

Construction Management Plan

pro forma v2.2

Land adjacent to 43 Carol Street, Camden

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
17.05 2018	1.0	Martin Long
21 06 2018	2.0	Martin Long
16 07 2018	3.0	Martin Long incorporating Generator comments
24 07 2018	4.0	Martin Long incorporating LSA comments
16/05/2019	5.0	Jimmy Sutton incorporating Kelly comments
17/05/2019	6.0	LSA comments
20/05/2019	7.0	Kelly updated
29/05/2019	8.0	LSA comments
13/06/2019	9.0	Kelly updated
13/06/2019	10.0	LSA comments
18/06/2019	11.0	LSA final compile draft for Kelly approval/comments
	12.0	Kelly issue to neighbours for consultation
24/06/2019	13.0	Kelly issue to Camden
12/06/2019	14.0	Kelly issue to Camden

Additional sheets

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

Date	Version	Description
24/06/19	CRLLO001J	LOCATION PLAN
24/06/19	CRLLO002A	NEIGHBOURHOOD CONSULTATION PLAN
24/06/19	CRLLO101C	PUBLIC & LOCAL HIGHWAY NETWORK PLAN
24/06/19	CRLSPD101B	SITE PLAN
24/06/19	244875	ADDENDUM TO CMR 244875 LEGAL DUTIES & EXPECTATIONS
24/06/19	SR244875	CAMDEN'S MINIMUM REQUIREMENTS
24/06/19	180504-R001	ACOUSTIC REPORT
24/06/19		CAROL STREET DRAFT PROGRAMME
24/06/19		DUST MITIGATION MEASURES CHECKLIST
24/06/19	CRLLO31-41	LETTERS TO CONSULTEES
24/06/19	CRLLO42-52	LETTERS TO CONSULTEES
24/06/19	CRLLO56-66	LETTERS TO CONSULTEES
24/06/19	CRLLO67-77	LETTERS TO CONSULTEES
24/06/19	CRLM001	ALICE'S LOFT MUSIC MEETING NOTES
12/06/19		TRANSPORT INFORMATION - UPDATED

Introduction

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

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

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

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

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

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

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

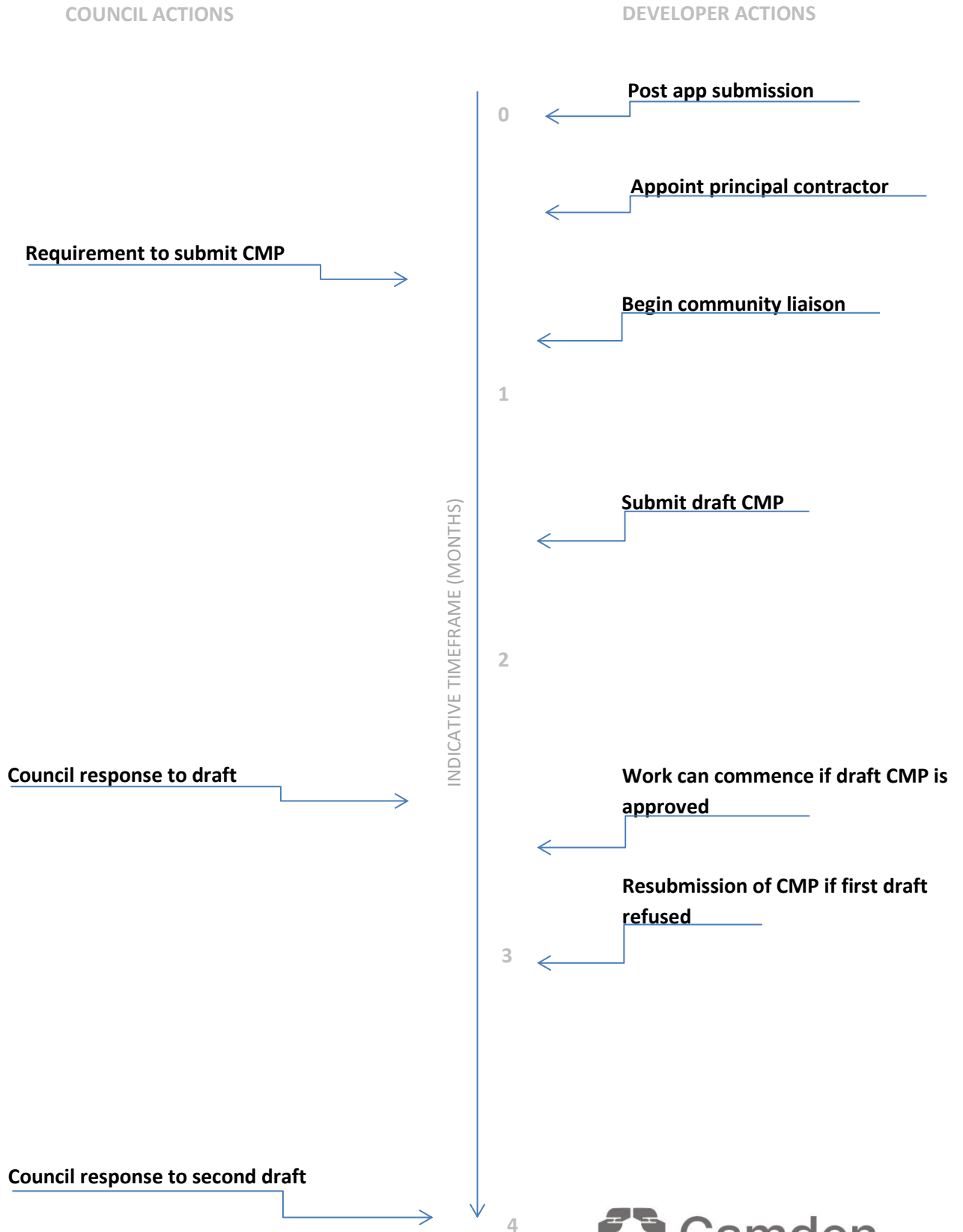
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: Land Adjacent to 23 Carol Street London NW1 0HT

Planning reference number to which the CMP applies: 2017/5590/P

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

Name: Jimmy Sutton – Kelly Contractors UK Ltd

Address: Unit 1, Kent Road, Grays Essex, RM17 6DF

Email: David@kelly-contractors.co.uk

Phone: 01375 470037

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: Kenneth Murphy, Kelly Contractors UK Ltd

Address: Unit 1, Kent Road, Grays Essex, RM17 6DF

Email: kenneth.murphy@kelly-contractors.co.uk

Phone: 07541 229 953

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: Kenneth Murphy, Kelly Contractors UK Ltd

Address: Unit 1, Kent Road, Grays Essex, RM17 6DF

Email: kenneth.murphy@kelly-contractors.co.uk

Phone: 07541 229 953

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: Nesrin Carlslake

Address: Unit 1, Kent Road, Grays Essex, RM17 6DF

Email: Nesrin@kelly-contractors.co.uk

Phone: 01375 470037

Site

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

The site is a vacant plot of land located between a three storey residential terrace at 1-23 Carol Street to the east, and single storey light industrial units at 43 Carol Street to the west. To the south the site is bounded by a historic wall to St Martin's Gardens, the remaining portion of a C19 burial ground. The site fronts Carol Street to the north. Carol Street is located in a predominantly residential area. Carol Street is a quiet residential road with good vehicular access from Camden Street either direct or via Greenland Road in both directions.

The development proposals are for a three-storey plus basement building to provide live-work unit (sui generis) comprising artist's studios and workshop with a 2-bedroom flat at 1st and 2nd floor. Amenity space comprises a terrace at first floor and small balcony at second, with service yard associated landscaping and access works.

Ref CRL/LO/001/J LOCATION PLAN

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

The construction works comprise the excavation of a full basement with concrete ground floor slab; the double height studio space is also constructed in in-situ concrete to all sides, with the remaining elements of the building in steel frame with lightweight infill, and clad in a mix of brick, zinc and timber.

The footprint of the building covers just under 50% of the site area, amounting to 142m² of a site area of 294m². The building's highest parapet level aligns with the adjacent terrace at no. 1-23 Carol Street.

The main challenges for construction are the close proximity of neighbours, limited parking and traffic manoeuvre space, and the control of dust and noise from the site. The excavation of the basement will be the most complex part of the works.

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The three storey house at no. 23 Carol Street will be the nearest receptor for noise and nuisance. Other residential properties on Carol Street will also be affected by the works. The business occupants of no. 43 Carol Street may also be affected subject to location of the business unit and nature of the business; the adjacent unit 13 is currently occupied by a recording studio and may be affected by both noise and vibration.

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.

Ref CRLLO101C PUBLIC AND LOCAL HIGHWAY NETWORK PLAN

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

The construction period will be 65 weeks. Construction will commence once the draft CMP has been approved by Camden. For the purposes of the enclosed GANTT chart, commencement is given as Monday 15th July 2019 following two weeks of site set up works.

On this basis completion will be achieved by 9th October 2020. Should this date alter then all following dates will adjust accordingly.

The phases of construction as set out on the attached Gantt chart are as follows:

Basement excavation and formation	15/7/2019	to	12/10/2019
Insitu concrete superstructure	12/10/2019	to	29/11/2019
Other superstructure	29/11/2019	to	1/3/2020
External cladding and internal fit out	1/3/2020	to	22/8/2020
Final finishing, commissioning and snagging	22/8/2020	to	9/10/2020

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

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays

- No working on Sundays or Public Holidays

The standard working hours for the site shall be as per the standard working hours for construction sites in Camden, as set out above.

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.

Electrical A new 100amp three phase electricity supply will be required, and a quotation has been received from UKPN, with the reference 8100100583/QID 3100085226.

Water Supply Two new mains water supplies will be required, 1 no. 32mm to serve residential areas, and 1 no. 25mm to serve the commercial areas. A quotation has been received from Thames Water, with the reference number 20078982.

Telecommunications A new multi-core broadband supply will be required. We have yet to contact BT to arrange this work.

Below Ground Drains A new sewer connection will be required to the existing combined sewer in the street. An application (ref DS6061349) was submitted to Thames Water for a "1 x 100mm diameter direct combined water connection of an adoption site, to public 1219mm x 813mm combined water sewer in Carol Street, via a core drilled saddle connection". Consent was granted on 10th of June 2019.

General The above services connections will involve excavation and localised trenching to enable the new supplies to be routed from existing supplies on Carol Street. Once the utility companies have carried out their site surveys, discussions will be held to establish how best to minimise the inconvenience of road closures and excavation noise by combining service trenches where possible.

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.

Those consulted are listed below, including the local ward councillors, and identified on drawing CRLLO002A NEIGHBOURHOOD CONSULTATION PLAN

- The occupiers of 21, 22, 23, 24 Carol Street
- Packshot, Unit 3, 43 Carol Street
- Alice's Loft Music, Unit 13, 43 Carol Street
- The Choices Project, Unit 23, 43 Carol Street
- Friend's of St Martin's Gardens, 10 St. Martin's Close, London, NW1 0HR
- Councillor Lazzaro Pietragnoli, London Borough of Camden, Member Support, Town Hall, Judd Street WC1H 9JE
- Councillor Patricia Callaghan, Cabinet Office, Town Hall, Judd Street WC1H 9JE
- Councillor Richard Cotton, Member Support, Town Hall, Judd Street, London WC1H 9JE

Letters dated 14/12/18 were sent to the above consultees, enclosing 3d views of the proposed development and a location plan, and providing an explanation of the process of consultation to be undertaken.

Further letters were sent on 21/03/19 to update the consultees on progress of the draft CMP. On 29th May 2019 the consultees were then informed by letter that Kelly Contractors Ltd had been appointed to carry out the building work, and that any activity on the site prior to the full consultation process will involve surveys and some strip out work only.

On the 18th of June 2019, the neighbours listed above were invited by letter to attend a public meeting at local premises on the 1st of July 2019 at which the contractors will be available to discuss the contents of the draft CMP, respond to queries and concerns, and make suggestions of amendments to the CMP where reasonable. Each recipient was offered a copy of the draft CMP with attachments, by post or email subject to receipt of their contact details and special meetings were offered to suit neighbours availability.

To date, only the owner of Alice's Loft Music, Denise Mangiardi, based at unit 13, 43 Carol Street has responded and requested a special meeting which was subsequently held at her premises on 19th of June 2019. The appended minutes have been approved by Denise Mangiardi.

Copies of all letters are appended to this document.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

The site is not large enough to warrant a Construction Working Group. The site will be provided with a senior contact from the Principal Contractor and newsletters will be circulated periodically during periods of intense construction. These will identify any particularly difficult works anticipated, together will approximate time scales, anticipated impacts and contact details provided for the contractor, contract administrator and client.

We anticipate that these newsletters will be important at the commencement of the works, when heavy plant will be on site. In the later stages the works will largely involve fit works in a watertight enclosed envelope and updates will become less frequent. Consultees will be offered the opportunity to receive newsletters by email or post. A copy of the newsletter will be posted on a Contact Board on the main site hoarding onto which neighbours will also be able to post comments, and onto which responses can be made by the contractor, to ensure that problems can be rectified quickly.

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](#)".

Kelly Contractors have registered the project with the Considerate Constructors Scheme, with the site reference 70926. Kelly Contractors are a member of CLOCS, and will follow Guide for Contractors Working in Camden.

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.

The following local construction sites have been identified from <https://www.constructionmap.info>:

- .3 miles away: second phase of a new substation located on Pratt Street junction, Camden NW1 0BY
- .4 miles away: mixed use development Agar Grove, Agar Place, London, London, NW1 0RG
- .4 miles away: conversion of an existing art gallery to work spaces on 37 Symes Mews, NW1 7JE.
- .4 miles away: Redevelopment involving change of use from office and erection of 5 storey building at the corner of Bayham Street and Bayham Place at 1a Camden High Street, Camden, NW1 7JE

These have been identified on enclosed drawing CRL/LO/101/C PUBLIC AND LOCAL HIGHWAY NETWORK PLAN. We have reviewed the traffic routes and are confident that none of the nearest sites present a cumulative impact alongside the proposed works at Carol Street given the immediate access from the site to the Transport for London Road Network.

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 regarding 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:

Name: Kelly Contractors UK Ltd.

Address: Unit 1, Kent Road, Grays Essex, RM17 6DF

Email: David@kelly-contractors.co.uk

Phone: 07398 242 939

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](#)).

Contracts

Kelly Contractors UK LTD will only enter a contractual agreement with FORS bronze accredited operators or equivalent. Hauliers companies/Operators will be required to submit along with quotes, a copy of their FORS Bronze accreditation for consideration. All appointed operators must prepare a written assurance that they will comply with the following:

- Hauliers companies/Operators must operate on routes approved by London Borough of Camden.
- Hauliers companies/Operators must have additional safety equipment on vehicles over 3.5t.
- Drivers must receive additional training on Safe Urban Driving, E-Learning, Van Smart, Cycle Awareness, and Vehicle Safety Equipment. They are required to present certificates as proof that they have completed training.
- Drivers will be required to present their driver's license to Kelly Contractors prior to deliveries for driver's license check.
- Operators are required to report, investigate and analyse collisions.

Desktop Check

As well as requesting certificates, Kelly Contractors UK LTD will perform checks against the FORS database of trained drivers and accredited companies. These database checks are subjected to a risk assessment which will be carried out on each journey to site prior to delivery/collection. Journeys which are deemed high risk in line with the CLOCS managing supplier's compliance guide's risk criteria, will be marked and checks performed.

Site

The banksman that will be present to control the movement of vehicles entering and exiting the site will be given the responsibility of operating a Delivery Book system. This Delivery Book system requires the operators to provide their FORS ID number and reason for entering the site before being booked onto the site.

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:

We can confirm that we have included the requirements to abide by the CLOCS Standard in our contracts to our contractors and suppliers.

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.

Please see enclosed CRL/LO/101/C PUBLIC AND LOCAL HIGHWAY NETWORK PLAN

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.

Use of the agreed vehicle routes shall be included as a contractual requirement of the Sub-Contractors and will be communicated to all individuals associated with the works. It is envisioned that this information will be communicated in the form of a leaflet or email and will include information regarding times of operation, delivery routes, the call up procedure and delivery slot information.

All visitors to site will be made aware of local transport trains, buses and the main route if driving and will be encouraged to use public transport to prevent an unnecessary increase in local traffic.

22. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

a. Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

WEEKS 1-24		
Debris/ rubble/ waste 10-yard skips	1 delivery/week	
Muck away Lorry 9m x 2.5m	2 deliveries/day	dwel time 30min
WEEKS 5-19		
Concrete Lorry 9m x 2.5m	Total 16 deliveries	dwel time 20 min
WEEKS 1-65		
Delivery vehicle type 1 5m x 2.15m	3 deliveries/day	dwel time 20-60 min
Delivery vehicle type 2 7m x 2.15m	3 deliveries/day	dwel time 20-60 min
Delivery vehicle type 3 10m x 2.50m	2 deliveries/day	dwel time 20-60 min
Delivery vehicle type 4 4 .154m x 2.520	1 delivery/week	dwel time 20-30min
Traffic Marshalls will assist all deliveries,		
ALL deliveries will be Kept Under Review as to ensure minimal disruption to the residents.		
In addition, all deliveries will be instructed to deliver during Off-Peak times.		

b. Cumulative effects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

<p>The following local construction sites have been identified from https://www.constructionmap.info:</p> <ul style="list-style-type: none"> • .3 miles away: second phase of a new substation located on Pratt Street junction, Camden NW1 0BY • .4 miles away: mixed use development on Agar Grove, Agar Place, London, London, NW1 0RG • .4 miles away: conversion of an existing art gallery to workspaces on 37 Symes Mews, NW1 7JE. • .4 miles away: Redevelopment involving change of use from office and erection of 5 storey building at the corner of Bayham Street and Bayham Place at 1a Camden High Street, Camden, NW1 7JE <p>These have been identified on enclosed drawing CRL/LO/101/C PUBLIC AND LOCAL HIGHWAY NETWORK PLAN.</p>

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

The only vehicle large enough to require swept path analysis along the proposed route is the mobile crane vehicle. Once appointed the mobile crane supplier will provide access details and RAMS to be added as an addendum to the CMP for approval

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 26 if any parking bay suspensions will be required to provide a holding area.

The two parking bays identified with red lines below are to be suspended to allow for skip siting, off-site delivery and holding areas subject to construction stage



In the case of need of additional holding space, there are two areas of single yellow line parking at which waiting is not allowed by buses or delivery vehicles over 5T between 6.30pm and 8.00am, see below:



e. Delivery numbers should be minimised where possible. Please investigate the use of [construction material consolidation centres, and/or delivery by water/rail](#) if appropriate.

N/A

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

Vehicles coming to site will be prohibited from idling once parked on or in the vicinity of the site. Highly visible signage will be fixed to the hoardings banning idling and banksmen or traffic marshals will be tasked with the responsibility of ensuring that idling does not occur.

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. The footway obstruction will have advanced warning signs positioned at junction with Camden St. Footway will remain open wherever possible with ramps over concrete hoses to ensure pedestrians safety.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Site entrance and exit point shown below. The site entrance is to be extended to allow larger vehicles on and off site during the early stages of construction for piling, demolition and the placing of concrete. Thereafter no vehicular access is anticipated. A separate pedestrian gate may be provided for later stages in the project. Also refer to attached drawing CRL/SP/D/101/B SITE PLAN



b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Banksmen or traffic marshals will be posted at the gate during working hours and will be tasked with the responsibility of managing construction vehicles on and off site. In the event that there is more than one construction vehicle requiring access onto the site the driver will be asked to wait in a suitable holding area as identified above.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Only small vehicles will be able to access site, as per enclosed swept path diagram
ITL13151-SK-004

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

To ensure that the highway is kept clear of mud or debris resulting from the demolition of the site, the following will be provided: -

- Adequate sheeting on all vehicles carrying waste materials; and
- Measures to ensure that mud and detritus is not swept into gullies.
- A wheel-washing facility will be provided, as required, for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised. The wheel-washing facilities will be in the form of a hose down point located adjacent to the entrance.
- Excavated spoil is being loaded directly from conveyors into the skip which will be grabbed into the lorry to minimise the risk of spillage
- Kelly Contractors will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt. A road sweeper has been included within the contract.

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)*

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 26 if any parking bay suspensions will be required.

Please refer to drawing CRL/SP/D/101/B SITE PLAN

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q23 b.

Most deliveries and collections will be made to/ from vehicles parked immediately outside the site boundary, within the two suspended parking bays identified. This will involve the transfer of materials/ products across the public footpath, which will remain open to the public throughout the period of construction. In order to avoid risk to the public during these periods, a marshal will be in attendance at each end of the section of pavement to be crossed by construction personnel, goods etc. during deliveries, or will locate temporary barriers. Members of the public will be asked to either wait if the period of transfer is very short, or to cross the road to use the opposite footpath.

Where obstacles arise for longer periods, such as concrete line-pumps then diversion barriers and signage will be installed.

The pedestrians using this section of pavement are likely to be the regular occupants and visitors to the workshops at no. 43 Carol Street only, given that the pavement reaches no other property, and will be encouraged to cross the street to the opposite footpath if wishing to travel east to reach Camden Street. Those wishing to reach Greenland Road to the north will not be affected.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

25. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Ref CRL/LO/101/C PUBLIC AND LOCAL HIGHWAY NETWORK PLAN
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26. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here](#).

We propose to suspend 2 bays outside the entrance of the site on Carol Street. Kelly Contractors UK LTD will apply for the required amount of Parking Bays 17 days in advance of any required suspension as stated within Camden suspension parking requirement. The bays will not be required for greater than 6 months. It is proposed to put the suspensions in place for a period of 4 months, then assess any further requirement.

27. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

N/A

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

N/A

28. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

N/A

29. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

There will be no hoarding and/or scaffolding intruding onto the public highway.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

During weeks 6-8 inclusive of the construction an overhead conveyor will transfer spoil across the public footpath into a skip located within the suspended parking bays. This conveyor will be fully enclosed in a ply/ timber structure at a minimum height of 2.4m so that it does not obstruct nor introduce risk to the users of the footpath. The skip will also be fully enclosed to the footpath side.

Environment

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

30. 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.

Excavation Works	motorised mechanical diggers	weeks 3-11 inclusive
Concrete pouring	motorised line pumps	week 11-20 inclusive for two three - hour periods per week
Steel erection	mobile crane and power tools	week 20-37 inclusive

All works will be restricted to 9am-6pm Monday to Friday and 9am-1pm Saturday; noisy works will not be carried out 9am-1pm Saturday

31. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A noise survey was carried out during w/c 14th May 2018 by ACA Acoustics and this is enclosed Ref 180504-R001

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

A summary of worst case noise emissions for each discreet phase of works described have been predicted on the basis of the proposed equipment, relevant noise data provided in BS5228 and the advice of the building contractor with regard to number of items in use and likely operational 'on times'. Please note that the 'on-time' represents the actual time that the noise source is likely to be present during a typical two-hour period, allowing for intermittent operation, downtime during setting-up, equipment relocation and breaks.

We have used Annex F of BS 5228-1: 2009 as a minimum to predict the plant noise levels, to estimate the likely daily (LAeq, 10hr) at the nearest sensitive premises.

Source	BS5228 Reference	m	No.in Use	"On time"	10hr LAeq dB(A)
Concrete Saws	Hand Held pneumatic breaker	3.5	2	15%	83
Hoists	Caged Material Hoist	3.5	1	15%	68
Hand Breakers, Cutters drills and small tools	Cutter	3.5	5	20%	79
Excavator breaker	Tracker Excavator	3.5	1	25%	77
Piling Rig	Vibro free sheet piling rig	3.5	1	20%	32
Wheel Washer	Water Pump	3.5	1	25%	65
Heavy Goods Vehicle	Lorry	3.5	2	15%	80

33. 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.

Mitigation: The basic precautions that will be taken to minimise noise generated on the site include general site procedures, and best practice that will be followed in line with the recommendations of BS5228.

Kelly operatives are trained to employ appropriate techniques to keep site noise to a minimum, and will be supervised to ensure best working practice in respect of noise reduction is followed. All employees will be advised regularly of the following as part of their training:

- a) The proper use and maintenance of tools and equipment.
- b) The positioning of machinery on site to reduce the emission of noise to the neighbourhood and to site personnel.
- c) The avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment.
- d) The protection of persons against noise.
- e) The operation of sound measuring equipment (selected personnel).

Furthermore:

Kelly Contractors will choose machinery that has the quietest noise output available for the activities to be carried out.

Machinery and vehicles will be fitted with effective silencers wherever available, and kept in good working order.

Special attention will be given to the use and maintenance of sound reduction equipment fitted to power tools and machines.

Equipment will be operated so it produces as little noise as possible. Equipment will be shut down when it is not in use.

Machinery will be based as far away from noise-sensitive properties as reasonably possible.

Respite periods, during intrusive work will be accommodated

Barriers and enclosures will be used if any activities are likely to be noisy at sensitive premises.

The scaffolding to be erected will be covered in monarflex sheeting.

Timber Hoardings free of significant holes or gaps will enclose the site to reduce noise breakout

Gates and access points will not face onto any especially sensitive buildings and will be kept open for as little time as possible.

Fixed items of construction equipment will be electrically powered rather than diesel or petrol driven. If this is not possible, other protection against noise such as baffles, covers or enclosures, will be provided. Where practicable, acoustic blankets shall be used around noisy plant.

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

To follow

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

The principle construction activities that will generate dust are typically demolition, excavation, foundations and external works. To minimize the dust leaving the site area, shielding will be added to cutting equipment and the site will be enclosed by a scaffold which will be protected with timber boarding sheeting.

When activities are being carried out that risk generating airborne dust, Kelly Contractors will employ dust suppression measures: using water for damping down, dust screens within the site area, and covering muck-away trucks to prevent dust being wind blown.

36. 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.

Kelly Contractors will have a hose and pressure washer at the main entrance to prevent any dirt/dust leaving the site. Kelly will employ a road sweeper on a day-to-day basis, as required to maintain a clean road surface. The main time where the roads will need to be cleaned within the project will be when ground works commence i.e. removal of soil /clay etc. at which point monitoring will be carried out. The footpaths in the vicinity of the site will be kept in a clean and tidy condition at all times.

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

Noise monitoring

Kelly Contractors will:

- Install two semi-permanent Class 2 sound level meters at appropriate site boundary locations, continuously monitoring a range of noise metrics, including LMax, LMin, LAeq, LA90, at 15 minute intervals.
- Make provision for alerts via SMS or email when levels breach specified noise levels allowing site staff to undertake immediate investigation and take remedial action where necessary.
- Make provision if required for regular reports to the Council detailing daily noise emissions, and listing and discussing of any noise level triggers by text alert and action taken.
- Provide a site map of Noise Management Limits

The site manager will monitor noise generally throughout the day, including shouting, radios and out of hours deliveries. Should any activity be deemed likely to, or actually found to cause disturbance, then the following monitoring procedure can be implemented:

- A two-stage peak particle velocity (p.p.v.) criterion has been adopted, taking into account current guidance on the control of vibration on demolition, construction and open sites
- On site recording will be completed by the relevant Contractor and their recording findings will be taken and issued to the Construction Manager to ensure adherence with specified levels below, • 5mm/s p.p.v. 'soft' limit; when exceeded, the contractor should temporarily halt works. Works should only be resumed after consultation with the acoustic engineers and the client. • 10mm/s p.p.v. 'hard' limit'; when exceeded, the contractor should stop work and make a thorough structural examination of the adjacent properties and consult with the design team before re commencing works.

Kelly Contractors will aim to ensure that noise levels within adjacent buildings do not exceed 69db (LAeq, 10hr). 64db (LAeq,10hr) is identified as the first action level, which will effectively aid in keeping daily noise levels below 69 db (LAeq, 10hr).

Vibration & Dust monitoring

A static vibration monitor will be used to record vibration levels. Information will be sent directly to a monitoring company who will make contact should any limits be breached. If requested, Kelly will issue regular reports to the Council, detailing the dust and vibration levels that triggered alerts and setting out what action was taken.

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

The site is a low risk site. Kelly confirm that measures on the Dust Mitigation Measures Checklist from the SPG, within the Low Risk category can be complied with in the context of this site. Completed checklist attached.

39. 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](#).

Completed checklist attached.

- 40. 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.

N/A

41. 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).

The site has been an open garden with no structure that might harbour rodents although it has been somewhat overgrown and may contain disused below ground drains. During site clearance and excavation to uncover drains a specialist contractor will be appointed to carry out an inspection and remove rodents if they are found on site so as to prevent them from moving to other properties around the area
Other initiatives we will implement are as follows:

- No food waste on site
- No eating or drinking on site other than in designated area
- Capping of drains
- Traps installed

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

A Ground Investigation Report, reference STM3348D-G01 dated 10th December 2018 was prepared by Soiltechnics. No asbestos containing materials were identified as part of this investigation. As there are no existing structures on site, the presence of ACMs is considered low risk and so no further asbestos surveys have been commissioned. Trained operatives will be in attendance during initial excavation works to visually assess spoil and alert the site manager of any possible deleterious material so that testing and controlled removal can be carried out if required.

43. 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.

Kelly will not tolerate anti-social behaviour such as shouting, using radios, and swearing. No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc. Kelly will operate a red card system: any personal found to be acting within a manner deemed unacceptable will be removed from site and barred from working on any Kelly site within the UK.
Kelly Contractors will provide a smoking area away from the main gate within the site area to limit health risks and nuisance to local residents.
Site personnel will not be permitted to loiter outside the main gate.

44. 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 15/07/19 - 09/10/2020
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- 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: All relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered. Evidence to follow.
- 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: The inventory of NRMM will be kept on site and 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: All 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.

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