**Construction Management**

**Plan**

**pro forma** v2.2

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **27/11/2018** | **RevA** | **FDG** |
| **11/03/2019** | **RevB** | **FDG** |
| **04/04/2019** | **RevC** | **FDG** |
| **27/05/2019** | **RevD** | **FDG** |
|  |  |  |

**Additional sheets**

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

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **27/05/2019** | **RevD** | **FDG** |

Appendix A - KMEW Site Location Plan.pdf

Appendix B - KMEW Programme.pdf

Appendix C - KMEW Register Interest and GDPR.pdf

Appendix D - SMSTS.PDF

Appendix E – Vehicle Routes to Site.pdf

# 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: 22-24 Kings Mews, London, WC1N 2JB

Planning reference numbers to which the CMP applies: - APP/X5210/A/13/2196775 – 2012/6089/P

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

Name: Keely Ayres

Address: Fox Davies Gallagher Ltd, Unit 1, Chesterfield Way, Hayes, UB3 3NW

Email: keely@fdgallagher.com

Phone: 0208 573 6767

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: Janis Onyshchenko

Address: Fox Davies Gallagher Ltd, Unit 1, Chesterfield Way, Hayes, UB3 3NW

Email: enquiries@fdgallagher.com

Phone: 07961 476991

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: Keely Ayres

Address: Fox Davies Gallagher Ltd, Unit 1, Chesterfield Way, Hayes, UB3 3NW

Email: keely@fdgallagher.com

Phone: 0208 573 6767

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: Clarke Gallagher

Address: Fox Davies Gallagher Ltd, Unit 1, Chesterfield Way, Hayes, UB3 3NW

Email: keely@fdgallagher.com

Phone: 0208 573 6767

# Site

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

Site Location Plan Attached at Appendix A

The site is situated on the east side of King’s Mews, 30m from Northington St. The front of the site is flush with King’s Mews. A mixed-use road; residential (flats and houses) and commercial (small offices). The rear of the site abuts properties on Gray’s Inn Road, 51, 49 and 47 Gray’s Inn Road, a cycle store and a barber with residential apartments to 4 floors above. To the South (right as you face the site) is 25 King’s Mews, a terraced residential property. To the North of the site (left as you face the site) is 20/21 King’s Mews, this site has been demolished entirely and is currently in construction as new build residential.

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).

To demolish 3 no. units, 22, 23 and 24 King’s Mews. Excavate to basement. With some façade on King’s Mews being retained all other external walls shall be independent exterior walls and not party walls. The roof is being replaced. All services are being fully replaced. Construction to provide 3 no. 3 storey mews residential properties, without parking.

The mews is approximately 7m wide and vehicular access is presently limited to construction traffic only following a stopping up in respect of another development in the Mews.

Presently 5 no. developments are at various stages of progression including this development. We are not aware of any other recently completed developments or planned developments.

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.).

All properties on King’s Mews

Properties; 35-57 (odds) Gray’s Inn Road

Properties; 1, 3 and 5 Northington Street

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.

See Appendix A

Gray’s Inn Road is a red route with bus shelter marked

Northington Road is double yellow to the south and 2 resident bays to the north

The pavement area to the south of Northington Road, between King’s Mews and Gray’s Inn Road is populated with Santander Bike Bays.

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).

See Appendix B for present Construction Plan by Month – Please find below current tasks.

Site Occupied; December 2018

Enabling Works; January 2019 – March 2019

Excavation and underpinning; February 2019 – April 2019

Demolition; April 2019

Remaining works to follow by month per attached programme Appendix B

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
* 8am to 5pm on Monday to Friday Working hours.
* Saturday, Sundays, Public Holidays. No works planned

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.

Electric - The development will include; 3 x 100amp single phase connections, including access to mains electricity under the Mews to the front of each of the three resultant properties. The current 3 phase supply is to be removed.

Gas – Single lead pipe gas supply to be removed. 3 no new gas supplied to connected to the mains in Mews

Mains Water – Single lead 25mm mains water pipe to be replaced with 3 no. new mains water supplies

Mains Drainage – Single 100mm mains drainage pipe to be replaced with 3 no. new mains drainage pipes

Rainwater Drainage – Presently draining to road to front of property to be replaced with drainage to mains

Gas, Water Supply and Foul Water infrastructure has been upgraded in the Mews within the last 3 years and investigations confirm able to connect to this infrastructure.

# 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.

8th February 2019, we wrote to the 3 Ward Councillors and hand delivered the same letter to all properties listed in section 8 above, requesting their permission to communicate with them regarding the development. A single response has been received requesting a copy of the CMP and this draft will be shared with that respondent.

The letter also gave brief information concerning the project and requested how the interested party would like to be communicated with.

A copy of the correspondence attached Appendix C

REVC - Q13: Please detail responses received to consultation and outline any ways in which your proposed approach will try to accommodate any concerns raised

We have received one email response, (Sent by separate cover to Camden Planning and not attached to this CMP for reasons of privacy protection) no telephone enquiries received, no postal correspondence received. The correspondent wished to see a copy of the CMP. We have shared a copy of the draft RevB CMP with the enquirer. We shall send updated copy of this draft CMP once approved by the council.

**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.

It was our intention to communicate by email newsletter and to schedule an open day when the site was safe for visiting. However due to the number of interested parties we shall communicate with this person individually by email and invite them to visit the site.

Should more parties register an interest we shall include them in our communications and invite them to discuss with us any concerns they may have.

REVC - Q14: Please include an understanding that you will participate in a construction working group if it becomes apparent that one is needed in the mews

Yes, we are already liaising with other concurrent developers in the area to manage our cumulative impact and will continue to engage in this. If a working group is needed we shall be an active participant.

**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)”.

RevD - CCS Registration Number: 116405

We shall comply with the requirements of the above.

**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.

1 – 20-21 King’s Mews – demolition complete, starting rebuild - Sharing traffic marshal, street cleaning and coordinating deliveries

2 – 29-30 King’s Mews – demolished and rebuilt, currently in fit-out – Sharing traffic marshal, street cleaning daily and coordinating deliveries

3 – 30 King’s Mews – per 29-30 above

4 – 10 King’s Mews – Nearing completion – No liaison required as construction phase nearly complete

We have agreed to share traffic planning and street cleaning with the other sites. We have agreed hours of working to be in concert to minimise the length of disruption in each day. Our deliveries are scheduled jointly and plant movement is coordinated between us to minimise any traffic disruption in the vicinity.

# 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:

Fox Davies Gallagher 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&)).

CLOCS V3

All sub-contractors are required to be CLOCS standard compliant at PQQ stage prior to tendering and request the same of their suppliers.

REVC – As the Main Contractor we do not and do not intend to operate any vehicles over 3.5t. In addition to the PQQ requirement for suppliers and subcontractors to be compliant with the CLOCS standard, we shall add to our PQQ the specific requirement “All site attendances by vehicles in excess of 3.5t shall be driven by operatives who have undertaken Safe Urban Driver training (and shall carry certification and identification with them) and that the vehicles shall be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts. Please submit details of your FORS accreditation prior to attending site.” To ensure compliance we shall do random checks. Suppliers and or subcontractors found in contravention will be educated or eliminated by a yellow card, red card system, the same obligations shall be placed upon any of their suppliers or subcontractors as part of the adherence to the main contract.

The written assurance shall be held with the PQQ before engagement.

A Traffic Marshal has been appointed and manages all access to the site area on behalf of all sites in the Mews. We shall maintain a delivery logs including VRM information to assist with compliance.

No reversing or other manoeuvring shall be permitted without a qualified banksman controlling.

All sub-contractors and other suppliers have been made aware of the access requirements from Gray’s Inn Road including awareness of the cycle stands in Northington Road and may only enter during their allotted time.

King’s Mews has been stopped up, no vehicular access is permitted. Specific signage has been procured and displayed to this affect.

To protect pedestrians, in addition to the traffic marshal, we operate a policy of additional banksmen, one concentrating on the safe manoeuvring of the vehicle. The other advising and requesting members of the public, site staff and any other persons keep clear of vehicles. They will also stop the manoeuvring if anyone enters or may possibly be intending to enter an area of danger.

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:

Confirmed

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.

Access to the site is via A5200 only North or South. The A5200 is accessed from red routes A501 to the North, A5201 connecting to the A201 to the East.

RevC – Appendix E – Vehicle Routes to Site

RevD – Appendix F - Route Map from TLRN

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

Route communicated to all suppliers, and included in their PQQ requirements.

**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.

There are no motor vehicles except for access traffic permitted in King’s Mews. The mews is closed as a thoroughfare for general traffic, all vehicles are restricted from parking in the mews unless loading/unloading. Deliveries to all sites are booked via a centralised logistics person. No waiting is permitted as this would block the access to the site, therefore only one vehicle is permitted at a time, of any size. The average number of vehicles per day shall vary over the duration of the project and are not currently known as not all the supply chain has been put in place. This will be updated when the outline programme is developed. Presently it is estimated that during the first 6 months of the project between 3 to 10 vehicles over 3.5T will be accessing the site per week and no more than 2 in any given day. During the remainder of the project this will reduce to 1 to 5 vehicles over 3.5T per week. Vehicles under 3.5T are expected to be between 3 to 10 most days averaging 24 per week for the duration of the project.

Specific vehicle types and weights will be asked of suppliers, prior to deliveries being booked and delivery acceptance times will be restricted to 0930-1630hrs Monday to Friday. Suppliers shall be advised that articulated vehicles will not be permitted to serve the site.

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

No other developments outside the mews affect traffic to our developments in King’s Mews

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.

Booked with Traffic marshal weekly in advance

Only one entrance point for all vehicles for all 5 sites.

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.

Following suggestion, a holding area will be designated in Gray’s Inn Road on the single yellow lines in front of 236 Grays Inn Road (from North) and 24-39 Grays Inn Road (from South) and a call can be made to site to confirm access is available or likely time of wait and specific banksmen instructions prior to entering Northington Road.

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)).

All material and waste stored within the site footprint.

Staff not permitted to leave private vehicles on site or vans other than for the duration of the delivery only.

**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

King’s Mews to Northing Road is the only access/egress point. All movement controlled by traffic marshal and supervised by qualified banksmen.

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

All vehicles reverse into King’s Mews from Northington Road under the direction of the banksmen and traffic marshals. No other methods of access is permitted.

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).

King’s Mews width permits adequate space to manoeuvre into if reversing from Northington Road.

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.

All loading and offloading will be banksmen controlled and shall be conducted adjacent to the site. Pedestrians in the mews will be directed to the pavement on the other side of the mews from the site. The vehicle being loaded or unloaded, and the operating area to achieve this will be isolated by connected plastic traffic barriers. Where vehicles use their own HIAB or similar to offload or forklifts all activity will be contained within the barriered area and supervised by the traffic marshal/banksmen in addition to the person operating the crane.

**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/)

No parking suspensions – King’s Mews has been stopped up and this is the location for all activity

**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).

Upon completion of all 5 sites in King’s Mews remedial work will be required to restore the road fabric to pre-construction standard. The developers of the 5 sites are liaising to ensure each contractor manages their own portion of the road.

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

Traffic direction signage is placed across the road specific signage advising no vehicular access. Site specific signage is affixed to the site hoardings

**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).

King’s Mews is for access to King’s Mews only so no diversions are in place

**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.

Permanent timber hoarding to the front of the site will be erected prior to façade demolition.

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.

The scaffolding to support the retained façade will be within the hoarding area.

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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.

Noisy Works 0800-1700hrs.

Excavation and underpinning is being conducted by hand operated tools and not rigs to reduce noise. Material is being barrowed from site to avoid the use of an earth conveyor due to the permanent noise this would create.

Demolition will be from scaffolding and crash deck and removal by section. This will reduce noise. The tin lid and the monoflex surround will reduce noise and dust.

Drilling, grinders and breakers will be hand operated tools and will comply with CDM regulations for noise.

Our plan is to attempt to conduct all operators with hand tools. The exception to this is a two-tonne excavator during the excavation phase only.

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.

The other sites that exist in the area have been conducting operations prior to our occupation of the site. We have been unable to conduct noise survey outside of these operations.

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.

Noise and vibration will be created by drilling, grinders and breakers. All hand operated. Cutting decks will be situated in areas of the building where dust and noise suppression can be affected. Where drilling is necessary in areas of the site that will affect the surrounding areas noisy works will be restricted to 4 hours per day if deemed necessary from monitoring.

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.

If noise levels (particularly cumulative, at certain phases of work) exceed or are in danger of exceeding acceptable levels then alteration of sequencing or limiting noisy work to 4 hours per day will be implemented

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

SMSTS qualified site set-up – Appendix D

Forms part of the site induction for all operatives

Toolbox talks from time to time or if tasks present a risk of infringement

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

Tin lid, monoflex and hoarding containing the site. Damping down during and after works.

Vacuum dust extraction at cutting decks where appropriate

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.

Vehicles will not manoeuvre off of the hard surface. Vehicles will be loaded to below level load and covered prior to moving from site. Should any spoil end up on th highway, it shall be removed before close of business on the day it occurs.

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.

Continual sound monitoring will take place on site. DB meters will be offered to neighbouring premises to assist with recording noise levels as it affects these premises.

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.

RAMS for demolition and construction works are being constructed in consultation with each of the specialist subcontractors to be employed and will be issued in updates to this CMP.

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)

This must be done in consultation with our specialist subcontractors when appointed as it would be pre-emptive of us and failing to use best advice to do this before our methods of work have been agreed

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.

Low risk site

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).

No food permitted on site

Drainage sealing of all existing sewer and soakaway routes at demolition and remain sealed until prior to connection to new services.

Waste removal will be as created to avoid accumulations that may encourage infestation

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

Survey was conducted by the client prior to occupation 20th November 2017 reporting no ACM, but noting that areas remained inaccessible. Following soft strip of the building and exposing of some of the previously inaccessible fabric of the building, a further survey is being conducted, the results of which will be added to this CMP when available.

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.

Smoking Area behind hoarding

Shouting and bad language control form part of our company policy about individual conduct on site. Required standards are communicated (in first languages as required) to all operatives during the site induction, in addition to the key safety points. Congregation of staff outside the premises will not be permitted. Traffic marshal and site supervisor shall police this using the yellow/red card system

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 ): March 2019 – May 2020
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
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: KMEW – Site register only a single item of plant is expected to qualify for the excavation only.
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: Not after the single piece of plant is removed
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: The single piece of plant will be hired in and we will require that the plant hire company provide all relevant records

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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:** ……………………………………………..

**Print Name:** ……………………………………………………..….

**Position:** …………………………………………

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

End of form.