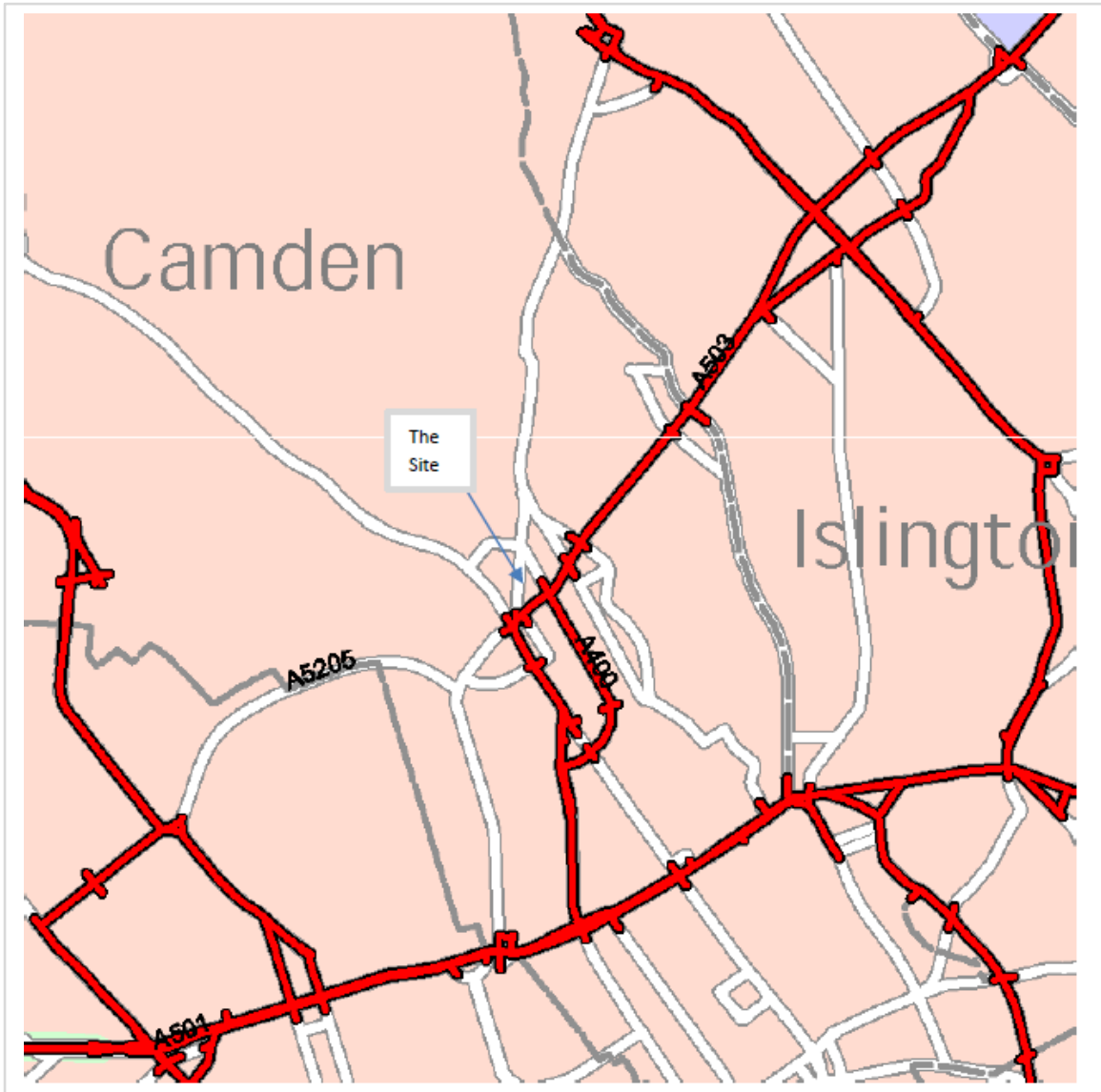
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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)

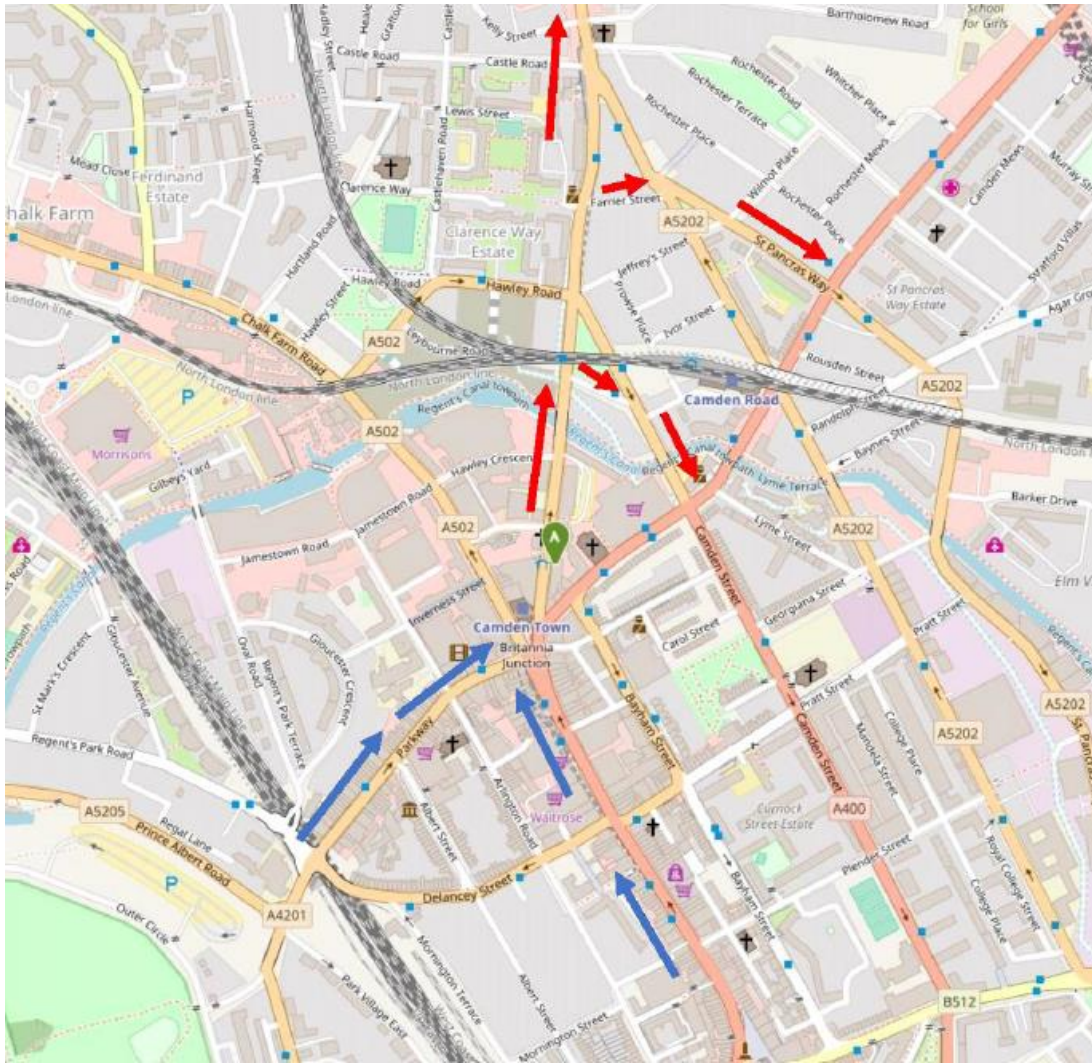
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes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



The site is located immediately to the north of the TLRN as shown in the figure above. The routes used to travel to and from the site are one-way roads. Vehicles will approach the site from the south via Camden High Street (A400), part of the TLRN, or from the south west via Parkway (A4201). Vehicles will leave the site via Kentish Town Road (A400). These routes are shown in the figure below together with the routes from/to the TLRN.



b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

The approach and departure routes in the vicinity of the site are all one-way Class A roads. The site routing arrangements as shown above will therefore use high standard roads and be effectively self-enforcing.

The routing arrangements, and loading/unloading arrangements, will be issued in advance to all suppliers and subcontractors.

Contractors operatives, and visitors, will be told that there is no parking on, or near, the site will be encouraged to use public transport and cycle routes rather than driving to site.

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.

Throughout the contract

2 small body vans (maximum 3.5t GVW) will be used daily to transport staff and make deliveries. (Dwell time 20 mins-1 hour)

During Initial Phase of Construction

1 large body van (maximum 3.5t GVW) 2-3 visits per week. (dwell time 20 mins-1 hour) Flatbed lorry (typically 7.5t GVW) 1 vehicle every 2 days (dwell time 20 minutes-2 hours)

Timing

Wherever possible larger vehicles attending the site will be scheduled between 9:30 AM and 4:30 PM (weekdays) and between 8 AM and 1 PM (Saturday). The number of vehicle movements associated with the construction project is low and no scheduling problems are expected.

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

The Hawley Wharf development site is located on Kentish Town Road to the north of 10-12 Kentish Town Road.

Adjacent site at 10 – 12 Kentish Town Road has recently been granted planning permission under reference 2017/2852/P for the erection of part two and part single storey extensions to the roof and rear and the change of use of the upper floor from ancillary accommodation associated with the ground floor restaurant to a hotel. Construction works have begun.

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.

Vehicles will not have access to the site. Unloading/loading of vehicles will take place from a single delivery point on Kentish Town Road as described below.

The number of vehicles will be low and will be scheduled in advance.

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.

This is a small-scale construction project does not necessitate any off-site holding areas.

Details of loading/unloading arrangements are set out below.

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](#)).

The proposed unloading/loading arrangements as described below have been formulated to minimise the impact of these activities on the free flow of traffic along Kentish Town Road.

In particular, the proposed location for the loading/unloading of heavy goods vehicles has been relocated slightly further south so as to ensure that traffic can pass freely along Kentish Town Road even if there is a delivery vehicle parked in front of the site and a bus parked opposite the site.

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

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

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

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

The construction site forms part of a terrace of properties fronting onto Kentish Town Road. The vehicle access onto the site is not possible. Vehicle routing arrangements have been presented under Question 20 above.

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.

It is not considered necessary to provide any wheel washing facilities. In the event that any mud/debris is deposited on the highway (eg during the loading of the wait & load skip) then it will be removed as quickly as practicably possible

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.

Short term parking takes place in the loading bays which can accommodate 3 vans on the opposite side of the road to the site, and 1 van immediately to the south of the site. Day to day deliveries take place from these locations.

Bulk deliveries and waste collection takes place directly in front of the site. When activity takes place directly in front of the site marshals will direct pedestrian movements, and supervise the loading/unloading activities to maintain a safe environment for all highway users and particularly pedestrians and other vulnerable user groups.

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](#).

Given the site's location, the small scale of the project and the availability of on street loading bays in close proximity to the site it is not considered necessary to implement any parking bay suspensions.

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).

No highway works are needed.

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

None

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).

None

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.

See previous answers relating to the loading/unloading 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.

See previous answers relating to the loading/unloading arrangements

● 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.

Details of the times of noisy operations and how the construction works are to be carried out. We understand the limitations of noisy works within a mixed use environment and ensure all subcontractors are aware of the site restrictions on noisy work as detailed within subcontract orders and the site rules.

Noisy work will be covered under our permit to work system which will identify the activity, its location, the duration and any applicable control measures necessary to mitigate its effect.

We will ensure that neighbouring uses are informed in advance of any noisy or disruptive activities that we may be undertaking and to allow time for the agreement of any reasonable mitigation measures that may be required.

In general, construction activities would coincide with site opening hours which are 8.00am to 6.00pm during working weekdays, 8am-1pm on Saturdays and the site will closed on Sundays and Bank holidays. However, we will restrict noisy activities within our operations to the following times:

- In two time-slots for breaking out concrete – 10.00 to 12.00 and 14.00 to 16.00
- Cutting and high noise level will follow the same timing.

In addition, delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays. All in accordance with Camden's Guide for Contractors Working In Camden.

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

A noise survey was undertaken by Kentish Town Spaces (UK) Ltd who own the site in September 2017.

A copy of the survey can be supplied to the Council if required.

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

Due to the moderate scale of the development, the noise levels that could be generated are not considered to be significant. It is likely that any noise and vibrations would be at a peak during the excavation works.

The project manager will respect any reasonable request to reduce the duration of noisy activities further if required. Our Health and Safety advisor will undertake noise surveys during their regular site inspections. However, operatives will be informed that as a general rule, if they need to raise their voice when standing 2 metres away from a noise source, it is too loud and hearing protection must be worn.

Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical. Should noise levels reach 80dB (A) operatives will be informed of the risks to their hearing and supplied (if requested) with either appropriately attenuated ear defenders or earplugs. Should noise levels reach 85dB (A) or above operatives will be informed of the risks to their hearing and supplied with appropriately attenuated ear defenders or earplugs and instructed to wear them during noisy operations. The contractors are to ensure compliance by carrying out regular active monitoring. Contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features. To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk. Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependant on the results, further control measures will be required.

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.

Where the potential for noise exists, 'Best Practicable Means' will be used to reduce the noise to achieve compliance consistent with the recommendations of BS5228 and may include:

- Careful selection of plant items, construction methods, programming, implementing a 'noise and vibration protocol', which outlines monitoring frequency and action levels etc.
- Design and use of site hoarding and screens/noise barriers to provide acoustic screening at the earliest convenience
- Choice of routes and programming for the transport of construction materials.

We will hold environmental tool box talks, produce an environmental plan and review our subcontractors impacts and produce full assessments of each activity which involve noise levels which are above normal. We will also ensure that the demolition works will only be carried out within normal working hours.

Our health and safety advisor will carry out noise level checks throughout the demolition to maintain the correct noise levels.

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

The project manager will ensure that all contractors meet all statutory requirements, and are fully competent to carry out these types of work. The correct training will be in place to cover all aspects expected of this standard.

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

Specific measures:

The main construction activities that will generate dust are typically excavation, structural installation and external works. We will add shielding to cutting equipment.

When activities are being carried out that risk generating large volumes of airborne dust, the project manager will employ dust suppression measures. This will normally take the form of damping down and dust screens.

Good site management will be strictly enforced to ensure work areas are always kept clean and tidy to prevent the migration of dust throughout the site. We will erect a full site boundary, keeping away from sensitive receptors, and there will be a fully trained Manager on site throughout the construction period.

We will be using water as a dust suppressant where applicable, and muck-away trucks will be covered to prevent wind effects on contents.

The following measures will be employed:

- Appropriate handling of equipment and plant
- Damping down surfaces during dry weather
- The use of dust screens

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.

Given the nature of the works and the working practices described previously, we do not consider that the construction project is likely to result in any significant amount of dirt or dust being deposited on the public highway.

We will insist that all muck away lorries are fully sheeted before leaving the site.

The following steps will also be taken:

- Hose and pressure washer at the loading/unloading point to prevent dirt/dust leaving the site;
- Road sweeper used to clean all possible debris from the public highway as needed.

Particular care will be taken to ensure that the pedestrian route passing in front of the site is maintained to a high standard.

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

While noisy works are in operation we will monitor noise levels to ensure the levels are within specified limits. Noisy work will be covered under our permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.

Sub-contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features. To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk.

We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the of the works requirement.

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.

TBC

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](#).

TBC

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.

TBC

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).

A specialist contractor will be appointed to carry out a site inspection and remove rodents if they are found on-site. Further inspections/visits will be carried out as necessary Other initiatives we will implement are as follows:

- No waste on site
- No eating or drinking on the premises
- Capping of drains
- Traps installed

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

TBC

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 project manager will provide a smoking area away from the main gate to ensure limited health risks to local residents.

Site personnel will not be permitted to loiter outside the main gate.

Any personnel found to be acting in a manner we deem unacceptable will be removed from site.

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): TBC
- b) Is the development within the CAZ? (Y/N):No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):TBC
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: TBC
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: TBC
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: TBC

● 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:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.