**Construction Management**

**Plan**

**pro forma** v2.2

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **15/01/2019** | **00** | **Lee Daniel** |
| **22/03/2019** | **02** | **Lee Daniel** |
| **05/04/2019** | **03** | **Lee Daniel** |
| **10/04/2019** | **04** | **Lee Daniel** |
| **11/04/2019** | **05** | **Lee Daniel** |

**Additional sheets**

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

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| --- | --- | --- |
| **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](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Community Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318) **(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 CMPdoes 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**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)**.**”

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

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Post app submission**

**0ommunity liaison**

**Appoint principal contractor**

**Requirement to submit CMP**

**Begin community liaison**

**Council response to second draft**

**Work can commence if draft CMP is approved**

**Resubmission of CMP if first draft refused**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

**Submit draft CMP**

# Contact

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

Address: Cambridge House, 373-375 Euston Road, London, NW1 3AR

Planning reference number to which the CMP applies: 2017/7079/P

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

Name: Lee Daniel

Address: Bedford House, Rutherford Close, Stevenage, Herts, SG1 2EF

Email: [lee.daniel@arj.co.uk](mailto:lee.daniel@arj.co.uk)

Phone: 07772 266710

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: James Bees

Address: As above

Email: [james.bees@arj.co.uk](mailto:james.bees@arj.co.uk)

Phone: 07766 738985

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)**](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en), please provide contact details of the Camden officer responsible.

Name: Harry Robinson

Address: As above

Email: [harry.robinson@arj.co.uk](mailto:harry.robinson@arj.co.uk)

Phone: 07557 883215

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: Steve Doherty

Address: As above

Email: [steve.doherty@arj.co.uk](mailto:steve.doherty@arj.co.uk)

Phone: 01462 768355

# Site

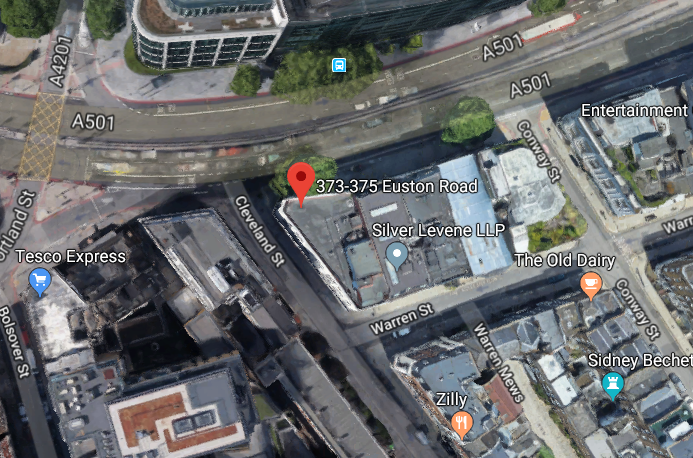
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

Residential units

Site location

Commercial unit

Various commercial and residential units



The site is located at 373-375 Euston Road, in the London Borough of Camden, Central London on the main A501, near to Regent’s Park. The site is currently occupied by a four-storey building, plus basement, referred to as Cambridge House and forms part of the Birkbeck University Campus (the University of London). The site is flat and the proposed building occupies the entire footprint of the site.

To the north of the site is Euston Road. Cleveland Street bounds the site to the west and Warren Street bounds the site to the south. An existing building occupies the site immediately to the east, which shares a party wall with the existing building. Within close proximity to Euston Road, which is a main vehicular and pedestrian thoroughfare, there is large volumes of pedestrians and passers-by each day.

A London Underground tunnel servicing the Circle, Metropolitan and Hammersmith & City lines is located beneath Euston Road, adjacent to the site. Great Portland Street Station is situated on Euston Road and the underground extends to the north west corner of the site.

The refurbishment & extension works comprise: site set up/welfare facilities; temporary works; decommissioning/ isolation/ disconnection of services as specified; strip out works; demolition works as specified; site clearance and enabling works; substructure and basement excavation works; substructure works including party wall underpinning/installation of new ground bearing slab at basement level; new build two storey extension at roof level, including services and fit-out; complete refurbishment of the existing building, including modifications to the existing layouts, new services and fit-out and replacement of the lift/stair core in full; adaptation of the existing basement including lowering of the floor slab and structural works affecting party walls; energizing, commissioning, testing; installation of new fixtures/fittings and finishes; decorations; works to the external façade including signage and refurbishment/replacement of the existing pavement lights.

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 project is a large development consisting of the above works. The environment and works involved create a number of challenges that will need to be carefully considered, assessed and controlled to minimise any nuisance or disruption to the local community.

One of the immediate issues is the close proximity to local commercial and residential properties. To the east there is an adjoining chartered accountants which forms the party wall for which a party wall award will be required.

Noise, dust and vibration will be a significant issue on the project due to the nature of the works, particularly for the adjoining building and the close proximity of various other commercial and residential buildings.

The above issues will be controlled by controlling dust at source such as suppressions and by also installing measures to prevent dust migrating outside of the site boundary. This is in addition to monitoring that will be in place to ensure that all controls remain effective.

Works that create high levels of noise and vibration will be carried out within the specified times stated by the local authority which is 8am-6pm Monday – Friday and 8am-1pm on a Saturday.

Construction techniques that reduce noise and vibration will also be adopted, this will include cutting parts of the structure first before breaking out, such as the basement slab and concrete from around the columns. This will separate the slab etc. from the structure which will reduce the reverberations causing a nuisance to the adjoining building.

Noise and vibration will be monitored during the course of the project, which will consist of establishing baseline figures to compare against and then regular monitoring. This will allow the site to determine if existing levels are being exceeded. If levels are exceeded, then appropriate measures will be implemented.

Another significant issue will be construction traffic to and from the site for deliveries, waste away, concrete etc. due to the high number of pedestrians and vehicles that are present. The site is accessed via Warren Street and Cleveland Street which are both one-way roads. Due to the width of Cleveland Street, articulated vehicles will not be permitted, only for delivery of the self-erecting crane. Materials etc. will be restricted to rigid type vehicles to allow access into the site demise which will be a road closure with a cycle / pedestrian lane on the west side of Cleveland Street being maintained. For a 4 week period during the crane operations, Cleveland will be completely closed. From here vehicles can head back out onto Euston Road.

A crane will be required for the erection of the CLT structure and for other activities. The crane will be positioned within the road closure.

There will be a full time banksman assigned to the project who will manage vehicles and the gate into the demised areas.

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 receptor is the adjoining building which is the Chartered Accountants. This will be immediately affected by noise, dust, vibration etc. Further along Warren Street and Euston Road there are various commercial and residential buildings that will need to be considered.

On the other side (south side) of Warren Street and the west side of Cleveland Street there is a mixture of commercial and residential buildings that could be affected during the works.

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.

Please see the attached site plans showing the road closure and the traffic management arrangements.

On the south side of Warren Street there is a disabled parking bay and an electric charging bay.

Warren Street has a pedestrian foot path on the north and south sides of the road however adjacent to the site north side footpath will be closed and pedestrians will be required to use alternative footpaths.

The footpath on the east side of Cleveland Street will also form part of the footpath closure. There is a path that runs parallel to the site on the west side of Cleveland Street.

There is also a footpath that will be affected on Euston Road which will remain open for the duration of the project with the necessary controls in place to protect the public.

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).

The project is 61 weeks in duration with the soft strip part of the works commencing on the 11th February and the main structural demolition / works starting on the 8th April.

A road closure will be required from the 8th April, leaving a cycle / pedestrian lane on the west side of Cleveland Street. The road will be completely closed during the crane operations which will be circa 4 weeks.

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

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

The above standard working times will be adopted for this project.

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.

It is not envisaged that any changes will be required, the site is self-contained.

# 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.

ARJ construction are committed to the successful completion of the project while minimising any impact the project may have on the local community. Therefore, ARJ will liaise and comminute with the local community prior to the project commencing and at all times during.

During the pre-construction phase, there has been a significant amount of community liaison carried out. This includes contacting the Bloomsbury Conservation Area Advisory Committee, the Fitzrovia Neighbourhood Association; and the Charlotte Street Association who were invited to the review meeting.

As the letters have already been despatched the engagement will take place as originally arranged. The letter has a direct link to a web site which specifically deals with the CMP and a copy of the draft CMP is available to view. Whilst I understand we could have perhaps referred to it specifically in the letter by going to the web site it is very clear that the letter concerns the CMP.

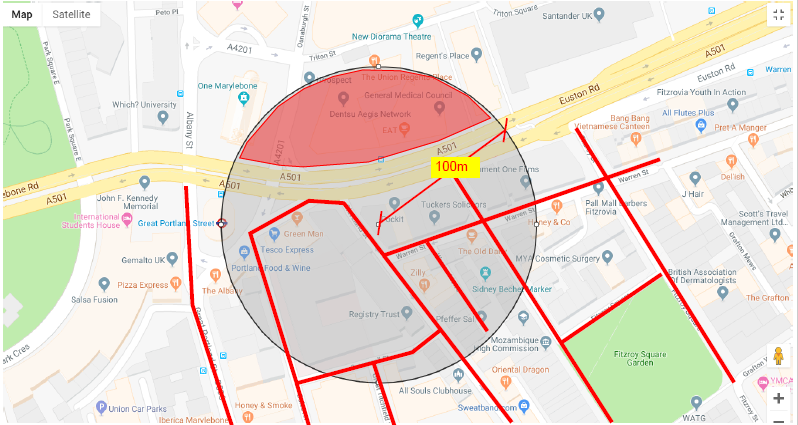
The location of the engagement on March 13th was the nearest available. We tried several conference centres in the immediate vicinity but there was no availability. We will proceed with this engagement session however towards the end of March we should have access to an office two doors down from the site. Once access is confirmed we will arrange a further session at that address.

The engagement meeting took place on Wednesday 13th March as previously advised. Present were representatives from ARJ Construction, their Architects and the client. During the period 4pm to 7pm (as noted on the invitation) zero people attended. There is therefore no summary of comments to provide. Since the letter drop the website containing the draft CMP has had 33 “hits”. There is an e mail address for neighbours/residents to contact ARJ’s Contract Manager and again no e mails have been received either before or after the event. We will e mail Sarah Hoare and Cecilia Ballesteros and copy in Shahida Sanessie.

At our meeting in December it was suggested that Camden would liaise with Westminster regarding the CMP. Is that not the case?. We are happy to liaise with them direct if required. Please provide contact details.

We will contact HS2 as noted.

Map of addresses attached for the letter drop.



**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 site will liaise directly with the local community during the works, this then allows for any issues to be resolved quickly and efficiently to suits everyone’s needs.

Letter drops will also be carried out and a website will be created that the local community can log on to review.

Site will inform the local community in good times before works that creates high levels of noise, dust or vibrations or such as when there is crane lifting taking place.

**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](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

ARJ Construction will register with the considerate constructors scheme and constructing better health. CCS scheme registration number is - 115402

**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.

ARJ Construction are not aware of any sites in the immediate vicinity that they need to consider. Local authority to advise if necessary.

# 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.](http://www.clocs.org.uk/)

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550016&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550014&).

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

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

**CLOCS Contractual Considerations**

17. Name of Principal contractor:

ARJ Construction Ltd

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550016&) and [Q18 example response](http://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3550015&)).

ARJ will issues the CLOCS standard as part of the suppliers orders and they will be informed that they have to be compliant with the standard.

ARJ will make all reasonable checks that the supplier understands the standard and is complaint. Suppliers will need to be registered with the FORS scheme and be silver as a minimum. Evidence of this will need to be supplied to ARJ.

ARJ will have a full time traffic marshal / gate controller who will make reasonable checks on the vehicle and the driver top ensure compliance with the CLOCS standard.

The above will be supplemented by 6 monthly independent checks which shall be tied into the CCS inspections.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](http://www.clocs.org.uk/wp-content/uploads/2015/05/CLOCS-Standard-v1.2-APRIL_15.pdf) and included it in your contracts. Please sign-up to join the [CLOCS Community](http://www.clocs.org.uk/links-to-partners/) 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 the requirement to abide by the CLOCS Standard will be include in the contracts to the contractors and suppliers.

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

**Site Traffic**

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

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (TLRN) on approach and departure from the site.

Please see the attached site / traffic management plans and swept path analysis. Also see section 6, question 9.

Vehicles will use Conway Street to enter Warren Street from the east. Vehicles will then travel west along Warren Street, turning right into Cleveland Street where the vehicles will enter the site demise demarcated by the boundary barriers.

Vehicles will enter and exit Cleveland Street in forward gear making their way onto Euston Road.

The footpath on the east side of Cleveland Street will be closed to maintain the safety of pedestrians during the works. Cleveland Street road will also be closed for the duration with a cycle / pedestrian lane being maintained on the west side of Cleveland Street. However during the cranage operations, the road will need to be completely closed as the crane will require the full width of the road.

During the cranage operations, vehicles will drive into Cleveland Street in forward gear behind the crane. Once unloaded, the vehicle will need to reverse out of the site onto Warren Street and then head south on Cleveland Street.

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 site specific CLP will be included in the supplier orders which will detail the routes to access the site and egress. Deliveries will all be booked in, in advance where the routes, and any restrictions will be made available. For this project there is one way into the site demise and one way out with no restrictions.

The above will also be communicated during the site induction process and regular toolbox talks.

**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*](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)).

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.

Day to day deliveries will be restricted to rigid delivery vehicles, other vehicles include waste vehicles, concrete delivery vehicles etc.

During the initial soft strip and demolition phase there will be skips being delivered to site daily which shall be a rigid vehicle.

During the concrete works there will be a concrete pump and concrete vehicle cited on site for the majority of the day. There will just be additional concrete deliveries during the day – circa 2-3.

Day visits will be the same for the crane works such as installing the steelwork and CLT frame with additional delivery vehicles as required.

There will be no holding area set up, vehicles will be booked in, in advance and the site within the half road closure can hold 2 vehicles at one time. This will help reduce the time vehicles are spending on the public highway.

The above times will be adhered to, ARJ have been informed that deliveries must adhere to the school times.

This plan will be a working document and will be updated as required for example such as if larger vehicles are required such as articulated vehicles and the like.

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

Not aware of any.

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.

This will be an electronic delivery booking system.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Not envisaged that offsite holding areas will be necessary.

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](https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=0ahUKEwi5hKjPiLjRAhVqLcAKHQduC_gQFggkMAE&url=http%3A%2F%2Fcontent.tfl.gov.uk%2Fdirectory-london-construction-consolidation-centres.pdf&usg=AFQjCNFhB34aaqw3M3fmDpJYUUBw_PjbdA&sig2=KXhGnTR3slzf0kN4XMOcQg&bvm=bv.143423383,d.ZWM)).

As above

**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 site is accessed via Warren Street and the half road closure will be established on Cleveland Street.

Vehicles will head west on Warren Street in forward gear under the control of the traffic marshal who will open the gate to the hoarded off area. The vehicle will then continue in forward gear and turn right into Cleveland Street, facing North. The barrier system being used is movable thus allowing it to be moved / opened therefore permitting a smoother access into the site demise.

Once the vehicle has completed their task, the traffic marshal will open the second gate where the vehicle can then head east or west along Euston Road.

It is not envisaged that STOP/GO boards will be necessary as the vehicle will be using existing public highways with no reversing or crossing the public footpath.

The footpath on the east side of Cleveland Street will be within the road closure minimising the risk to the public.

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

Vehicles will be unloaded / loaded within the road closure as per the site plans.

Fencing shall demarcate the extent of the closure and will act as the designated vehicle unloading / loading area.

There will be a full-time traffic marshal who will operate and manage the flow of vehicles on and off of the site.

The current access route through the site is flat with no restrictions / obstructions for vehicles to contend with.

The traffic marshal will meet the vehicles on Warren Street and guide them into the road closure. The traffic marshal will be required to move the rhino barriers to allow vehicles a smooth access. The site manager will be responsible for ensuring the barriers are in the correct position / line prior to leaving site to ensure that the cycle lane is not obstructed. Photographic evidence will be taken to verify this daily. The traffic marshal will then reinstate the barriers once the vehicle is within the site demise. Once the vehicles have concluded their task, the traffic marshal will then open the exit gate for the vehicles to leave site.

During the crane operations, the traffic marshal will guide reversing vehicles onto Warren Street and then south on Cleveland Street.

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).

Please see the attached site plans and swept path analysis. Vehicles will enter the site demise demarcated by boundary barriers both for the half and full road closures.

It will be necessary to suspend several parking bays on the east end of Warren Street to permit smooth entry and also at the west end of Warren so vehicles can turn into Cleveland Street and into the site demise.

Vehicles will be required to cross over the existing foot path on the corner of Warren Street and Cleveland Street and use the footpath. As such the cross over point and the existing service covers will be reinforced. The footpath will now not need to be assessed and reinforced due to the change in logistics.

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

Not required.

**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.

Vehicles will access the site via Cleveland Street where the road closure will be established. This will also close the public footpath on the east side of Cleveland Street therefore there will not be any pedestrians present during loading / unloading. However, a cycle / pedestrian lane will be maintained on the west side of Cleveland Street. The road will be completely closed during the circa 4-week cranage operation.

There will not be any off-site loading, this will be all be carried out within the confines of the half and full road closures. Please see attached site plan.

The self-erecting crane will be delivered to site on an articulated vehicle as per the swept path analysis.

**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)](http://camden.gov.uk/ccm/content/transport-and-streets/traffic-management/temporary-road-restrictions/) 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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

It may be necessary to suspend the existing disabled parking bay located to the west of Warren Street and likely two bays to the east of Warren Street to allow access from Conway Street. This is to facilitate delivery vehicles and no tools & equipment will be stored on the highway, on within the road closure.

The existing lighting column and CCTV camera will now not need to be relocated.

To prevent loading on the highway, the existing single yellow lines will be replaced with double yellow lines and double kerb blips along Conway Street and Warren Street as per the below indicative plan. This will be applied for when the parking bays suspension is applied for.



**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 to be carried out, only the erection of the site fencing which will be the rhino type barrier. Cleveland Street road and east footpath will be closed for the duration, with a cycle / pedestrian land maintained on the east side of Cleveland Street. This will however change during the cranage operations where the full width of the road will be required. Please see the attached site plans showing the road closure etc.

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

Safety signage will be erected on the site fencing and also within the confines of the site. There will be signage for designated vehicles and pedestrian routes.

Lighting will also be installed on the site fencing.

**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).

A diversion for vehicles will be required as Cleveland Street will be closed where vehicles will be required to find alternatives routes to access Euston Road. A cycle / pedestrian lane will be maintained until the cranage operations. A traffic management specialist will be instructed to manage the diversion etc. The traffic management company will establish signs etc. in accordance with Camden’s requirements and the relevant legislations / codes of practice.

ARJ as the principal contractor will inspect and maintain the signage on a daily basis to ensure that it remains in place and effective. The site manager will ensure that the signage is checked at the end of each working day and prior to work starting in the morning.

**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.

Site fencing will be established to demarcate the road closure, this shall be kept secure at all times.

The footpath on the east side of Cleveland Street will form part of the road closure to minimise risk to VRU’s. As aforementioned arrangements will be made for pedestrians and cyclists.

Scaffolding will be erected on the Euston Road elevation of the building, it is prosed that the scaffold will remain open at ground level with the bottom lift double boarded with polythene and protection fans.

As aforementioned, there will be a full time traffic marshal who will manage the flow of construction traffic and the impact with VRU’s.

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 will be erected on the Euston Road elevation of the building, it is proposed that the scaffold will remain open at ground level with the bottom lift double boarded with polythene and protection fans.

ARJ intend to avoid creating a tunnel due to public safety concerns.

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# Environment

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318)**).**

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

Significant noise will be produced during the demolition activities starting on the 8th April such as when breaking out the basement slab, removing the concrete from around the columns and removal of the existing staircases.

Measures that will be adopted to reduce noise levels will be to cut the concrete away from the structure first before breaking and then either removing using breakers or a brokk or by bursting. This will reduce the reverberations travelling through the building.

Noisy works will be carried out within the specified working times with noise monitoring established.

ARJ will liaise with the local community to advise them of when high levels of noise is due to be created and provide them with the contact details of the persons they should contact should they need to.

ARJ will make every effort to minimise any disturbance or disruption caused during the works, with the plan to complete the noisy works as quickly as possible to avoid any prolonged issue.

If necessary noise barriers will be used to help control noise at source.

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 will be carried out prior to commencement of the project, this will then provide a baseline that ARJ can monitor against during the works. A copy of the survey will be provided once completed.

Please see the attached scope from PC Monitoring who will carry out all of the pre-assessment monitoring and provide a report with all of the necessary recommendations. The pre-assessments will be carried out prior to noisy works carried out and all necessary monitoring controls in place.

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

It is envisaged that there will be a spike in noise / vibration during the demolition works, once this is complete the noise levels should remain consistent of that expected of a refurbishment project.

As above, PC Monitoring will be carrying out pre-assessments for noise and vibration. Following this they will provide ARJ with a report on the current levels, the anticipated levels and the appropriate recommendations / control measures.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

Significant noise will be produced during the demolition activities starting on the 8th April such as when breaking out the basement slab, removing the concrete from around the columns and removal of the existing staircases.

Measures that will be adopted to reduce noise levels will be to cut the concrete away from the structure first before breaking and then either removing using breakers or a brokk or by bursting. This will reduce the reverberations travelling through the building.

Noisy works will be carried out within the specified working times with noise monitoring established.

ARJ will liaise with the local community to advise them of when high levels of noise is due to be created and provide them with the contact details of the persons they should contact should they need to.

ARJ will make every effort to minimise any disturbance or disruption caused during the works, with the plan to complete the noisy works as quickly as possible to avoid any prolonged issue.

If necessary noise barriers will be used to help control noise at source.

If baseline levels are exceeded then the works will be stopped and the reason determined and the necessary mitigation measures implemented.

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

Staff are trained in the above standard during regular internal training such as toolbox talks and via the RAMS for the particular tasks.

Where sub-contractors are used, they will need to demonstrate that they are aware of BS5228 and they are complaint.

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

Dust will be controlled by using dust suppression techniques, water suppression will be used when carrying the demolition works and on-tool extraction will be used when creating any dust from cutting, sanding, chasing, drilling etc.

Staff will be trained on the correct dust mitigation measures are required and the site rules with regards to dust control. This will also need to be replicated in the RAMS for the activities.

Dust monitoring will also be established to ensure that dust does not migrate from the site and cause nuisance to the nearby receptors.

The site manager will monitor activities on site to ensure that the correct dust control measures are being implemented. Anyone found to not be adhering to the site rules will be stopped from working, will be re-inducted and asked to read their RAMS again.

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.

Not envisaged to be a significant issue, skips will be covered when leaving the site. Spoil from the basement works will be removed directly into a waiting skip located on Cleveland Street. The public highway will be monitored through the works. If required, the road will be cleaned within the confines of the site so not to transfer mud /dirt outside the site boundary.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels.

Noise, vibration and dust monitoring has been laid in separate documents attached to this CMP.

It is a requirement of the contract to carrying out vibration / movement monitoring with the underground and on the party wall. ARJ are liaising with TFL for the underground works, as prior to the works, the RAMS for the installation of the monitoring equipment needs to be issued to and approved by TFL before any works can commence.

The installation of the monitoring equipment will need to be completed at night with date and times being agreed.

The same installation company will install the monitors on the party wall which is the adjoining building.

Both sets of monitors will be set up prior to the works being carried out to establish baseline date which can then be used to set any parameters to monitor against during the demolition works etc.

As part of the scope as part of the tender for the vibration / movement monitoring, the monitors will be checked before work begins and upon completion. More regular checks will be carried out on the party wall monitors to ensure that the adjoining building is not affected during works where significant amounts of vibration is produced.

The above is similar to the noise and dust monitoring, in that they will be set up prior to works commencing to obtain baseline data to monitor against.

It is known that Euston Road is a heavily populated and polluted road and it is the aim of ARJ not to increase or make this worse during the course of the project.

The monitoring equipment will be set up to the correct noise and particulate levels which the site is measuring. The levels will be regular monitored by the site team to ensure that the specified levels are not breached.

Although the monitoring equipment will be in place, this will not be used as a control measure, the monitoring equipment is there to ensure that the control measures remain effective.

If the levels are breached then the works will be stopped, the reason why reviewed and the necessary measures put in place to prevent further breaches.

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)](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP), 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.

An air quality assessment has been carried out by the Waterman Group as attached to this plan.

37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist.](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and)

Yes

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](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP). 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.

Monitors will be installed as per the plan.

39. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), 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 survey will be carried out prior to commencement to check for the presence of rodents. The site is currently occupied by full time security who has not advised of nay rodent issues.

Once ARJ have received a report, this can be forward on and also reviewed with any recommendations implemented.

Simple measures will be ensuring that food and drink is only consumed in the canteen and that any waste is dispose of correctly.

Good housekeeping will also hep prevent a rodent issue on the site.

This will be communicated to the site staff during the induction and also they will be made aware of the risk associated with rats (leptospirosis), the signs & symptoms and what they would need to do in the event they believe they have been contracted the above.

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 the client which identified asbestos containing materials. The majority of these materials have been removed apart from tiles that are still present beneath the brickwork walls to the toilets.

The demolition contractor will be trained to remove non-licensed asbestos containing materials.

The brickwork will be removed and the material double bagged and disposed of as hazardous waste with waste consignment notes issued.

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.

A designed smoking area will be provided, this will prevent staff from loitering in the local community. The location of this will be communicated during the site induction and will sign posted.

The use of loud and/or offensive language and/or behaviour will not be tolerated on the project. This will be communicated during the induction and will be regularly reinforced.

Any operative found to be causing offensive will be reprimanded and/or removed from the site.

Walkie talkies will be used by scaffolders and the lie to communicate to others to avoid the need to shout instructions from the groind up and vice versa.

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:

1. Construction time period (mm/yy - mm/yy ): 61 weeks from 11th February 2019
2. Is the development within the CAZ? (Y/N): Yes
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes if required.
4. 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: If required the machinery will be registered when they are due on site.
5. 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: Yes, this information will be kept in the site office ready for inspection.
6. Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes, as above.

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# 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:** ……31/01/2019………………………………………..

**Print Name:** ………Lee Daniel…………..….

**Position:** ………SHEQ Manager……………

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

End of form.