

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
14/08/18	1	M.Jahrling

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](#)."

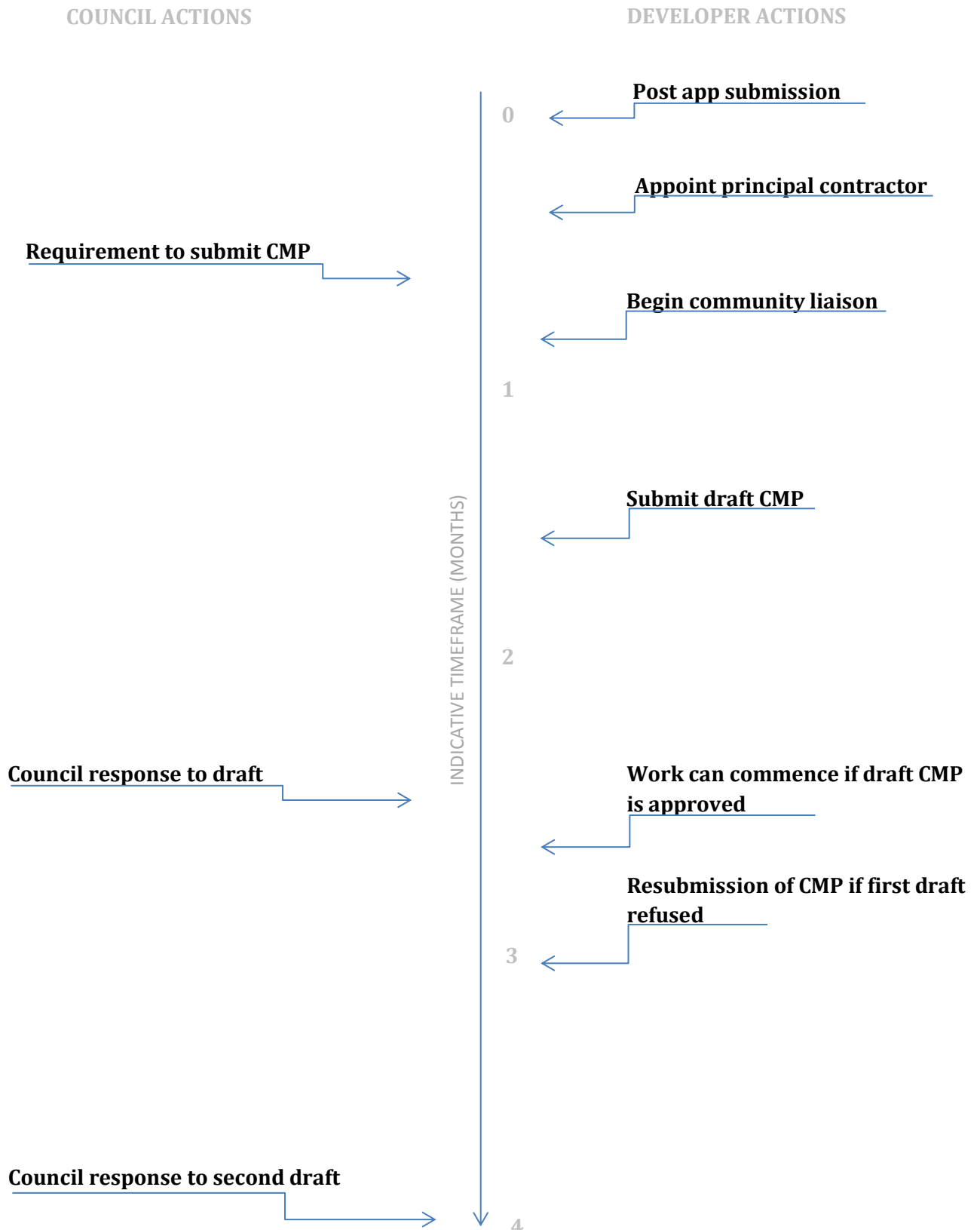
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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



Contact

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

Address: KOKO+ Hope & Anchor 1A Camden High Street, London NW1 7JE

Planning reference number to which the CMP applies:2017/6058/P

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

Name: Marcus Jahrling

Address: 55 Old Broad Street London EC2 1RX

Email:Marcus.jahrling@od-group.com

Phone: 07970 328021

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: Oliver James

Address: 55 Old Broad Street London EC2 1RX

Email: Oliver.James@od-group.com

Phone: 0207 562 7800

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: Marcus Jahrling

Address: 55 Old Broad Street EC2

Email: Marcus.jahrling@od-group.com

Phone: 07970 328021

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: As above

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.

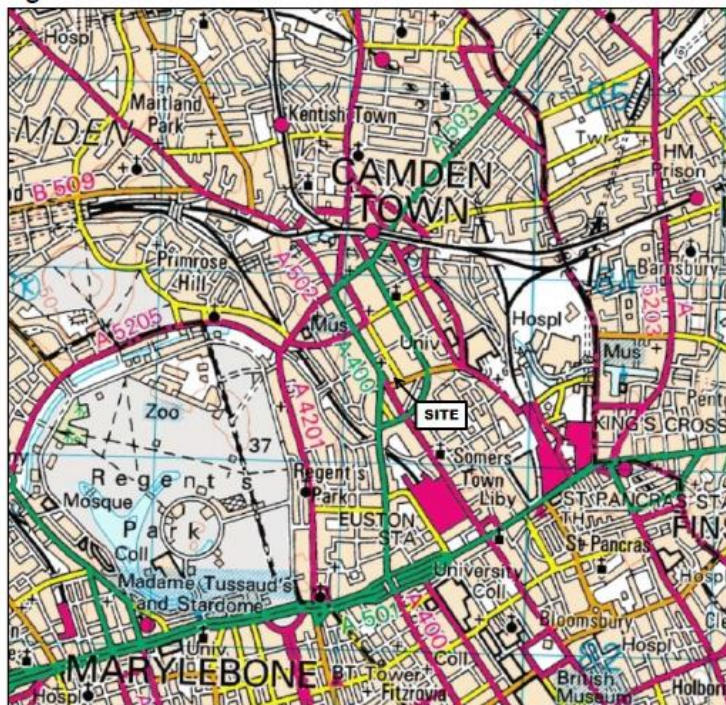
Site Location

The site is occupied by:

- A concert venue called KOKO
- A public house with its frontage at the junction of Crowndale Road with Bayham Street; and,
- Part 3/4 storey office building at № 1 Bayham Place at the corner of the junction of Bayham Street with Bayham Place.

The site is located opposite Mornington Crescent Underground 600m south of Camden Town and within 1.5km walking distance from St Pancras International Railway Station and Euston Railway Station. The site location is shown in Figure A.

Figure A Site location



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).

Demolition of 65 Bayham Place, 1 Bayham Street (retention of façade) and rebuilding to provide private members club (sui generis) with extension to the rear and basement; retention and refurbishment of the ground floor of the Hope & Anchor Public House with 1st/2nd internal floor demolition and replacement to provide restaurant and bar, minor reconfiguration to circulation space within KOKO. Use of the Flytower by the private members club with retention of original theatre equipment. Installation of fourth floor extension to provide amenity space with terrace restaurant and bar, also the conversion of the KOKO dome to a private bar and general refurbishment and restoration to the building, along with the installation new plant.

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.).

KOKO nightclub & occupants in Bayham Place.

More Yoga Camden 2 Bayham St NW1 0ES

Martin & Co Letting & Estates 72 Crowndale Rd NW1 1TP

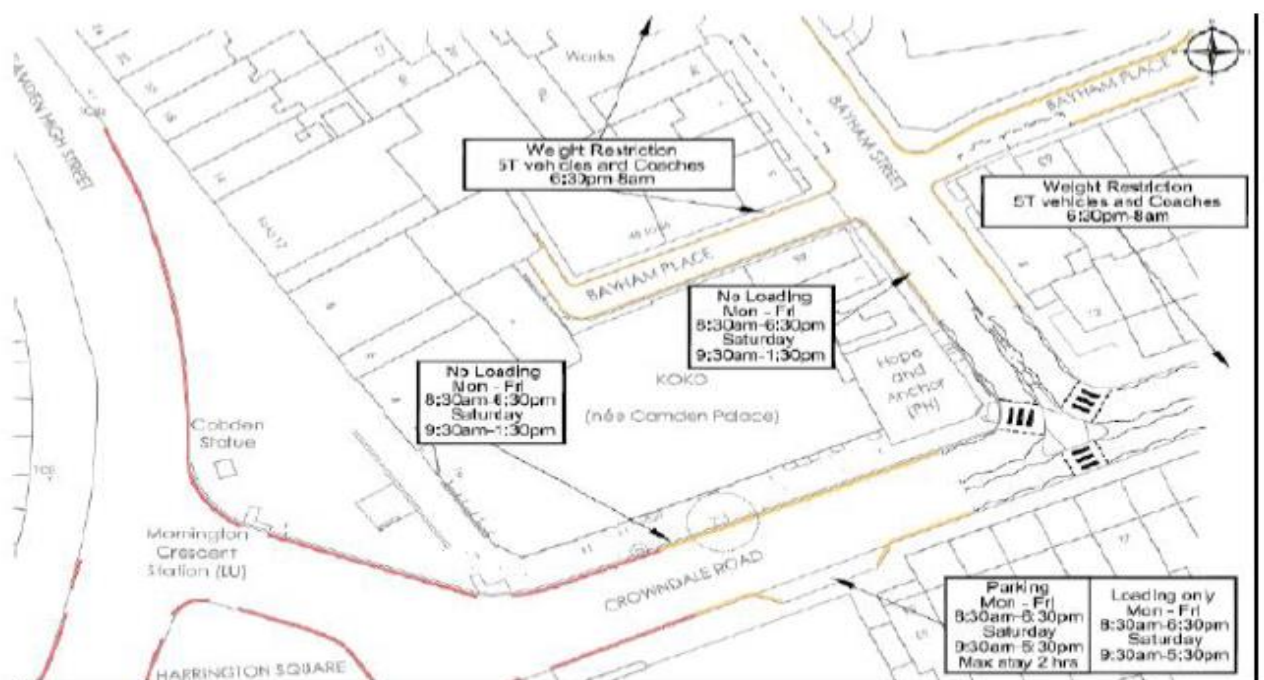
Boots 8-10 Camden High Street NW1 0JH

Pret a manger 2-4 Camden High Street NW1 7JY

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.

Appendix 2

Existing parking / loading restrictions:



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

Project will commence 22/10/18 completion 20/05/20 total duration 82 weeks.

Please see attached program appendix 1

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 site hours noted and confirmed

Mon-Fri 8am-6pm

Sat-8am-1pm

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.

New sub station to be installed by UKPN within building on Bayham Place elevation.

Water mains install Thames Water

BT/Virgin Internet

New gas mains

All of these works will take place on Bayham place.

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.

On Monday 20 August 2018, approximately 450 letters were distributed to local residents and businesses in the area regarding the consultation on the CMP. Emails were also sent to those who had subscribed for updates as well as political and community stakeholders. The letter introduced Od Group to the local community and informed them of the day-to-day contact details for the construction works. The letter also introduced the consultation of the CMP, seeking comments and feedback from the local community on the draft before the document is submitted to Camden Council.

The draft CMP was uploaded to the project website, www.koko.uk.com/hopeandanchor_restoration, emailed to the updates database and hard copied were available for distribution upon request.

As of Tuesday 28 August 2018, there have been no comments from local residents or political and community stakeholders on the CMP. Liaison will continue with the local community on the CMP and it will be discussed throughout the construction programme as well as at the forthcoming community working group meeting.

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.

Monthly community liaison group meetings will be organised for the local community to attend and meet with the project team to discuss the construction works and any matters they may have. Members of the local community will be invited to attend. A monthly construction newsletter will be issued to the surrounding area to update the community on the ongoing construction works on-site and give contact details for the site. The consultation website will be regularly updated with information on the construction works,

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 Constructors Manual](#)".

The project will be registered with the Considerate Constructors Scheme and works will be carried out in conjunction with the "guide for Contractors Working in Camden" and "Camden's Considerate Constructors Manual." CCS registration number is 112560

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.

At time of writing there is a construction site located in 48-56 Bayham Place and (possibly the same site) 3 Bayham Street. Expected completion Dec 2018.

We will hold regular coordination meetings with the adjacent construction site to ensure our works are coordinated with theirs to ensure minimal impact on the local residents.

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:

Od Group Ltd
55 Old Broad Street
London EC2M 1RX

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](#)).

All delivery / collection vehicle operators will be FORS Bronze accredited as a minimum.

Operators that are FORS Silver or Gold will be appointed where possible.

The operators will be pre-qualified with TDL and included in the approved sub-contractors list.

Part of this prequalifying process will be the checking of the FORS accreditation.

All drivers will have undertaken approved additional training as per the CLOCS Standard Managing Supplier Compliance Guide.

Each haulier will be provided with a letter depicting site specific rules highlighting vehicle routes, delivery / collection times and procedures prior to arriving to site i.e. phone the site manager in advance. All deliveries / collections will be booked in advance through the site manager. No vehicles will be parked in adjacent areas as a 'holding bay'.

All Vehicles over 3.5t will be fitted with blind spot minimization equipment and audible left turn alerts
Random spot checks will be carried out in conjunction with the Od Projects Traffic Management Plan.

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:

I confirm that Od Group has included the requirements to abide by the CLOCS standards in the contracts for suppliers and contractors.

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

Site Traffic

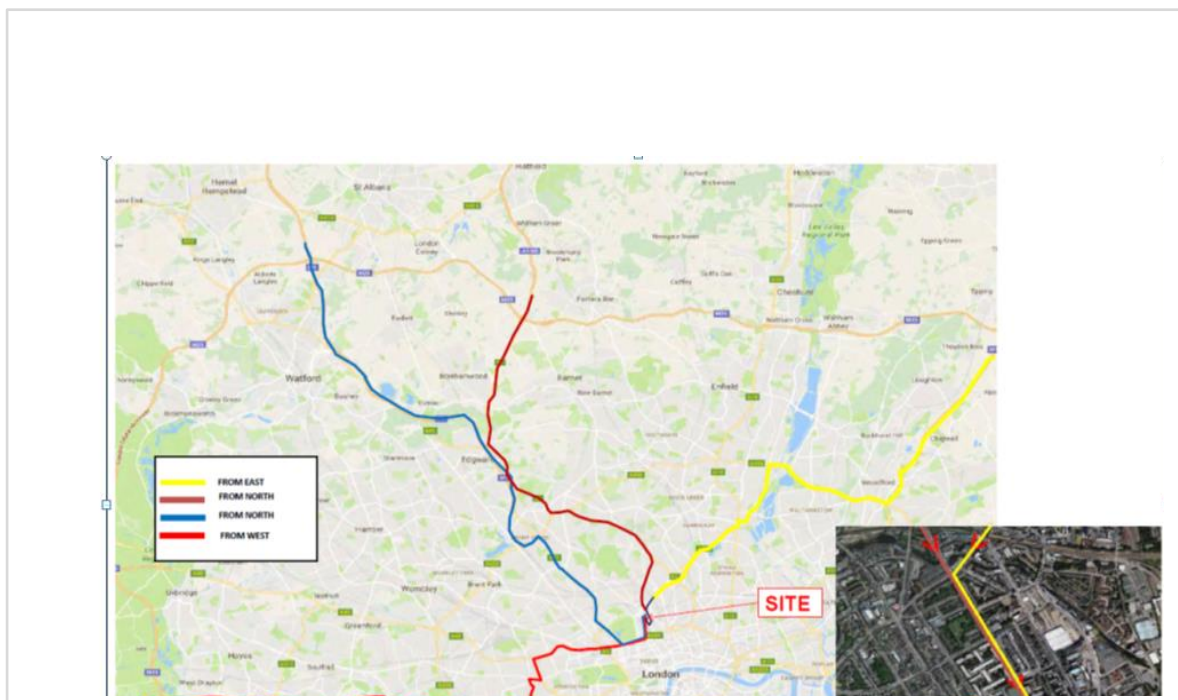
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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. Appendix 3



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.

All haulier vehicle's and contractors delivery's will be FORS/CLOCS accredited and will follow the appropriate routes allocated, within the allotted times .

A letter will be sent to all Contractors and delivery / collection companies as per section 18 above.

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.

Typical sizes of vehicles will be:

Small transit type for small tools etc. approx. 2 times per week.

Large rigid vehicles i.e. 8 wheeled tippers or roll on / roll off lorries approx. 1 per day at the peak of the construction works.

Times of the day will be within the approved hours or any other restrictions felt necessary as identified as part of the neighbour liaison prior to works commencing.

Vehicle movements will be between 9.30am to 4.30pm on weekdays and between 9.30am and 1.00pm on Saturdays where possible).

During school term times deliveries will be restricted to 9.30-15.00 Monday to Friday

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

At time of writing there is a construction site located in 48-56 Bayham Place and (possibly the same site) 3 Bayham Street

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.

All vehicles will be booked in advance with our dedicated logistics manager and any vehicles that turn up without pre booking will be sent away.

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.

No off site holding area's for HGV's required

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](#)).

Deliverer's and removal of waste from site will be booked in with our logistics manager to avoid peak times including school run times.

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.

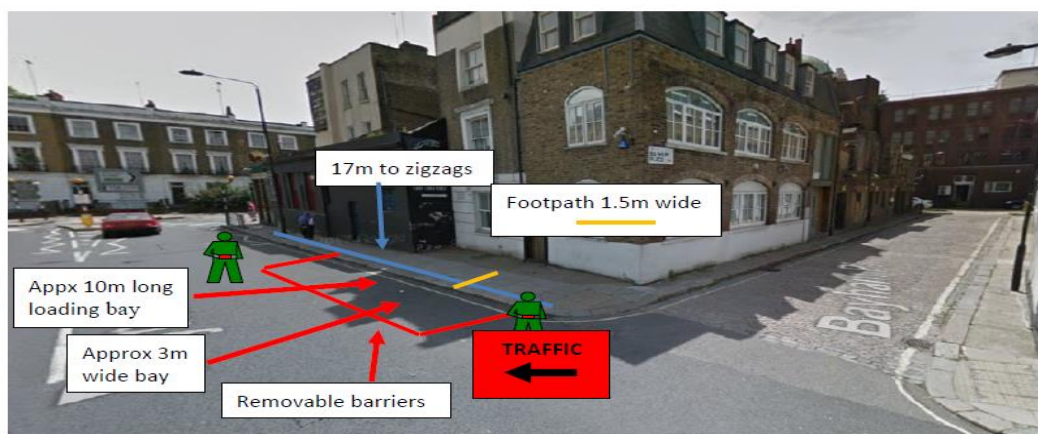
- a. Please detail the proposed access and egress routes to and from the site

Appendix 3



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

Appendix 4



Notes:

Barrier to be opened to receive lorry then closed once inside loading bay.

Upon completion of loading the barrier will then be opened to allow the lorry to exit onto the highway. Any vehicles attending site will be immediately escorted into the loading bay.

Footpath to remain open, marshals to direct operatives / pedestrians during loading / unloading.

The situation regarding pedestrian management on the footway during vehicle loading/unloading will remain under review, and will be revisited if deemed necessary.

Traffic direction sign to be displayed informing motorists of loading bay (pit lane) ahead.

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

Appendix 5



- 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 anticipated that wheel washing will be required as no vehicle enters the site. However, a designated operative will ensure the roads and footpaths are kept clean and free from any deposits.

The operative will also be responsible for daily checks of the site perimeter including hoarding cleanliness etc

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.

A temporary traffic restrictions application will be submitted along side this construction management plan to apply for the use of area shown on the swept path drawing in this application.

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](#).

A TTO will be submitted to allow the area with single yellow line on the corner of Bayham St & Bayham Place to be used as our delivery's and loading bay.

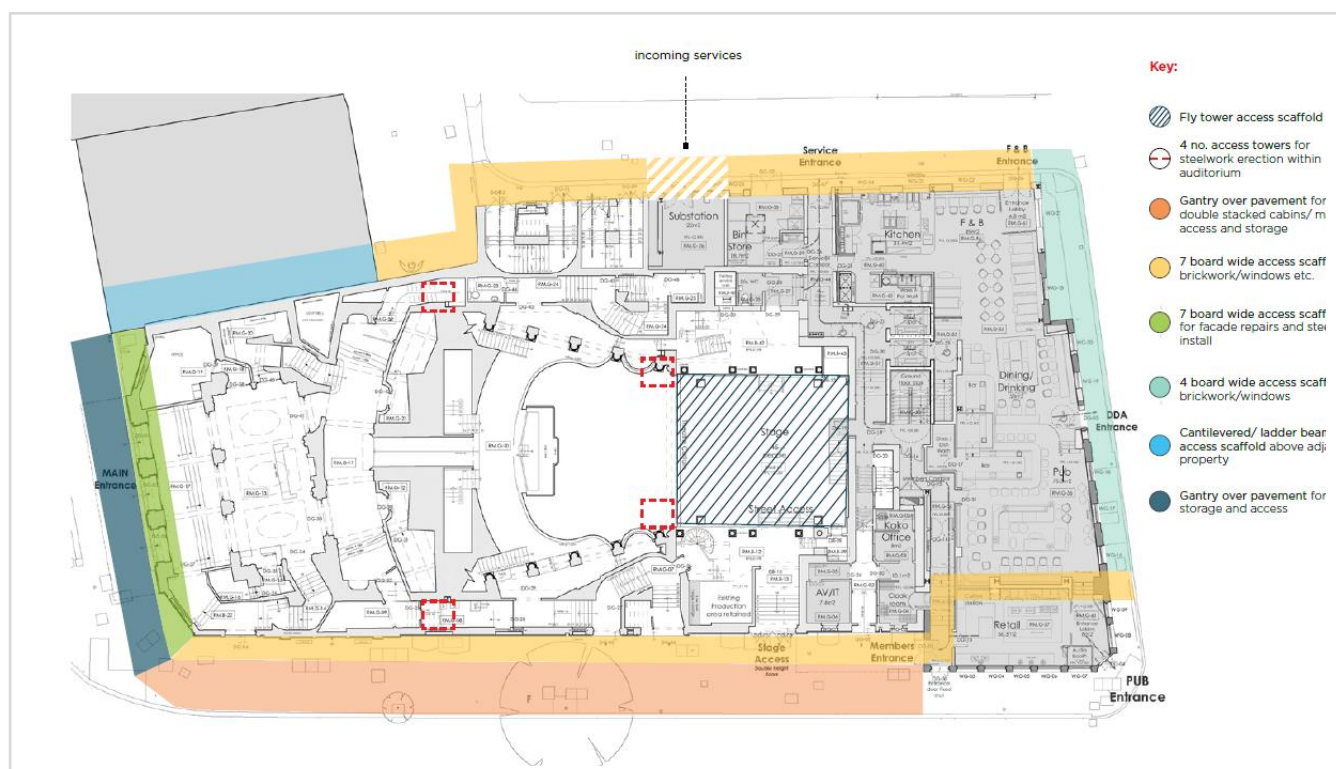
A section of footway along Bayham Place will need to be closed for the erection and subsequent dismantle of scaffolding after demolition is complete

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

Appendix 6



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

Hoarding to be fitted with 110v lighting. Mandatory safety signage will be to hoarding to ensure public safety. Delivery's to be unloaded in Bayham street at junction with Bayham Place. All vehicle's will drive into an enclosure with barriers at both ends to ensure vehicle/pedestrian segregation.

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).

The crane erection and dismantling will require a partial road closure of Bayham street to install the crane using a mobile crane. We will also require a partial road closure to install our site accommodation on Crowndale Road. All road closures will be applied for to Camden and notified to all residents will in advance of the works.

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.

Full time traffic marshals will be on site to ensure safety for venerable road users , pedestrians and cyclists. Ramps and pedestrian barriers will be fitted where required to ensure safe access is maintained.

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.

Scaffolding with a full height hoarding (2.4m) will cover the Camden High Street elevation. A scaffolding gantry will be fitted to the Crowndale Rd elevation which will be covered by full height perimeter hoarding, 6 no cabins will be housed above for site offices. Scaffolding will continue along the Bayham Street elevation and return into the Bayham Place Elevation, covered by a full height hoarding (2.4m) . A 36m radius crane will be installed and de-rigged.

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.

Works will only be carried out during 08:00 and 18:00 Mon to Fri and 08:00 to 13:00 Saturdays only (if required).

Consideration will be applied to the adjacent neighbours and we will seek to not carry out particularly noisy works on Saturday mornings (if worked).

Underpinning, piling, hollow rib concrete floors and temporary works to commence 30/01/19 these works will be completed 21/06/19

Where possible hand held tools will be used to minimise noise.

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 background noise survey will be carried out during site set up and enabling works prior to works commencing to establish existing baselines. We confirm a copy will be provided on completion.

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

Over the 10 hour day the average noise levels are anticipated to be in the region of or less than 75dB

Noise levels are predicted to peak at 80dB but these will only be short duration activities.

Vibration levels are anticipated to be no more than 10mm/s and considerably less on average throughout the day.

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.

Regular monitoring will be carried out by the site manager. If exceedances are experienced the source of the exceedance will be established then the work process / methodology will be reviewed if required.

2.4m hoardings to the boundary and Mono-flex clad scaffolds will help contain noise and dust.

Modern tools will be used to ensure vibration levels are reduced to the minimum as much as possible.

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

All personnel will receive an induction including training in BS 5228:2009 code of practice and guidance on noise reduction and nuisance.

The site manager will hold current SMSTS certification.

All supervisors including sub contractors will have as a minimum SSSTS certification.

All other operatives will have the relevant CSCS or job specific CITB approved certification.

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

Damping down will be carried out in accordance with BS 6187: 2011

Works will be carried out in accordance with:

Control of Pollution Act 1974

Environmental Act 1990 (ss79-82)

BS 5228:1997 Code of Practice on Construction and Open Site.

Monarflex scaffolds will be erected to all elevations.

Regularly sweeping and damp cleaning of surrounding areas and hoardings.

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.

All dust will be suppressed with irrigation or a Hepa filter dust extraction system.

Designated operatives will regularly check and clean the pavements and highway to ensure no dust or dirt is present.

If necessary a mechanical road sweeper will be used on and as and when required basis.

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

All noise produced by plant will be reduced by the use of mufflers , baffles or silencers and where possible using pre-fabricated components and by strictly adhering to site working hours, vibration will be minimised by phased ground impacting operations . Nuisance dust levels will be eliminated by employing extractors with Hepa filters and by using irrigation reservoirs fitted to cutting equipment etc.

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.

The risk assessment will form part of the Construction Method Statement and will incorporate the appropriate measures as identified in the Supplementary Planning Guidance.

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](#).

Confirmed

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 size and type of works being carried out real time monitors are not deemed necessary however regular monitoring will be carried out by the site manager and records kept within the site office.

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 pest control inspection was carried out in June 2017 by BDS Pest Control Ltd, after a 4 week period no evidence of pest activity was noted. The site will kept clean and tidy, The consumption of food will only be permitted within the canteen, waste produced from this area will be disposed of in euro bins with lids not bags, which will be collected and disposed of in accordance with our waste management plan to prevent rodents spreading from the site.

During the works the monitoring of the evidence of rodents will continue.

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

An asbestos survey was carried out by M3 on behalf of Tower Eight within the Hope & Anchor & KOKO venue in July 2017 which concluded minimal asbestos was found within the Hope and Anchor, on the boiler pipe and also some floor tiles which have now been removed by a licenced asbestos removal contractor. An asbestos survey has also been carried out in the KOKO venue in March 2017 which found the main heating boiler now no longer in use is strongly believed to contain asbestos and as well as some electric boards within the risers fitted with asbestos flash guards and some windows have been fitted with AIB board. All this material will be removed by an approved asbestos removal contractor. Some AIB has been removed by a licence asbestos removal company n early September 2017 to enable the structural survey to take place.

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.

All site personnel will receive a site specific induction highlighting that bad behaviour and bad language is not permitted and will result in immediate dismissal. Smoking will not be permitted on site, any operatives who wish to smoke must remove their PPE so they cannot be associated with the site, and smoke off site away from the site hoarding.

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 start 22/10/2018 completion 20/05/2020 80 weeks
- 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):Yes
- 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:
Any NRMM required for the project (possibly only 1 x No. 130 CFM compressor @ 44kW and 1x 200kva generator) will be hired in from a reputable hire company such as 1st Response Site Services or Speedy Hire Services. Items will be registered to the site and from commencement.
- 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:
An inventory and service record for any NRMM required will be available 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:
All records and proof of emissions limits and photographs of engine plates will be available if requested.

● 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: ...*M. Jahrling*.....

Date: ...13/10/2018.....

Print Name:Marcus Jahrling.....

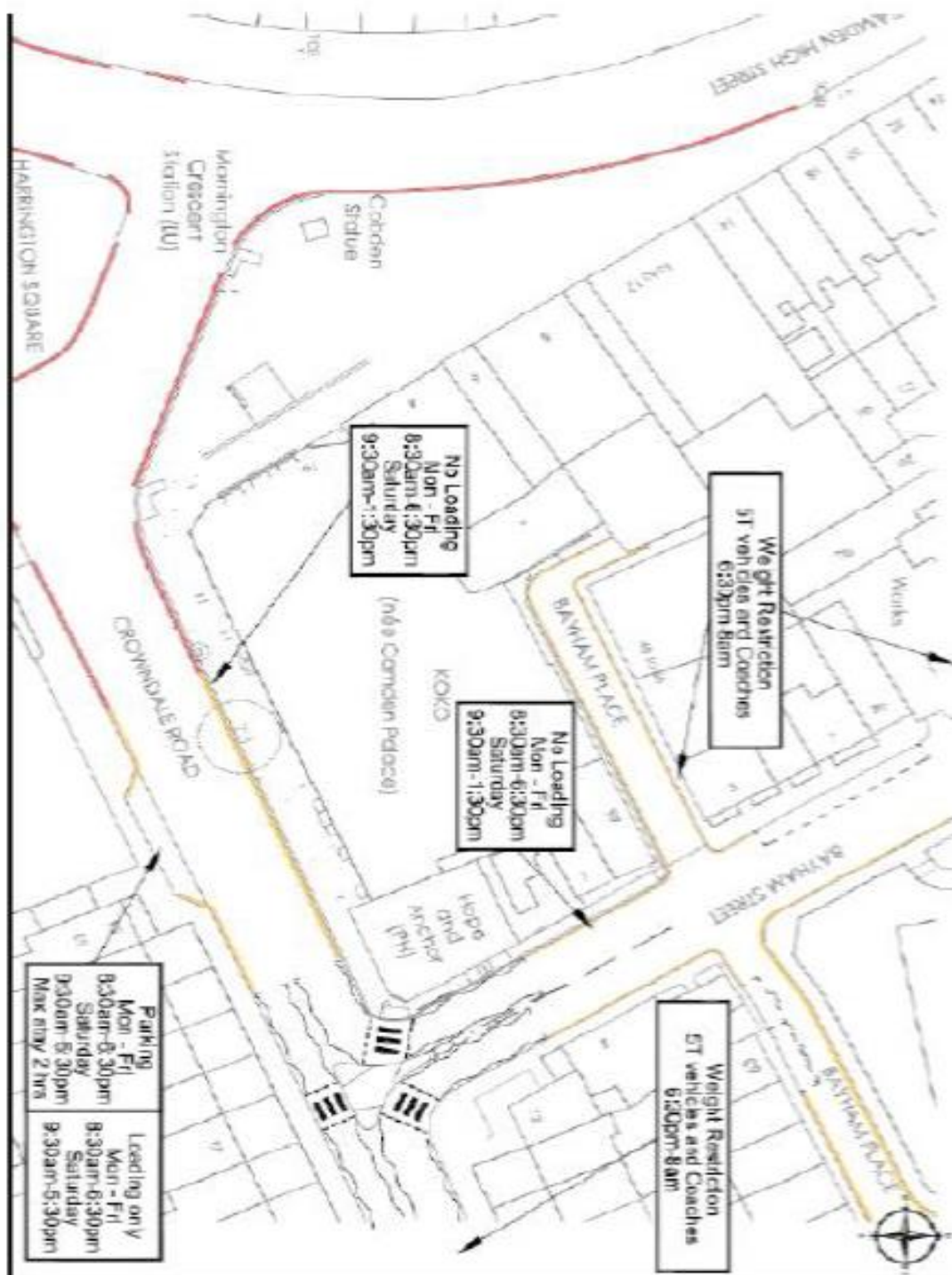
Position: ...Senior Construction Manager.....

Please submit to: planningobligations@camden.gov.uk

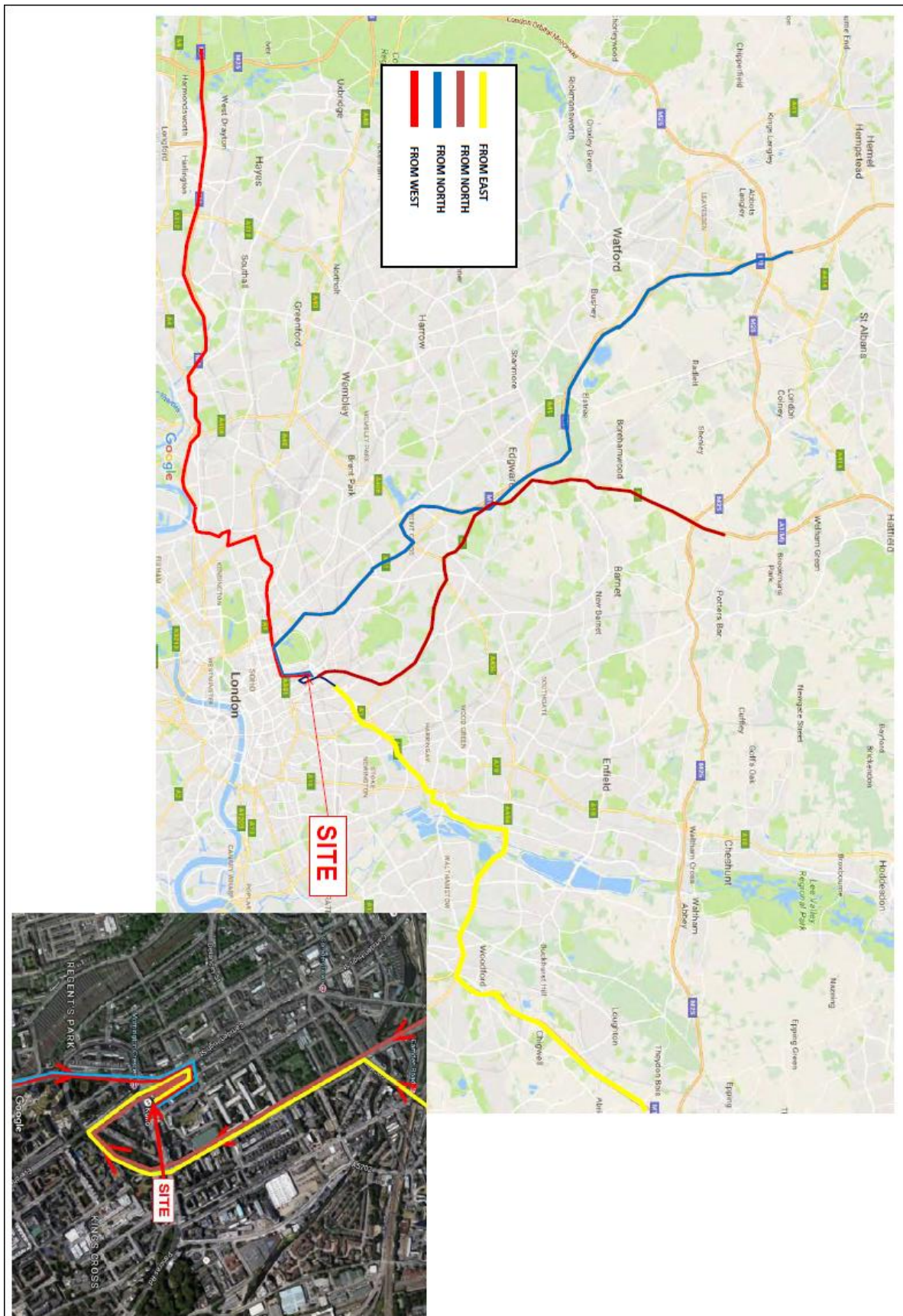
End of form.

Appendix 1

Existing parking / loading restrictions:



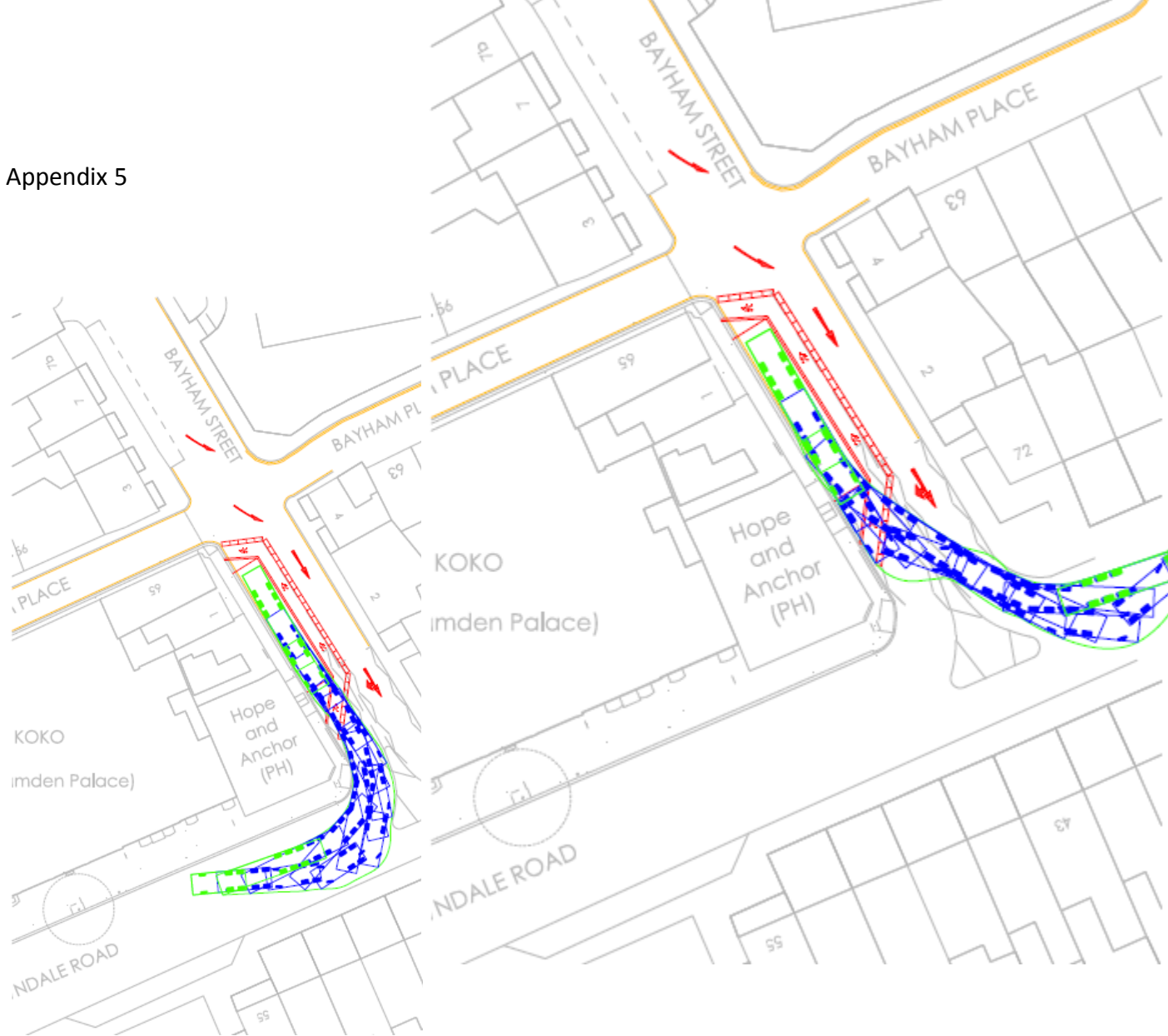
Appendix 3



Appendix 4



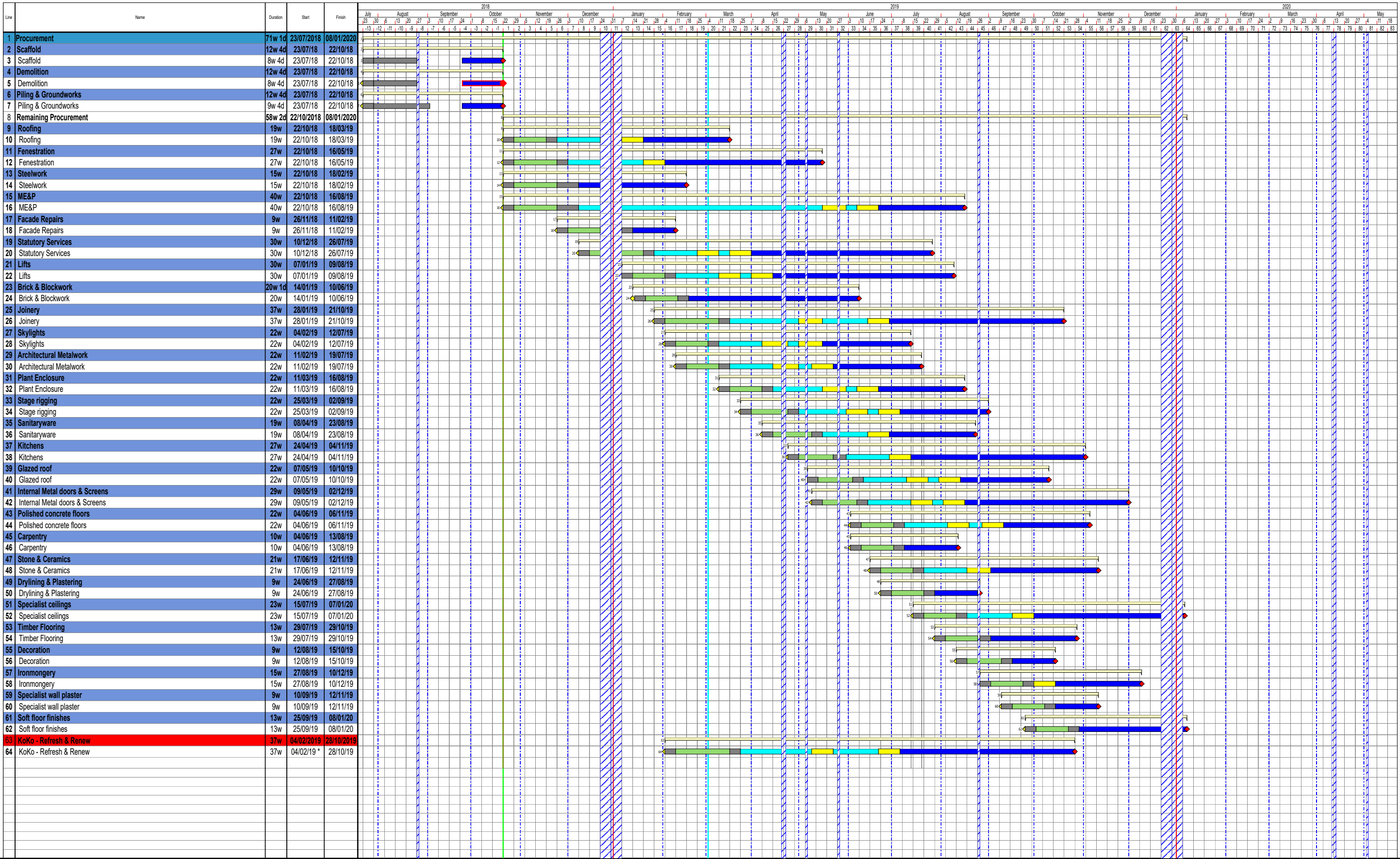
Appendix 5



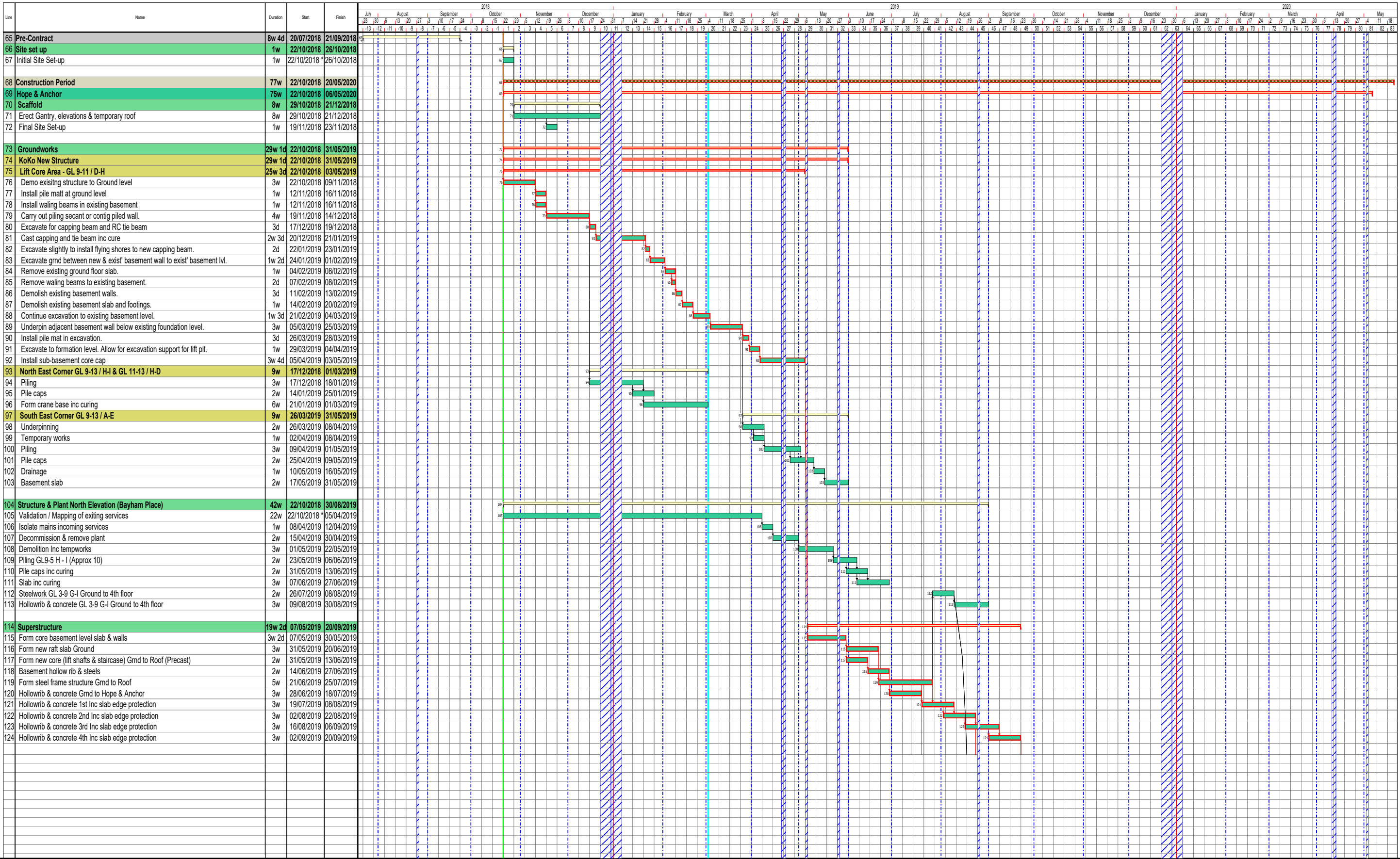
44



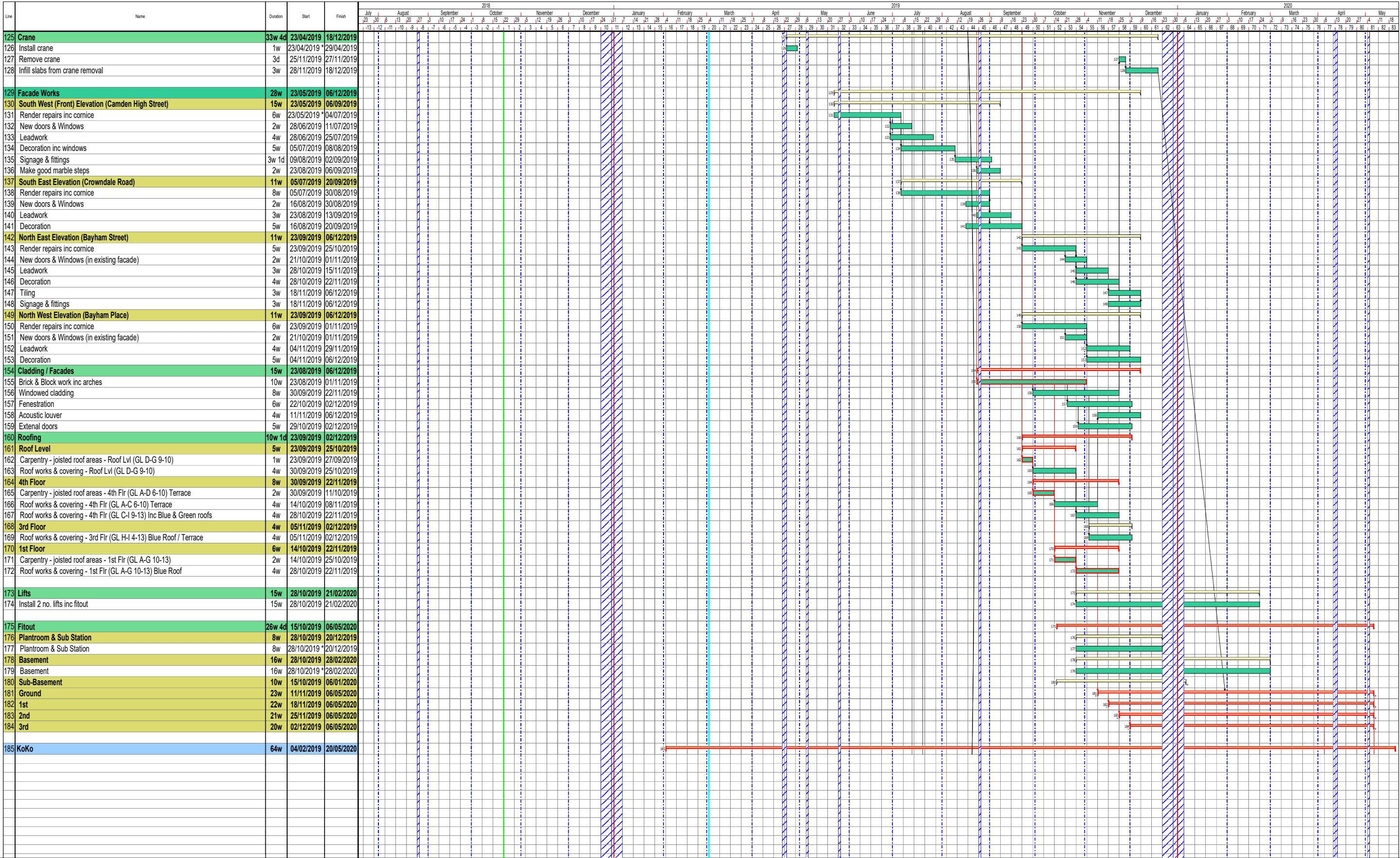
KOKO + Hope & Anchor + Bayham Place Inc Revised Basement
Contract Programme



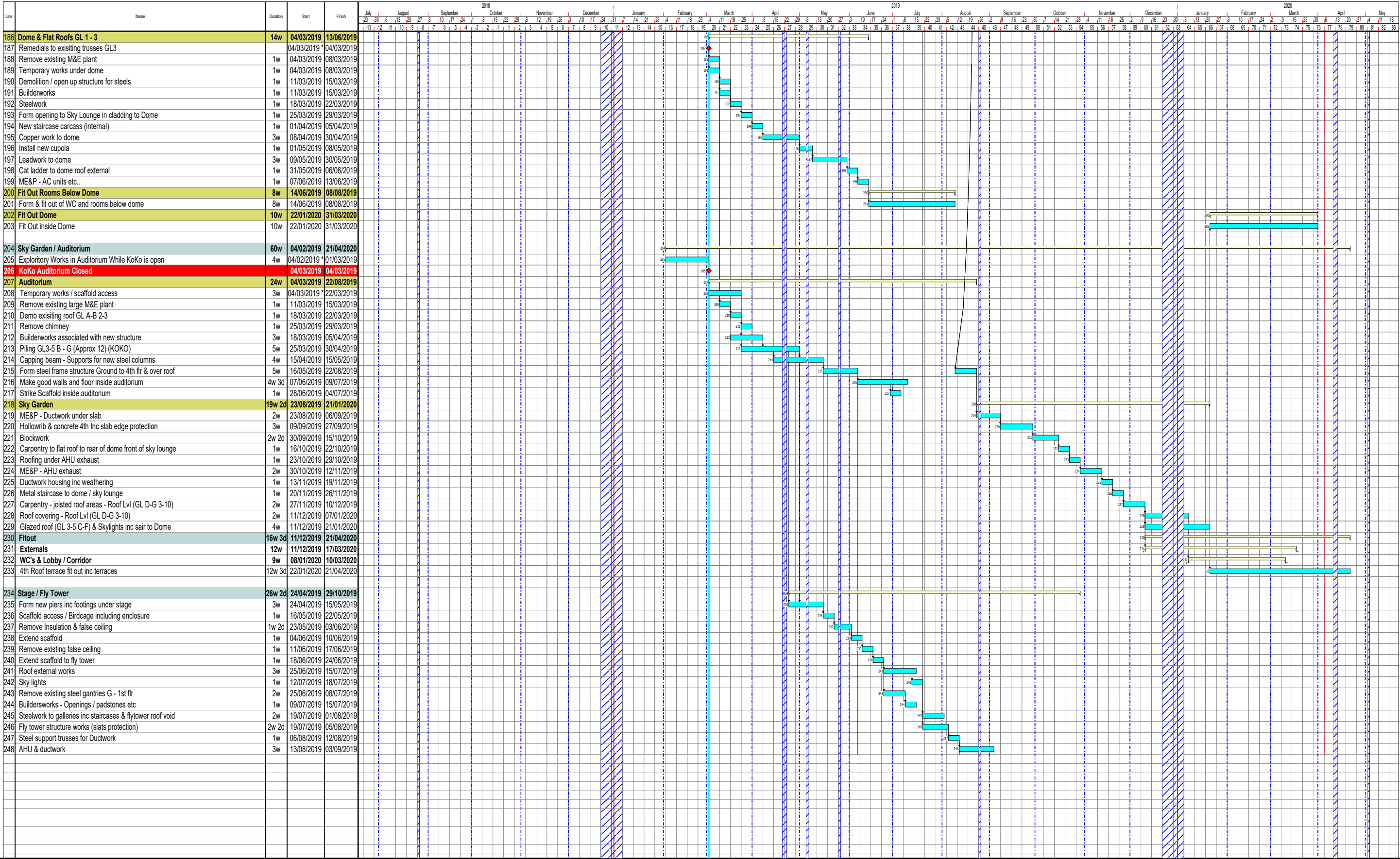
KOKO + Hope & Anchor + Bayham Place Inc Revised Basement
Contract Programme



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