Construction Management Plan

pro forma v2.2

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
3rd April 2019	v1.0	H Jenkins (Conisbee)

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

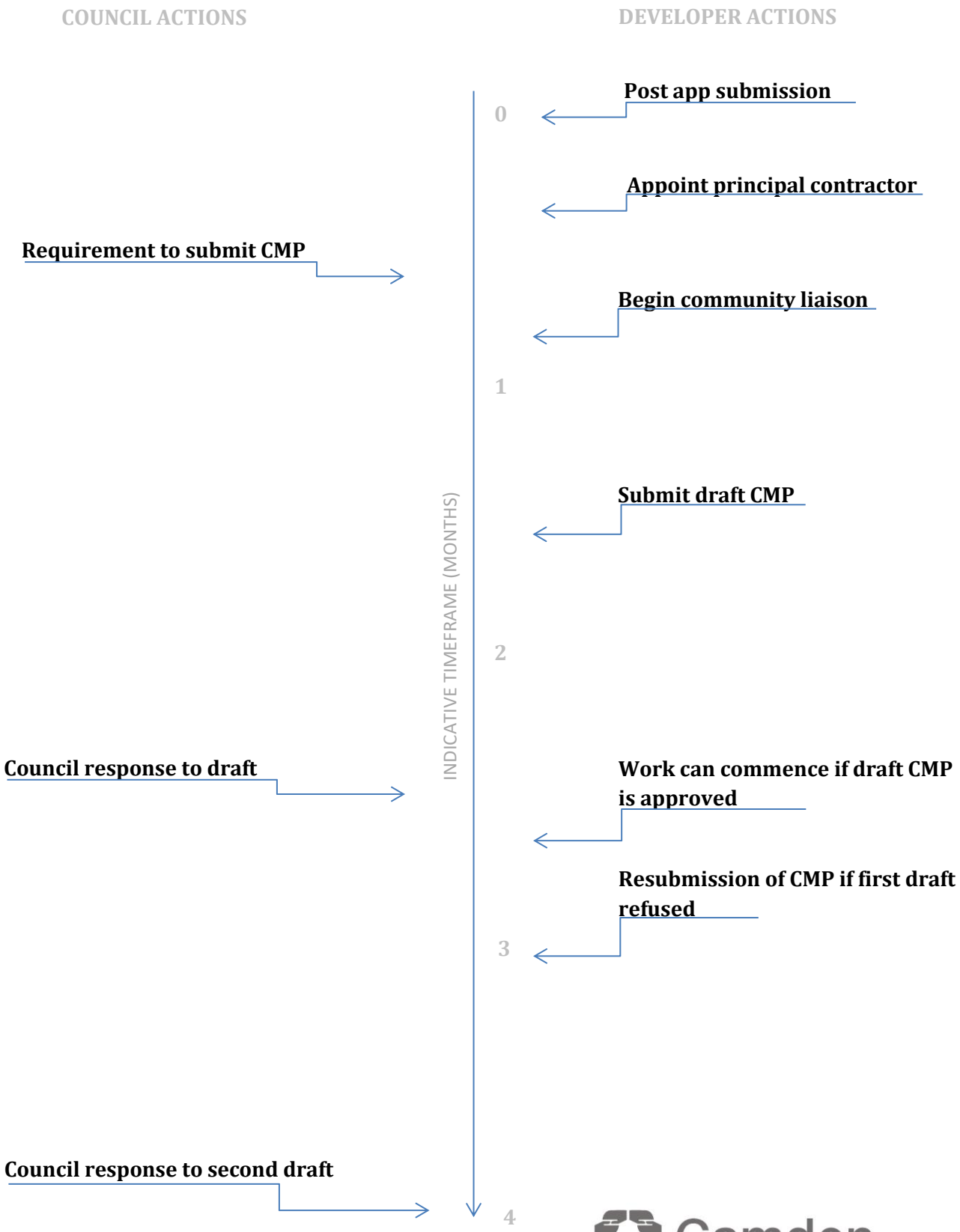
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address:
Planning reference number to which the CMP applies:
The planning application has not yet been submitted.

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

Name: Helen Jenkins BEng (Hons) CEng MICE MCIHT
Address: 1-5 Offord Street, London, N1 1DH
Email: Helen.Jenkins@Conisbee.co.uk
Phone: 02920 700924

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: This will be confirmed once the principal contractor has been appointed.
Address:
Email:
Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of **Community Investment Programme (CIP)**, please provide contact details of the Camden officer responsible.

Name:	This will be confirmed once the principal contractor has been appointed.
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:	This will be confirmed once the principal contractor has been appointed.
Address:	
Email:	
Phone:	

Site

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

Site location plan provided as Appendix A:

The site is located on Starcross Street, approximately 300m west of Euston Station. It is proposed to re-develop the former Maria Fidelis school to provide a Construction Skills College (1,600m^2), Community hall (250m^2) and flexible office accommodation (2,500m^2), as well as associated landscaping and public open space.

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).

It is anticipated that the construction works will be undertaken in two phases (see attached phasing plan prepared by Fraser Brown MacKenna Architects) and that the works will include:

- Demolition of the pre-fab. classrooms fronting Starcross Street, and other ancillary buildings;
- Refurbishment of the existing school building; and,
- Construction the Construction Skills Centre and Community Hall.

This will be confirmed by the Principal Contractor.

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.).

Residential properties fronting Starcross Street and North Gower Street, as well as the Exmouth Arms (Public House) and No. 106 Hampstead Road

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 attached drawing (Dwg No. 180654-X-00-DR-C-6009)

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).

This will be confirmed by the Principal Contractor, once the application has been submitted.

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

It is anticipated that the standard working hours for the site will be as per the standard working hours in Camden. However, this will be confirmed by the Principal Contractor.

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.

This will be confirmed by the Principal Contractor, once the application has been submitted.

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.

It is anticipated that a Public Consultation Event(s) will be held with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. The date(s) and times of the event will need to be confirmed.

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.

This will be confirmed by the Principal Contractor, once the application has been submitted.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

This will be confirmed by the Principal Contractor.

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.

HS2 – It is understood that HS2 are looking to provide a construction vehicle access on to Hampstead Road to access the works they need to undertake on the Maria Fidelis School site, which is expected to commence in July 2019 and continue to January 2020.

It is, therefore, considered that this access, could be used as an alternative access to the phase two works, on the Maria Fidelis School site. However, this will need to be agreed with the local highway authority and Transport for London.

This will need to be confirmed with the Contractors for HS2.

Transport

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

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

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

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

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

This will be confirmed once the principal contractor has been appointed.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document and Q18 example response).

This will be confirmed once the principal contractor has been appointed.

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

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

This will be confirmed once the principal contractor has been appointed.

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

Site Traffic

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

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the Transport for London Road Network (TLRN) on approach and departure from the site.

The following drawings, showing proposed construction vehicle routeing, are appended to the CMP:

- Dwg No. 180654-X-00-DR-C-3000 – Phase 1 construction vehicle routeing strategy; and,
- Dwg No. 180654-X-00-DR-C-3001 – Phase 2 construction vehicle routeing strategy.

In addition, as outlined above, HS2 are looking to provide a construction vehicle access on to Hampstead Road to access works on the Maria Fidelis School site. It is anticipated that this access, could also be used as an alternative access to the phase two works, on the Maria Fidelis School site. This alternative construction access route is shown in Dwg No. 180654-X-00-DR-C-3002.

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.

It is anticipated that this CMP will appended to all tender documents, and each contractor/ sub-contractor and delivery company will be informed of any restrictions/construction vehicle routes.

This will be confirmed once the principal contractor has been appointed.

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

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

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

It is assumed that the majority of vehicles will be 6 to 8 wheeled trucks, concrete mixers and HIABs, and these are likely to be accommodated on site.

This will be confirmed once the principal contractor has been appointed.

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

HS2 (see the comments in relation to construction vehicle access above.

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.

There will only be one vehicle access to each phase of the development, and it is anticipated that the contractor/sub-contractor/delivery company will be informed of the appropriate access/construction traffic route(s) and any restrictions.

This will be confirmed once the principal contractor has been appointed.

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

This will be confirmed once the principal contractor has been appointed.

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).

This will be confirmed once the principal contractor has been appointed.

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

It is proposed for vehicles travel from Euston Road (Eastbound), turning left into North Gower Street and following the road to the north until the vehicles reach the site. Vehicles will turn on site and egress south along North Gower Street, turning left onto Euston Road (Eastbound).

In addition, as outlined above, HS2 are looking to provide a construction vehicle access on to Hampstead Road to access works on the Maria Fidelis School site. This could be used as an alternative access to the phase two works on the Maria Fidelis School site, with vehicles turning left in to and left out of the site from Hampstead Road (avoiding the need for right-turning traffic).

This will be confirmed once the principal contractor has been appointed.

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

To avoid congestion at the entrance(s) and to avoid delivery vehicles conflicting on North Gower Street/Starcross Street, the number of delivery vehicles allowed to access the site at any one time will be controlled. This will be achieved by implementing a call-up procedure, whereby any delivery vehicle will be required to contact the Site Manager and obtain permission, prior to arriving at the site.

A Gatesperson will be responsible for managing the entrance and exit of the delivery vehicles from the development, and will inform the Site Manager when a delivery vehicle has left the development.

This will be confirmed once the principal contractor has been appointed.

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).

A vehicle swept path analysis for the larger tipper truck and HIAB vehicle has been undertaken to demonstrate how vehicles will access the site. These are set out in the following drawings, and appended to this CMP:

Access for Phase 1

- 180654-X-00-DR-C-6004 – Swept-path analysis; 10.2m large tipper
- 180654-X-00-DR-C-6005 - Swept-path analysis; 9.5m HIAB vehicle

Access for Phase 2

- 180654-X-00-DR-C-6021 – Swept-path analysis; 10.2m large tipper
- 180654-X-00-DR-C-6022 - Swept-path analysis; 9.5m HIAB vehicle

Alternative access for Phase 2

- 180654-X-00-DR-C-6019 – Swept-path analysis; 10.2m large tipper
- 180654-X-00-DR-C-6020 - Swept-path analysis; 9.5m HIAB vehicle

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

It is considered that all drivers will be expected to check their vehicle is free of dirt prior to departing and a high-power jet wash will be available for use by all vehicles leaving the site. These facilities will be inspected on a weekly basis by the site supervisor and cleaned and maintained as necessary to ensure efficient and effective operation.

Water used for the wheel wash facility will be directed to a temporary settlement pond or catch-pit located within the development. The temporary settlement pond or catch-pit will collect solid material arising from the wheel wash facility.

This will be confirmed once the principal contractor has been appointed.

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.

The Construction site layout will be developed by the Principal Contractor. However, it is anticipated that all loading/unloading will be undertaken within the site.

This will be confirmed once the principal contractor has been appointed.

Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

- **24. Parking bay suspensions and temporary traffic orders**

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found here.

It is anticipated that a short section of parking along the northern edge of Starcross Street (adjacent to the phase 2 construction access) will need to be suspended to enable larger vehicles to access/egress the site. (See drawings 180654-X-00-DR-C-6021 and 180654-X-00-DR-C-6022).

This will be confirmed once the principal contractor has been appointed.

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).

This will be confirmed once the principal contractor has been appointed.

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

This will be confirmed once the principal contractor has been appointed.

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).

This will be confirmed once the principal contractor has been appointed.

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.

This will be confirmed once the principal contractor has been appointed.

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.

This will be confirmed once the principal contractor has been appointed.

SYMBOL IS FOR INTERNAL USE

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC).**

28. Please list all noisy operations and the construction method used, and provide details of the times that each of these are due to be carried out.

This will be confirmed once the principal contractor has been appointed.

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.

This will be confirmed once the principal contractor has been appointed.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

This will be confirmed once the principal contractor has been appointed.

31. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

This will be confirmed once the principal contractor has been appointed.

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

This will be confirmed once the principal contractor has been appointed.

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

It is considered that the contractor will ensure that the requirements of the Environment Protection Act 1990 are met, and that dust on the site is kept to a minimum. The measures taken to achieve this will include:

- Dust suppression techniques will be employed as necessary and available at all times to reduce the risk of dust settling on the public highway;
- Adequate sheeting of loads leaving the site;
- Regular road sweeping, clearing, washing and vacuuming will be implemented;
- Work area will be surrounded by hoarding to prevent the escape of dust.

This will be confirmed once the principal contractor has been appointed.

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.

It is considered that the site operator will ensure that the site access and the public highway is kept clear at all times. The measures to achieve this will include the following:

- Regular road sweeping, clearing, washing and vacuuming etc. will be implemented to ensure that construction site is in good order and the public highway is kept clear and clear of dust and debris;
- Prevent and reduce mud and debris from being deposited on the highway network by implementing appropriate measures and providing wheel washing facilities and adequate sheeting of loads; and,
- Monitor cleanliness on the access route on a regular basis and assess if further measures are required to maintain cleanliness.

This will be confirmed once the principal contractor has been appointed.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

This will be confirmed once the principal contractor has been appointed.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

This will be confirmed once the principal contractor has been appointed.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

This will be confirmed once the principal contractor has been appointed.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

This will be confirmed once the principal contractor has been appointed.

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

This will be confirmed once the principal contractor has been appointed.

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

This will be confirmed once the principal contractor has been appointed.

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.

This will be confirmed once the principal contractor has been appointed.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period (mm/yy - mm/yy):

b) Is the development within the CAZ? (Y/N):

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

This will be confirmed once the principal contractor has been appointed.

SYMBOL IS FOR INTERNAL USE

Agreement

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

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

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

Signed: ……

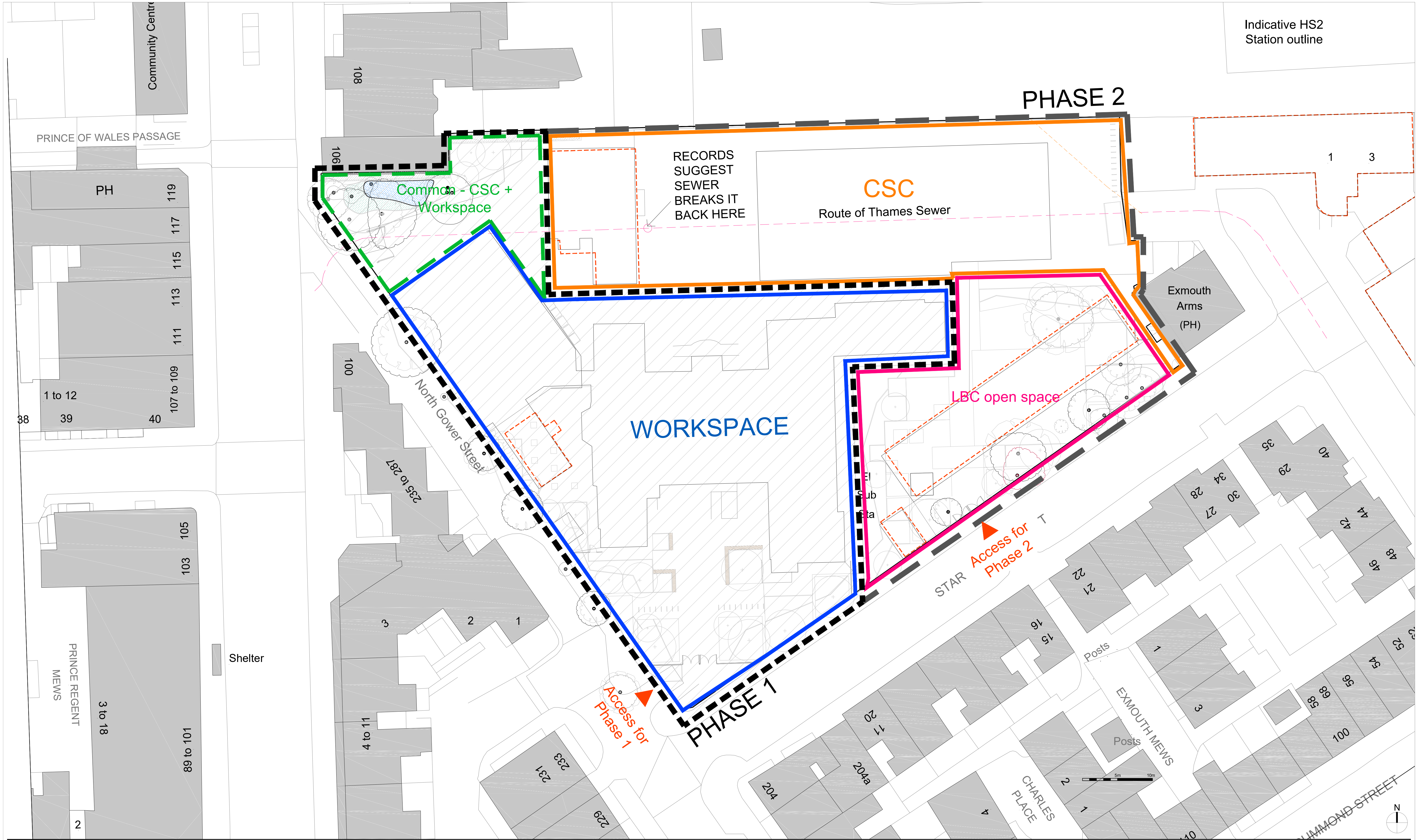
Date: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.



Indicative HS2
Station outline
PHASE 2
PHASE 1
CSC
Route of Thames Sewer
RECORDS
SUGGEST
SEWER
BREAKS IT
BACK HERE
Common - CSC +
Workspace
WORKSPACE
LBC open space
Access for
Phase 2
Access for
Phase 1
Exmouth
Arms
(PH)
North Gower Street
STAR
EXMOUTH MEWS
CHARLES
PLACE
PRINCE OF WALES PASSAGE
PRINCE REGENT
MEWS
Community Centre
PH
Shelter
Posts
1 to 12
3 to 18
89 to 101
107 to 109
235 to 287
4 to 11
204a

drawing notes

0 5m 10m 15m 20m 25m 50m
1:500

REV | BY | CHKD | DATE | AMENDMENT DETAILS

REV | BY | CHKD | DATE | AMENDMENT DETAILS

project
Maria Fidelis School
North Gower Street, Camden, NW1 2HR

client
LBC & LCR

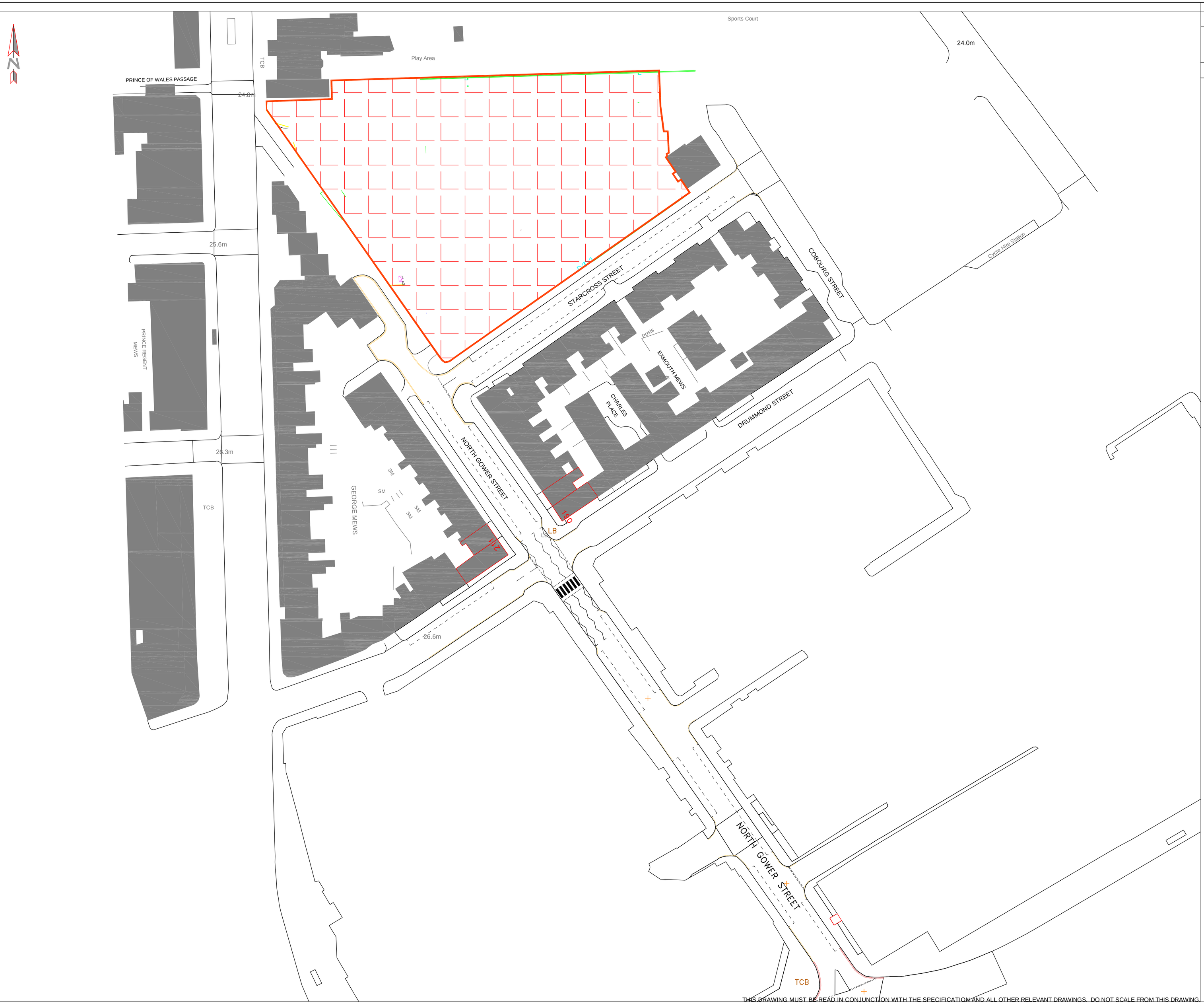
FraserBrownMacKennaArchitects
15-18 Featherstone St. London EC1Y 8SL www.fbmarchitects.com
T:020 7251 0543

drawing title
Site Layout - Cost allocations & Potential phasing.

SKETCH

scale	drawn by	checked by	date
1:500@A3	KOR	FBM	@27-11-2018

DRAWING NUMBER	project	status		revision
	1044	SK	051	C



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

conisbee

Consulting Structural Engineers
Consulting Civil Engineers

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London N1 1DH
Tel 020 7700 6666
Fax 020 7700 6686
design@conisbee.co.uk
www.conisbee.co.uk

Drawing Status
PRELIMINARY

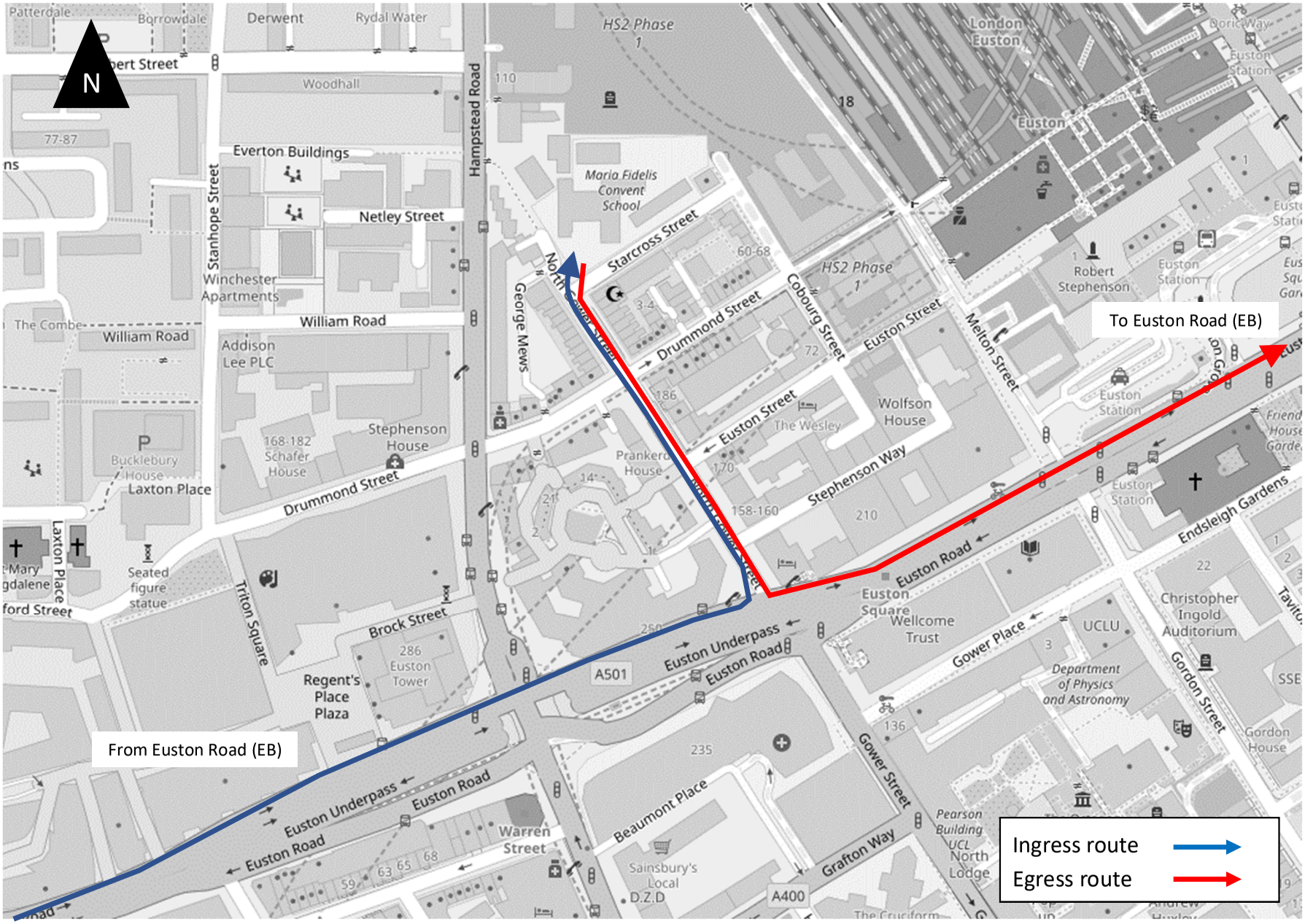
Project
Maria Fidelis School;
London Borough of Camden.

Title
Local highway network
Including parking locations & footways

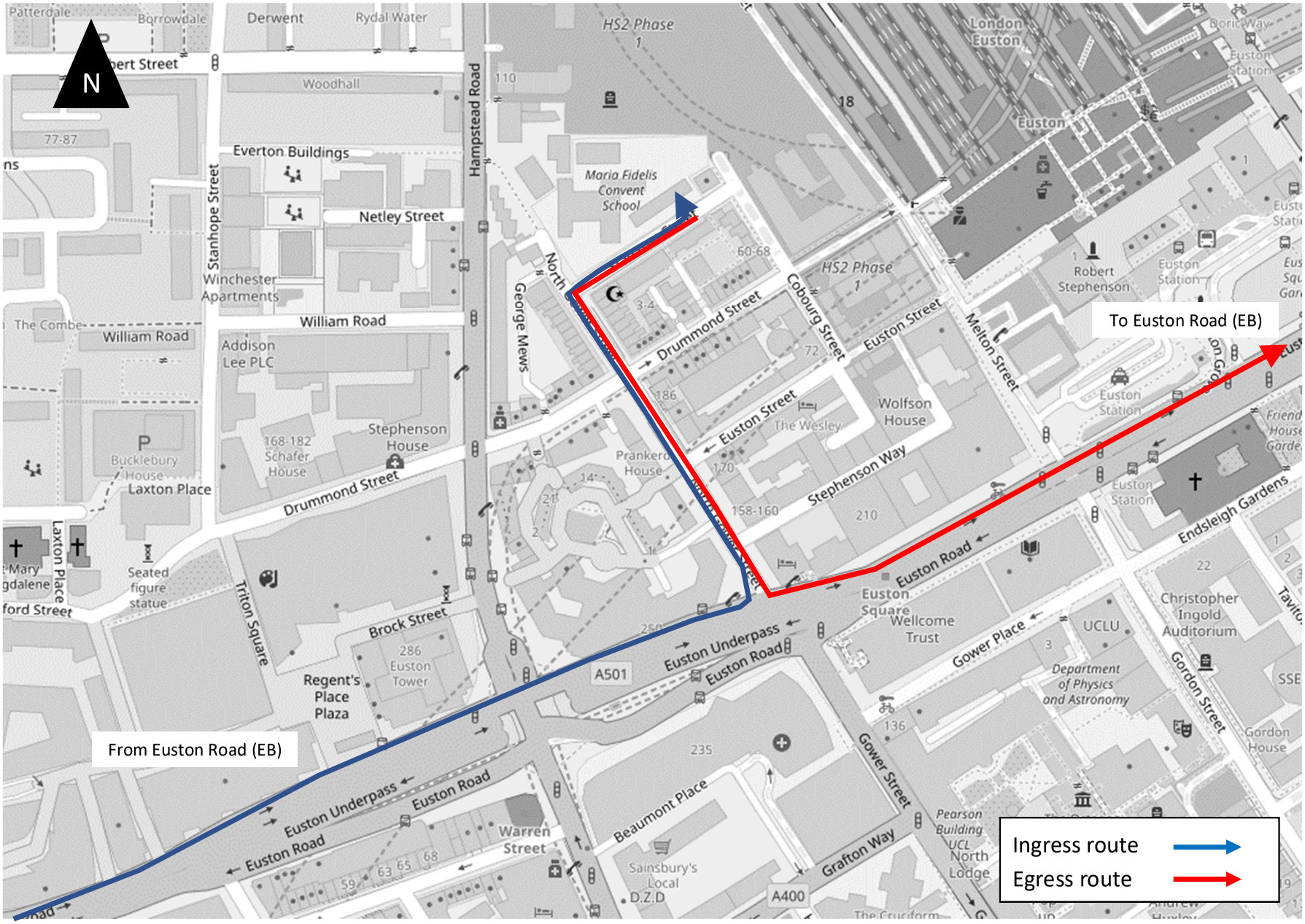
Drawing No
180654-X-00-DR-C-6009

Date 25/02/2019
Scale 1:500@A1
Drawn OJD
Engineer ABR
Project No **180654**
Client Project No
Revision

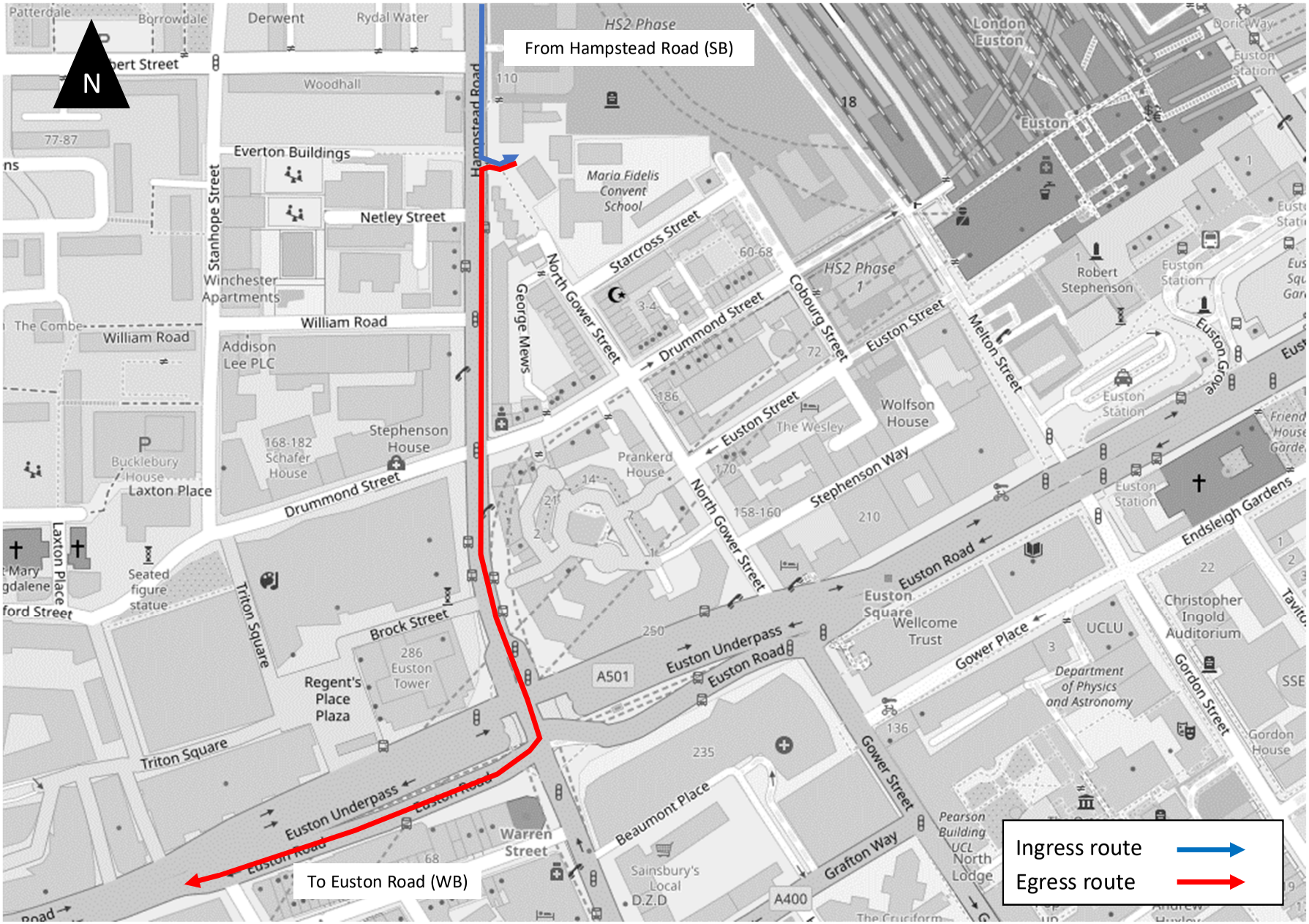
THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



180654-X-00-DR-C-3000



180654-X-00-DR-C-3001

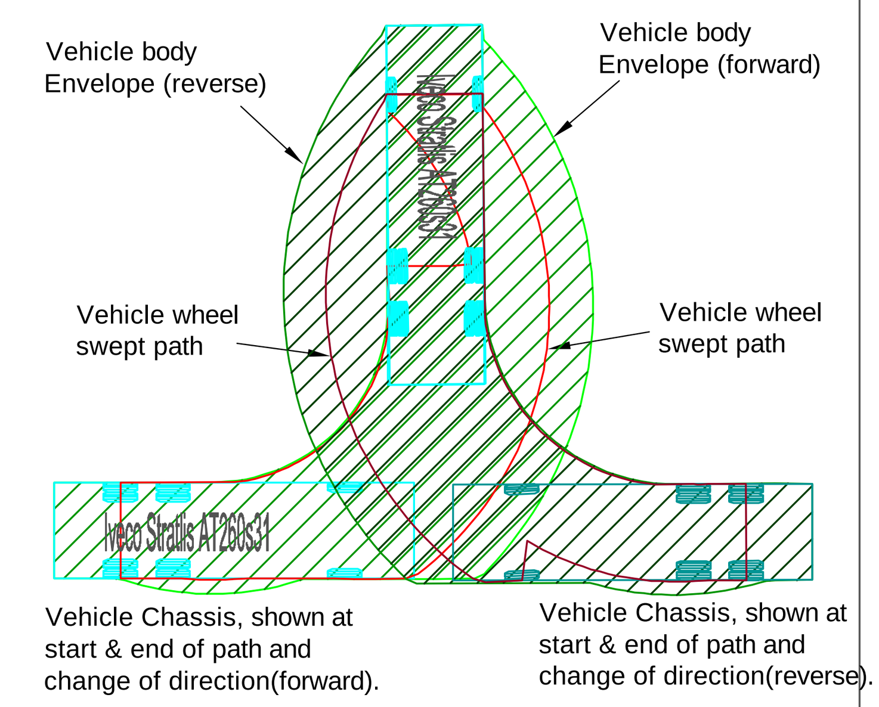


180654-X-00-DR-C-3002

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Iveco Stratlis AT260s31	
Overall Length	9.518m
Overall Width	2.550m
Overall Body Height	2.995m
Min Body Ground Clearance	1.488m
Track Width	2.550m
Lock to Lock Time	2.00s
Wall to Wall Turning Radius	9.240m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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www.conisbee.co.uk

Drawing Status: PRELIMINARY

Date: 03/04/2019
Scale: 1:200@A1
Drawn: OJD
Engineer: HLJ

Project: Maria Fidelis School, Euston

Project No: 180654

Client Project No

Title: Swept path analysis; 9.5m HIAB vehicle; Entering/Exiting via north

Revision

Drawing No: 180654-X-00-DR-C-6017

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

N

Community Centre

PASSAGE

24.8m

TCB

108

106

100

235 to 287

119

117

115

113

111

107 to 109

105

103

40

25.6m

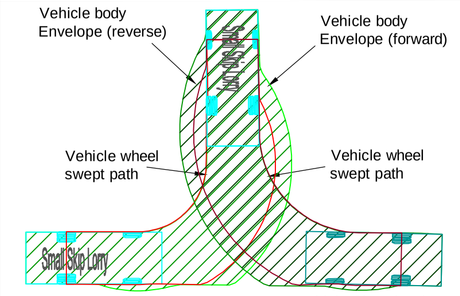
Small Skip Lorry

Play

GENERAL NOTES

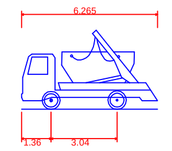
1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Small Skip Lorry	
Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.340m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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www.conisbee.co.uk

Drawing Status: PRELIMINARY

Project: Maria Fidelis School, Euston

Title: Swept path analysis; 6.2m Small skip lorry; Entering/Exiting via north

Drawing No: 180654-X-00-DR-C-6018

Date: 03/04/2019
Scale: 1:200@A1
Drawn: OJD
Engineer: HLJ
Project No: **180654**
Client Project No:
Revision:

STARCROSS STREET

NORTH GOWER STREET

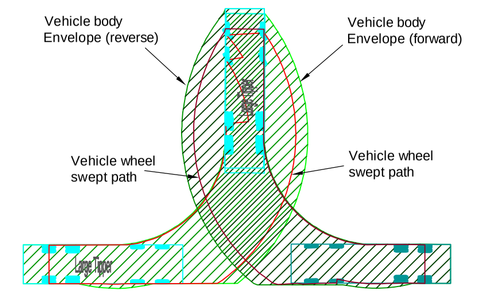
Large Tipper

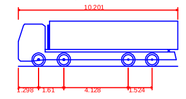
SM

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND





Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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www.conisbee.co.uk

Drawing Status	
PRELIMINARY	
Project	
Maria Fidelis School; London Borough of Camden.	
Title	
Swept path analysis; 10.2m Large tipper; Manoeuvring in construction route	
Drawing No	
180654-X-00-DR-C-6021	
Date	22/02/2019
Scale	1:200@A1
Drawn	OJD
Engineer	ABR
Project No	**180654**
Client Project No	
Revision	

STARCROSS STREET

NORTH GOWER STREET

STARCROSS STREET

NORTH GOWER STREET

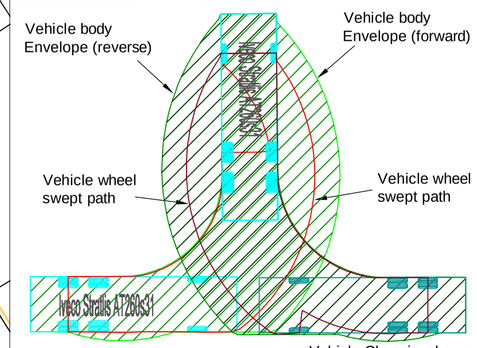
SM

SM

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).

Iveco Stratis AT260s31	
Overall Length	9.518m
Overall Width	2.550m
Overall Body Height	2.995m
Min Body Ground Clearance	1.488m
Track Width	2.550m
Lock to Lock Time	2.00s
Wall to Wall Turning Radius	9.240m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 04/04/2019

Scale: 1:200@A1

Drawn: OJD

Engineer: ABR

Project: Maria Fidelis School; London Borough of Camden.

Project No: **180654**

Title: Swept path analysis; 9.5m HIAB vehicle; Manoeuvring in construction route

Client Project No:

Revision:

Drawing No: **180654-X-00-DR-C-6022**

TCB

TCB

24.8m

Large Tipper

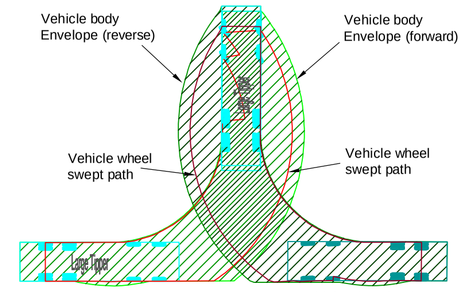
24.8m

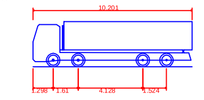
Large Tipper

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND





Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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www.conisbee.co.uk

Drawing Status	Date 04/04/2019
PRELIMINARY	Scale 1:100@A1
Project	Drawn OJD
Maria Fidelis School; London Borough of Camden.	Engineer ABR
	Project No **180654**
Title	Client Project No
Swept path analysis; 10.2m Large tipper; Manoeuvring in construction route	Revision
Drawing No	
180654-X-00-DR-C-6019	

N

TCB

TCB

24.8m

24.8m

Iveco Stratis AT260s31

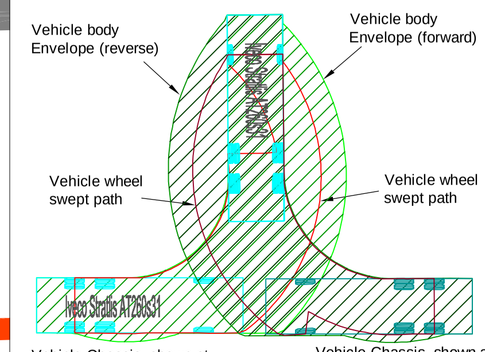
Iveco Stratis AT260s31

Iveco Stratis AT260s31

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).

Iveco Stratis AT260s31	
Overall Length	9.518m
Overall Width	2.550m
Overall Body Height	2.995m
Min Body Ground Clearance	1.488m
Track Width	2.550m
Lock to Lock Time	2.00s
Wall to Wall Turning Radius	9.240m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 04/04/2019

Scale: 1:100@A1

Project: Maria Fidelis School; London Borough of Camden.

Drawn: OJD

Engineer: ABR

Project No: **180654**

Title: Swept path analysis; 9.5m HIAB vehicle; Manoeuvring in construction route

Client Project No:

Revision:

Drawing No: 180654-X-00-DR-C-6020