**Construction Management**

**Plan**

**pro forma** v2.2

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
|  |  |  |

**Additional sheets**

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

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| **Date** | **Version** | **Produced by** |
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# 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: Lynton House 7-12 Tavistock Square London WC1H 9LT

Planning reference number to which the CMP applies: 2018/4740/P

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

Name: Toby Griffiths

Address: Faithdean Plc, Unit 10 - 12, The Oaks, Revenge Road, Lordswood, Chatham, Kent. ME58LF

Email: t.griffiths@faithdean.co.uk

Phone: 07825 504204

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: Pat Finn

Address: Faithdean Plc 44-48 Borough High St London SE1 1XB

Email: p.finn@faithdean.co.uk

Phone: 07885307151

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: As Above

Address:

Email:

Phone:

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

Name: Toby Griffiths

Address: The Oaks Revenge Road Lordswood Chatham Kent ME5 8LF

Email: t.griffiths@faithdean.co.uk

Phone: 01634 868268

# Site

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

The site is located in Borough of Camden London and is bounded by the following:

* Tavistock Square to the west with coffee shops and office buildings
* Tavistock place to the south with Mary Ward House Conference Centre
* Burton St to the east with residential properties
* The site is accessed from Tavistock Place
* Ground works
* Drainage excavation
* Erection of new shower block
* Lift alterations
* Demolition of lift Motor room and construction new.
* Erection of new steel external level on the existing roof

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The Construction works at Lynton House that is a 9 storey commercial building with two retail outlets on the ground floor.

Works include

* Construction of a modular Shower block at ground level
* Drainage excavation for the shower block
* Lift alterations including demolition of existing motor room
* Construction of new steel external terraces on the existing roof
* Construction of storage area on roof
* Alterations of existing plant at roof level
* There are a number of residential dwellings located in Burton St to the rear of the Lynton House. There is also a Conference Centre adjacent the service road leading to Lynton House on Tavistock Place.

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 dwellings that may be affected by the works are on Burton St to the rear of Lynton House. Adjacent to Lynton House are commercial building and two retail outlets.

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 Appendix 1 ref: 1713-BG-ZZ-00-DR-A-00.101

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

Start Date 8th April 2019

End Date: 9th September 2019

Please see Appendix 2 ref: Lynton House – Construction Programme Rev. D

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

* 8.00am to 6pm on Monday to Friday
* 8.00am to 1.00pm on Saturdays
* No working on Sundays or Public Holidays
* 8.00am to 6pm on Monday to Friday
* 8.00am to 1.00pm on Saturdays (please note special dispensation may be sought for contract crane lift)

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.

There are no plans for changes or connections to public utilises.

# 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.

Please see Appendix 3 ref: Lynton House – CMP Residents Newsletter. Letter drop submitted as of 22nd March 2019. Letter drop provided to following addresses:

Age UK, Tavistock Square

Mary Ward House Tavistock Place

Numbers 9,11,11a,13 and 15-17 Tavistock Place

And residents of Burton St

No responses received to date and further letter drop undertaken 23rd May 2019.

**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.

Faithdean Plc will issue letters to any residents, business and others that may be affected by the works. Letters will include details contact details of Faithdean managers involved in the project. The letter will detail any works that may impact on residents and adjacent properties. This letter drop will be fortnightly highlighting works scheduled for the following 2-3 weeks.

**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)”.

Please see Appendix 4 ref: CCS Proforma 70037

**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.

It is noted that there is a major construction site at 15-17 Tavistock Place which we are informed they have proposed to close the road periodically throughout the day. This development proposes to close the road periodically throughout the day for 3min periods, at minimum intervals (peak traffic movements) of 17-18mins during the first 9 months. Exact times are yet to be agreed and confirmed

We will aim to coordinate with the site manager of 15-17 Tavistock Place, with the view of preventing vehicles for Lynton House arriving while the road is closed.

# 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:

Faithdean Plc

Unit 10 – 12 The Oaks, Revenge Road, Lordswood, Chatham, Kent ME5 8LF

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&)).

When we are selecting new Subcontractors, they go through an approval process in the form of an Information Request Form. This is then reviewed via our Compliance Department.

The Information Request Form, asks for various Method statements, Risk assessments, Work certifications, accreditations that the company are affiliated with and their FORS registration details. The Subcontractors are selected on their ability to provide adequate evidence of the fore mentioned requested documents.

On site these details are checked again and we complete a log book of all deliveries and their FORS details. An example of this log book can be sent, if requested.

The Company work to the CLOCS scheme as a best practice and we are currently looking to become a CLOCS champion. Please see Appendix 5 ref: Lynton House – Traffic Management Plan for further details.

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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:

Please see confirmation in Item 18.

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.

The TMP identifies the most suitable access roads to/ from the site for site vehicles and the transport of demolition plant and materials.

Further to the illustration below;

North Approach:

We will instruct vehicles approaching from the north to use Euston Road onto Upper Woburn Place/ Tavistock Square on to Tavistock Place

South Approach:

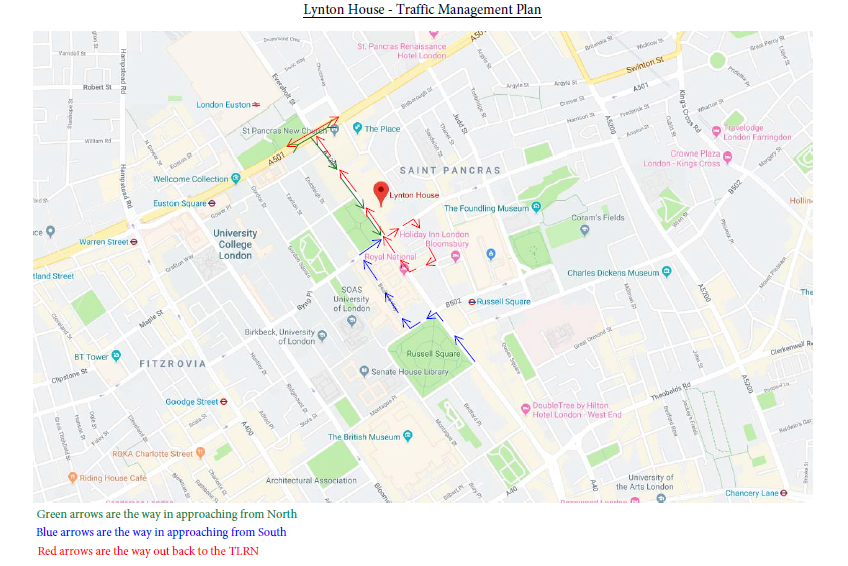
We will instruct vehicles approaching from the south to use Russell Square onto Bedford Way up Tavistock Square and on to Tavistock Place.

Exiting:

We will instruct vehicles to exit on to Tavistock Place on to Herbrand Street on to Coram Street on to Woburn place/ Tavistock Square/ Upper Woburn Place up to the TLRN of Euston Road.

Additional instructions to vehicles drivers are to ensure that they do not block this junction, as they exit the highway to Tavistock Lane.

Vehicle movements will be restricted and take place between 09:30-4:30pm due to the flow of cyclists using the cycle lane.



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 contractors, visitors and were possible delivery companies will be issued with a detailed drawing indicating the route for deliveries and waste collection to site. This would be provided as part of the terms and conditions of the supplier order.

**21. Control of site traffic, particularly at peak hours**: “*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries”* (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [*Guide for Contractors Working in Camden*](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.

The size of vehicle required for the project will vary but the majority will be vans, with two – three flatbed lorries per week, We will also require up to 5 No cement mixers and two mobile cranes during the project. We will require 3 No skip lorries per week at the start of the project, reducing to one per week after the 4th week. We will also have a delivery at the start of the project of the welfare cabins, and collection of these at the end.

Vehicle movements will be restricted and take place between 09:30-4:30pm due to the flow of cyclists using the cycle lane.

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

It is noted that there is a major construction site at 15-17 Tavistock Place which we are informed they have proposed to close the road periodically throughout the day. This development proposes to close the road periodically throughout the day for 3min periods, at minimum intervals (peak traffic movements) of 17-18mins during the first 9 months. Exact times are yet to be agreed and confirmed. Please see Appendix 5 ref: Lynton House – Traffic Management Plan for further details.

We will aim to coordinate with the site manager of 15-17 Tavistock Place, with the view of preventing vehicles for Lynton House arriving while the road is closed.

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 deliveries need to be booked with site management 48 hours in advance. Contractor will also have to confirm size of vehicle. Contractors will be issued with time slots and a duration depending on how long off-loading will take.

Due to the limited access of the service road on site the size of lorries with be limited

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.

Due the limited works we will not require any off-site holding areas during the works.

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 far as possible similar types of materials e.g. blocks, sand etc will be ordered from one supplier. Contactors will not be able to park on site and encouraged to use public transport.

**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

Access to site will be from Tavistock Place into Lynton House service road.

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

The entrance will be managed by a traffic marshal who will be equipped with “GO – WORKS” boards. The marshal will control traffic as vehicles will need to cross a cycle lane into Tavistock Place.

All Traffic Marshals will be trained in safe traffic management and control and be identified with orange Helmets and Hi-Viz clothing.

Any localised manoeuvring the vehicle required for loading/unloading will also be carried out by trained Traffic Marshalls.

Traffic Marshalls / Banksmen required for specific unloading operations will be provided by the Contractor receiving the delivery / collection.

They will be clearly identifiable via their Hi-Viz jackets displaying their designation as banksman. Each will be equipped with radios so that communication during loading and unloading of vehicles can be clearly controlled and co-ordinated. When unloading is carried out by crane or hoist, this will be undertaken by a qualified slingers signaller.

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).

Access and egress to the service road dose not involve any tight manoeuvres from Tavistock Place.

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.

Wheel washing facilities are not considered necessary on this project.

**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.

All vehicles will loaded and off loaded on site not the highway.

**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/)

Not applicable.

**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).

All site accommodation and welfare will be located on site and therefore off the highway.

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

Not applicable.

**26. Diversions**

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

Not Applicable.

**27. VRU and pedestrian diversions, scaffolding and hoarding**

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Vehicles entering and exiting the site will cross a cycle lane in Tavistock Place.

To ensure pedestrian and cyclist safety, a trained traffic will be stationed at the entrance to the service road and will escort vehicles in and out of the site.

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.

Not applicable.

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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.

Demolition of existing lift motor room and slab. The walls and slab will be broken out using breakers. Works will be carried out within a scaffold enclosure with acoustic screening to reduce noise.

Break out ground floor slab for new underground drainage and slab for new shower block. The slab will be saw cut using diamond saws with water control. The concrete will be broken out using a 1 ton Broxx.

These works will be carried out between 8am- 6pm Monday to Friday and 8am-1pm on Saturday

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.

Please see Appendix 6 ref: Noise Survey

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.

Please see Appendix 7 ref: Project plant register Lynton House

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.

Noise will be managed in accordance with BS 5228, Code of Practice for Noise and Vibration Control on Construction and open Sites, Parts 1 & 2.

Other noise measures to be undertaken will be:

* Use of most environmentally acceptable plant & equipment will be used, which will be properly maintained and fitted with volume suppression equipment
* Use of least intrusive method of work adopted
* Acoustic screening
* Use of best practice means for each construction activity
* Prevent any unnecessary revving of engines
* Endeavour to place machinery as far away from receptors as is practicable and ensure baffles are intact
* The use of radios ( music ) will be prohibited on site
* Designated vehicle routes and White Noise / Broadband vehicle reversing alarms

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

Please see Appendix 6 ref: Noise Survey

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

1. Wrap lift motor room during demolition
2. Controlled water suppression on dust producing activities
3. Use methods of cutting and breaking to reduce dust.

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.

The following policy will be implemented throughout the course of the works:

1. All work areas to be kept clean and tidy. Rubbish would be removed at frequent intervals. Burning of materials on site would be prohibited.
2. Upkeep of street surfaces affected by works / installation of temporary protective measures where required.
3. Street cleaning.
4. Site entrances / exits / gates positioned to minimise congestion.
5. All scaffolds enclosing demolition areas will be sheathed in Monaflex to prevent dust and debris exiting the site.

Storage sites, fixed plant and machinery, equipment and temporary buildings etc. would be located to limit adverse environmental effects. All reasonable precautions would be taken for the operation of plant and equipment, to avoid nuisance and excessive noise impact on surrounding residents.

The environmental effects to be considered are not just the proximity of operations to sensitive properties or ecologically sensitive locations, but also to the risks of pollution.

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.

**Vibration measures**

Vibration will be managed in accordance with BS 5228, Code of Practice for Noise and Vibration Control on Construction and open Sites, Parts 1 & 2.

Faithdean will control the vibrating power tools by consideration of the power tools as part of the risk assessment procedures.

Prior to each sub-contractor commencing activities on site they will be issued with a construction noise and vibration impact assessment carried out by Faithdean

**Faithdean will ensure that the tools selected are**

1. Suitable for the work intended for the conditions
2. Used only for operation and in condition for which they are suitable
3. Designed and constructed so as to minimise the risk from vibration
4. Used only by correctly trained workers
5. Properly maintained to minimise vibration

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.

Please refer to Planning Application ref: 2018/4740/P

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)

Please refer to Planning Application ref: 2018/4740/P

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.

Not applicable

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).

Pest control, the following measures would be adopted:

* Removal or stopping and sealing of drains and sewers brought into disuse;
* Prompt treatment of any pest infestation and arrangements for effective preventative pest control
* Appropriate storage and regular collection of waste.

Any instances of pest infestation on the construction sites would be notified to the relevant local authority as soon as practicable

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

Please see Appendix 8 ref: Lynton House targeted refurbishment asbestos survey

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.

Faithdean Plc will set up smoking area in the parking bay within the site boundary to minimise contact with the public. All contractors will have a site induction upon arriving on site and will be issued with a set of site rules. The during the induction contractors will informed that unnecessary shouting and bad language will not be tolerated, and will result in “yellow cards” and removal for site if the practice continues

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 ): 04/19 – 09/19
2. Is the development within the CAZ? (Y/N): Not known
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
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: Please see Appendix 7
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
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

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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:** 22nd March 2019

**Print Name:** T. Griffiths

**Position:** Senior Contracts Manager

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

End of form.