

# Construction Management Plan

pro forma v2.2

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10.08.18	D1	BTP Group
28.08.18	2	BTP Group
27.02.19	3	BTP Group
05.08.19	4	BTP Group
07.08.19	5	BTP Group

## 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 \(CMRBC\)](#).

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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](#)."

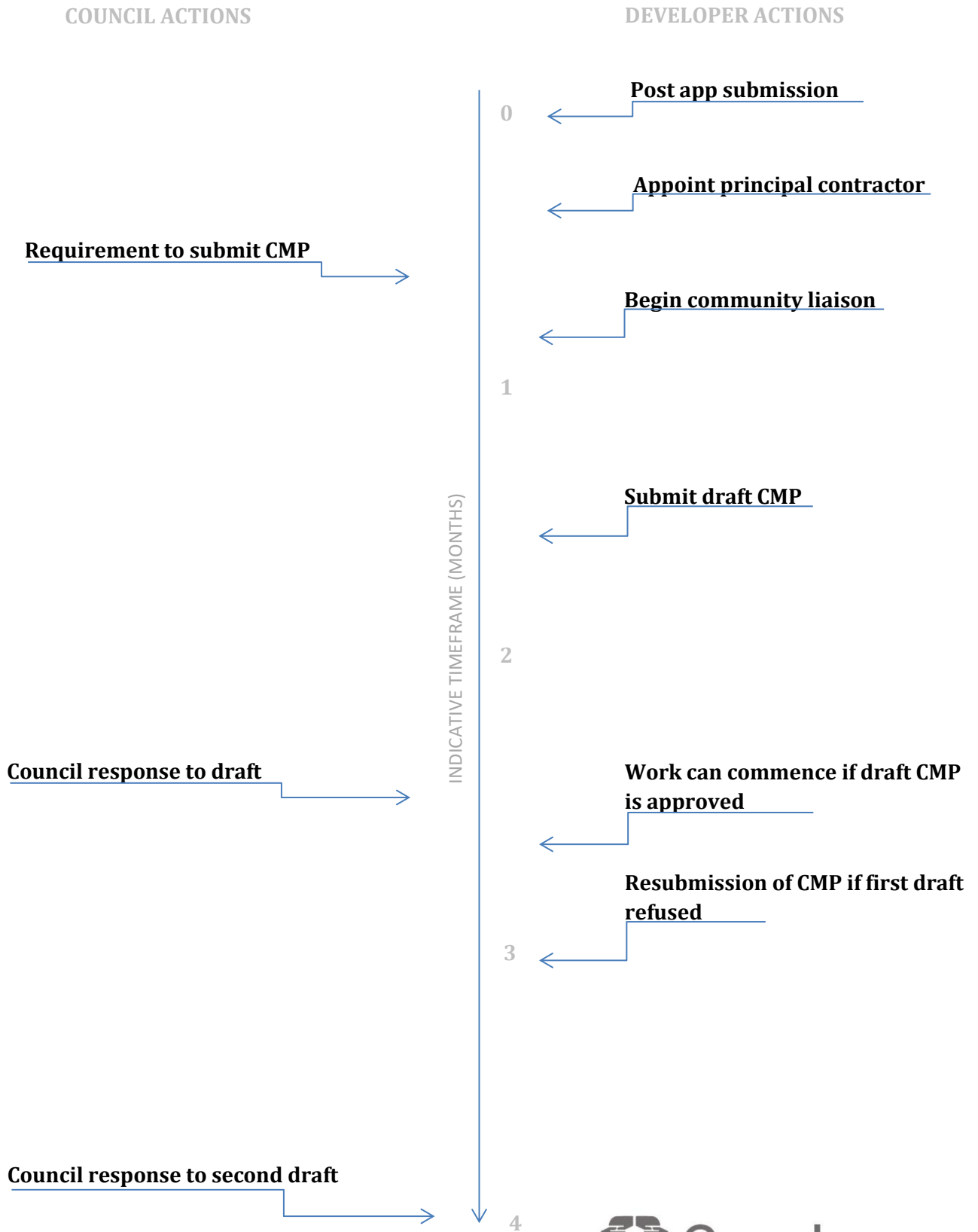
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: 160-161 Drury Lane, London WC2B 5PN

Planning reference number to which the CMP applies: Planning Portal ref: PP-07158863;

Pre-application ref: 2018/0593/NEW

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

Name: Justin Bird

Address: BTP Group, 48 Welbeck Street, London W1G 9XL

Email: justinbird@btpgroup.com

Phone: 020 7725 1700

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: Information to be provided following tender process

Address: ditto

Email: ditto

Phone: ditto

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: Information to be provided following tender process

Address: ditto

Email: ditto

Phone: ditto

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: Information to be provided following tender process

Address: ditto

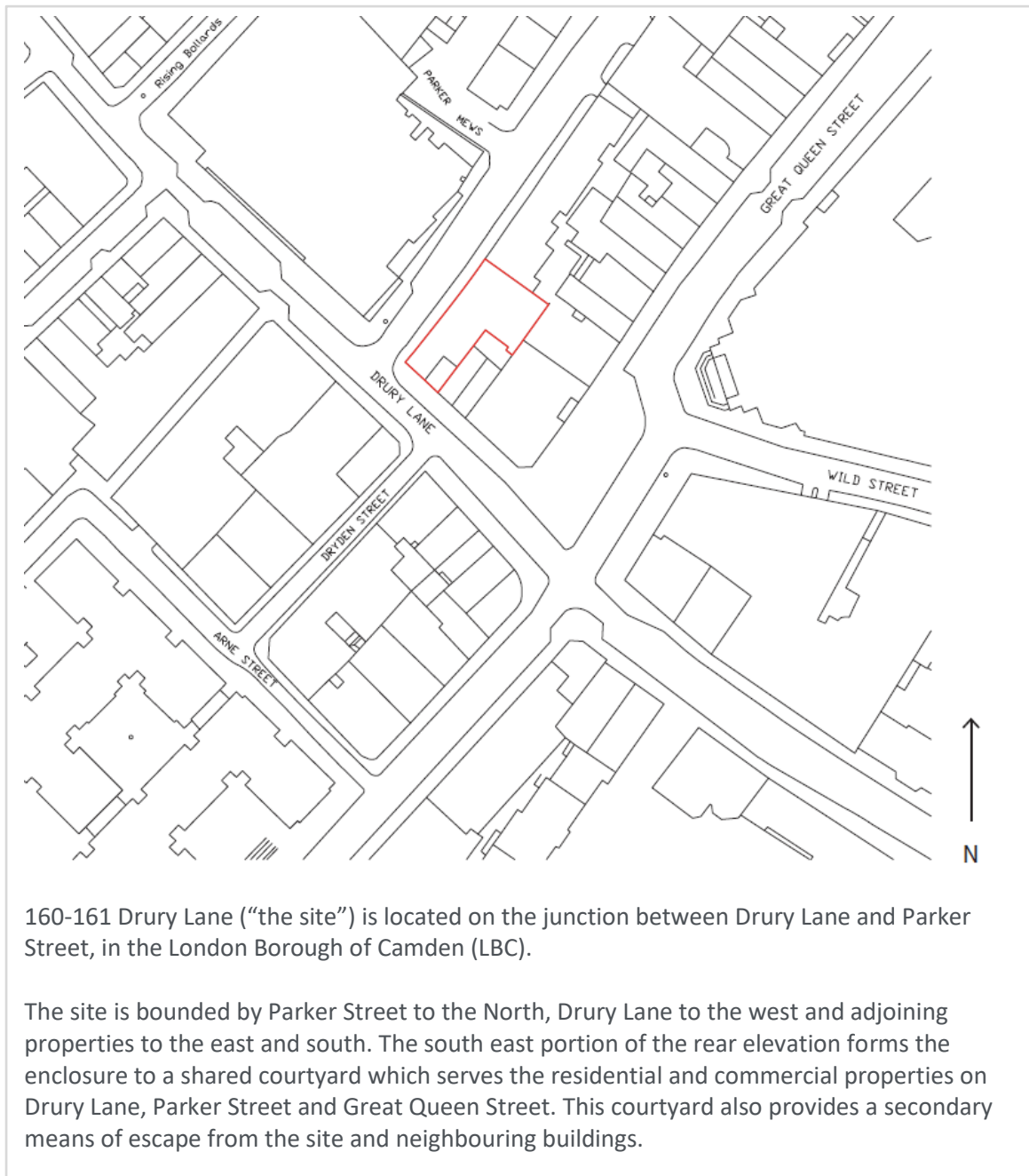
Email: ditto

Phone: ditto



# Site

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



The site is located in a Public Transport Accessibility Level 6a (excellent) zone, with multiple transport options located within a convenient walking distance. The entrance to the New London Theatre is located on Parker Street, immediately opposite the site. There are a number of restaurants in the area which cater for theatre goers, tourists and local office workers.

The existing building is designated for office use arranged over 4 stories' plus ground floor. The proposed development includes the demolition of the top floor, rebuilding and extending to create two additional storeys for office use along the Parker Street elevation, with a rear extension / infill of one storey. There is to be the creation of new shopfronts and entrances along with external treatment (possible re-cladding) of elevations as well as the change of use at ground floor to accommodate flexible retail uses.

The development proposals for which planning permission is sought are as follows:

“Demolition of existing fourth floor, replacement of fourth floor and erection of additional two storeys to the site, full re-skinning of the facades, ground floor alterations including new entrances, single storey extension to existing rear closet wing, reconfiguration of existing external fire escape stair to the rear, reconfiguration of existing external roof plant and introduction of additional plant contained within the volume of the proposed sixth storey extension and all other enabling works in connection with the use of the building as offices (Class B1) at part ground floor.

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 works are proposed to entail the demolition of the existing top floor and stripping out of the existing office space. There is to be a vertical extension of the property and a single storey extension to the existing ground level, followed by a refurbishment and fit-out of the property to provide flexible office space.

The surrounding area is most notably commercial in nature, although there are a number of residential dwellings. Drury Lane is a relatively highly trafficked area and close consideration to the safety of both vehicles and pedestrians will need to be taken into account, especially due to the single lane nature of the road (albeit a wide single carriageway).

The site also abuts Parker Street, a two lane road travels in a North Easterly direction towards Kingsway.

It is noted that the Gillian Lynne Theatre site opposite the property and that there will be peak pedestrian times subject prior to and immediately following performance times. It will be the express obligation of the Principal Contractor to establish these times and put suitable management procedures in place so as to avoid any incidents, including but not limited to no deliveries during these times.

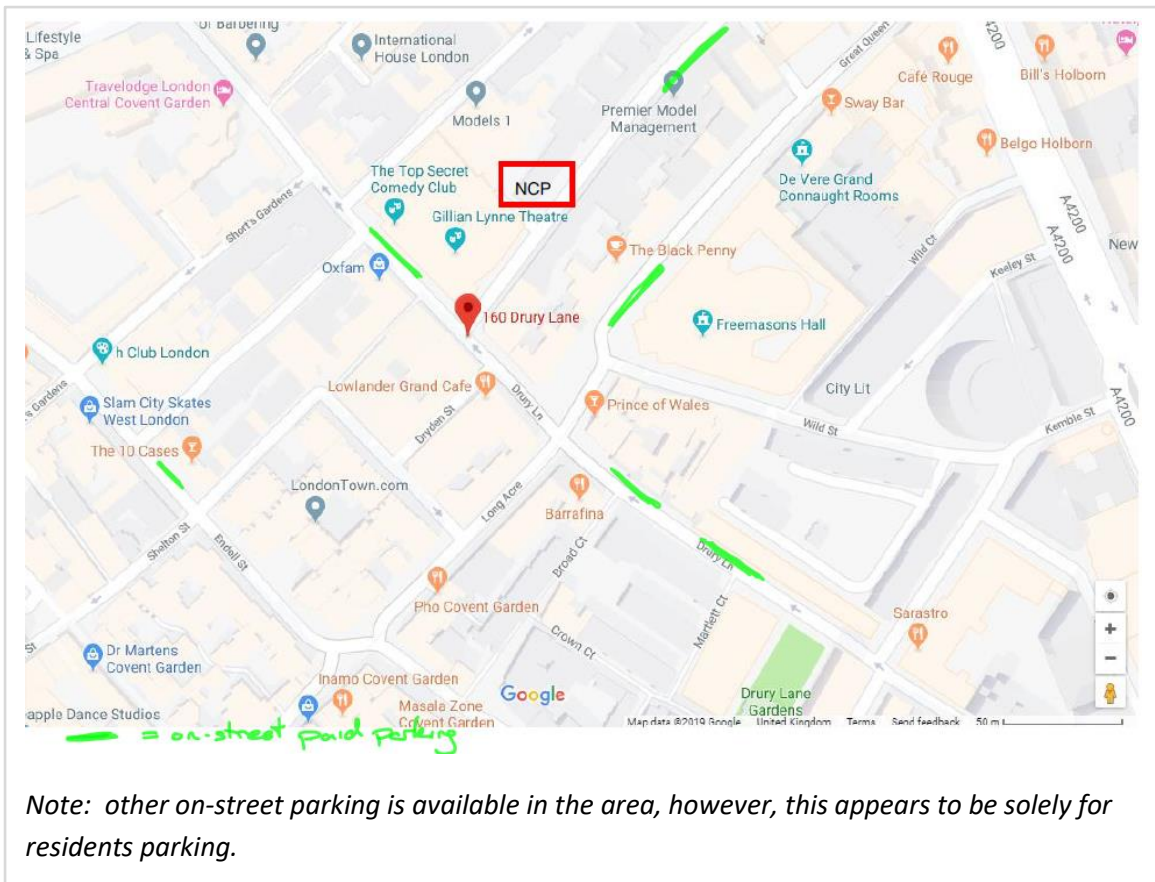
8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The works are likely to affect the ground floor A3 units along Drury Lane the most, through the escape of 'normally' permitted construction noises, although these units will be able to remain open and in operation throughout. Dust may escape from the site, although it is intended to retain all within a suitable shroud and/or by utilising suppression methods.

Equally, the adjoining residential building at 159 Drury Lane will also be affected by the construction activities during the course of the works, although the impact of these will be minimised due to standard working hours.

To a much lesser affect, the Gillian Lynne Theatre on the other side of Parker Street and shops and premises on the other Eastern side of Drury Lane will also be affected, by similar issues although only marginally due to the greater separational distance.

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.



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 building currently benefits from several leases, generating income for the building owner.

It is currently intended to allow these tenants to remain in situ for the duration of their lease whilst further and more detailed design takes place. Following this, a thorough tender process will take place, prior to construction activities.

As such, it is intended for the works to be started and completed in a single phase of works, with an anticipated start on site date being **Early March 2021**, with works anticipated on taking upto 1-calendar year (i.e., **completion March/April 2022**).

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

Currently there is no intent to work during any hours other than Camden's standard working hours.

Saturday works will be kept to a minimum so as to alleviate concerns from neighbours. Should any one-off deliveries be required outside of these times, the principal contractors community liaison would contact the local authorities and residents.

At this stage, the building owner has not considered the adoption of a Section 61 application given the relatively de minimus amount of demolition works and the tacit consideration that it would be better for the neighbouring properties for the works to be completed sooner

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.

Given the relatively low level of change to the property and general use class remaining consistent, it is currently considered that the existing incoming services provisions will be suitable and can be reused.

# 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.

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## 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.

Prior to submission of the planning application, a programme of consultation was undertaken and informed local political and community stakeholders of the scheme. The Statement of Community Involvement has been submitted with this application for planning permission and details the consultation programme that took place. For the CMP, a programme of consultation would be devised to ensure that consultation and liaison with the local community is carried out. It would include local residents, Holborn and Covent Garden ward councillors and local community stakeholders, including Covent Garden Community Association. The liaison would notify them of the CMP consultation, invite them to view the drafted CMP and submit their feedback and comments. The consultation website would be updated with an online copy of the CMP available to download. Feedback would be collated, analysed by the project team and taken on board where possible.

#### **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.

Monthly community liaison group meetings would be organised for the local community to attend and meet with the project team to discuss the construction works and any matters they may have. Members of the local community would be invited to attend. A monthly construction newsletter would also be issued to the surrounding area to update the community on the ongoing construction works on-site and give contact details for the site. The consultation website would be regularly updated with information on the construction works, emergency contact information for the site and online versions of the monthly newsletters.

## 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 follow the appointment of the Main Contractor, whose express Contractual responsibility it will be to undertake.

## 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.

Whilst it is to be noted that the works are not proposed to be started within the next 18-months and consents can change, there does not appear to be any planning consents / applications along Drury Lane that would affect this development.

There is an existing application for the new construction of 43 residential apartments at 25 Parker Street, however, it is anticipated that these would be completed prior to the works to 160-16 Drury Lane being commenced – or very close thereto.



It is also noted that WCC approved a scheme to the block on the opposite side of Drury Lane to this application (18/07715/FULL). Whilst the Drury Lane façade will be retained and the primary works to this elevation are window replacements and the vertical extension, which will minimise the cumulative impact, it is a substantial scheme and careful consideration and coordination between the two sites will be required with respect to logistics.

We would anticipate that the two projects are likely to overlap in terms of their delivery and so, upon appointment, the principal contractor will need to make immediate contact with their contemporaries on that project. It is acknowledged that this scheme is considerably smaller and less disruptive than the opposite site, but impact and a collaborative approach will be required, especially with respect to materials deliveries. It is envisaged that this spirit of cooperation will be an express requirement of the Building Contract that the developer enters into with the Principal Contractor.

In consideration of cumulative effects to the general area of these two competing developments, we note that whilst there may be potentially pinch points of peak disruption, the concurrent nature may lessen the overall cumulative effect of consecutive developments taking place.

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

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

## CLOCS Contractual Considerations

17. Name of Principal contractor:

This will be provided to the London Borough of Camden following the completion of the tender process.

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 provided to the London Borough of Camden following the completion of the tender process.

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:

It is confirmed that compliance with CLOCS will be a part of the Building Contract requirements.

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

## Site Traffic

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

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

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

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

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

This will be provided to the London Borough of Camden following the completion of the tender process by the appointed Principal Contractor

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.

To be provided by the Principal Contractor, however, this will be an express requirement of the Building Contract

**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.

To be provided by the Principal Contractor following their appointment.

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

Refer to above. Parker Tower is anticipated as being substantially (if not fully) complete prior to the commencement of this scheme, however, the scheme opposite on the Drury Lane elevation (WCC ref 18/07715/FULL) is likely to overlap considerably.

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.

To be provided by the Principal Contractor following their appointment, however, this is somewhat of a moot point as there will likely be only 1 loading platform to be formed, either above the pavement on the Parker Street elevation of the short elevation on Drury Lane, thereby minimising the risk of incorrect vehicle entry/access.

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.

To be provided by the Principal Contractor following their appointment.

However, it is not anticipated that the scheme will necessitate such given the relatively modest size of the project and relative lack of on-site storage necessitating the need for 'just-in-time' deliveries.

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](#)).

To be provided by the Principal Contractor following their appointment.

**22. Site access and egress:** *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed access and egress routes to and from the site

The site is not to be accessed by vehicles. All deliveries and/or waste removals are to occur 'off the road'.

It is anticipated that the majority of these will occur off Parker Street. Whilst it is anticipated that there will be no parking bay suspensions temporary partial road closures to facilitate deliveries may be required. These will not be required to enable the workforce to access.

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

As noted, no 'access' to the site will be made by vehicles, however, when deliveries occur, dedicated traffic marshals will be utilised in order to mitigate against any accidents or incidents to protect vulnerable road and street users.

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).

N/A – no internal site access possible. Deliveries and services vehicles will be able to use the existing routes.

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.

N/A – as no off 'street' activities are to occur.

**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.

To be provided by the Principal Contractor following their appointment.

it is highly likely that this will be via a 1-floor gantry/scaffold arrangement above the pavement level. Such off-street unloading will generally be undertaken at perceived 'quieter' periods, taking sensible cognisance of competing developments and general footfall. Express cognisance of the Gillian Lynne Theatre show times is to be taken by the Principal Contractor, with a view that no deliveries are to take place 1-hour before or after the current show running times (but permissible during the show running time).

## 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](#).

To be provided by the Principal Contractor following their appointment.

It is, however, unlikely that any parking suspensions shall be required given the lack of suitable adjacent spaces.

It is highly likely that the Contractor will need temporary road closures, especially along Parker Street in order to make and unload deliveries. The majority of these will be able to be unloaded off the back of lorries, although for larger steel elements, a mobile crane may also be needed in order to load directly to the rooftop. The Principal Contractor will be required to adopt a 'just-in-time' principal however, so these will be a minimal as possible.

## 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).

To be provided by the Principal Contractor following their appointment.

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

To be provided by the Principal Contractor following their appointment.

## 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).

Unknown if necessary, at this time, so not considered a requirement. Should they be required, however, any necessary permissions would be sought accordingly.

## 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.

Requirements are noted, and this will be the responsibility of the Principal Contractor to ascertain.

It is highly likely that a fully scaffolded and protected passageway will be created and suitably lit in order to afford safe (and perceived safe) passage past the site on the public footpath.

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.

To be provided by the Principal Contractor following their appointment, and all necessary licences will be applied for accordingly.

● 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.

Noisy operations will include, but not necessarily limited to the following:

- Demolition works
- Removal of existing plaster
- Removal of existing screeds
- Cutting of existing floors
- Cutting of metal
- Cutting of tiling (stone, porcelain, ceramics)
- Mixing of plaster, cement or the like
- Drilling, sawing and the like

Working hours will be as stated earlier, between 8-6 Monday to Friday and 8-1 on a Saturday, in line with Camden's workplans.

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

A Noise Report, prepared by Acoustics Plus, has been submitted in support of this planning application.

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

To be provided by the Principal Contractor, however, this will be an express requirement of the Building Contract

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.

Reductions in noise will be achieved by: -

- Coordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers) where the transfer of noise to adjoining properties is likely to cause an unacceptable nuisance.
- Utilising construction techniques that minimise the production of noise.
- Utilisation, where possible of pre-fabricated components.
- Utilisation of baffle system during the demolition process.
- Strict adherence to the site working hours.
- Implement an action plan where noise levels exceed acceptable levels.

Where vibration is likely to occur, this will be addressed through measurement criteria, as to be agreed in any Party wall Awards with the adjoining properties/owners.

Where trigger levels are exceeded, works will immediately stop and the cause of the excessive vibration will be investigated and addressed by the design team so as to mitigate/alleviate.

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

Evidence of training in the Code of practice for noise and vibration control on construction sites will be requested of the Principal Contractor and passed on to the Council.

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

REDUCTION IN DUST POLLUTION and other Airborne Debris will be achieved by: -

- Undertaking regular air quality sampling to ensure that the site is not impacting on the existing air quality levels, if required.
- Ensure that all materials transported to and from site are in enclosed containers or fully sheeted.
- During dry periods the works will be dampened down to control the generation of dust.
- Ensuring materials have a minimum of packaging.
- Ensuring all polystyrene and similar lightweight materials are weighted down.
- Making sure all dust generating materials are adequately packaged.
- Keeping the loading drop heights of spoil into lorries as low as possible.
- Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

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.

As noted above. Where excess dust is created, which is considered to be minimally likely, then labourers will be required to sweep the roads/paths clean, damping down with hose water if required.

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

Noted above in response to question 33.

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.

To be provided by the Principal Contractor, however, this will be an express requirement of the Building Contract

It is, however, considered that the amount of dust and airborne emissions will be only marginally greater than those otherwise anticipated on a non-notifiable / consented refurbishment project.

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](#).

To be provided by the Principal Contractor, however, this will be an express requirement of the Building Contract

- 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.

To be provided by the Principal Contractor, however, this will be an express requirement of the Building Contract

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).

The 'site' is an occupied place of work.

Rodents are not considered a risk at this time, although it is understood that the site whilst working could become so. The Principal Contractor will be contractually obliged to ensure bait/traps are set and regularly maintained so as to overcome any perceived issues.

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

There has not been a Demolition and Refurbishment Survey carried out at this time due to existing building occupants. This will be carried out prior to any physical works being undertaken, and remedial actions appropriate to the findings carried out.

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.

The Principal Contractor will be required to sign up to the Considerate Constructors Scheme, and express requirements for the prevention of such will be put in place.

The building owner will take an active role in monitoring the works and has promised to seek enforcement, as will the Client's retained team.

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 1<sup>st</sup> 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 1<sup>st</sup> 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 (03/21 – 04/22 ):
- b) Is the development within the CAZ? (Y): Y
- 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: To be provided by the Principal Contractor following appointment.
- 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: To be a requirement of the Building Contract.
- 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: To be a requirement of the Building Contract.

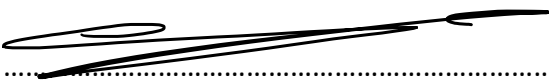
● SYMBOL IS FOR INTERNAL USE

# 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: 7/8/09 .....

Print Name: JUSTIN BIRD .....

Position: Director .....

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

End of form.