

# Construction Management Plan

pro forma

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
30.11.17	1	H Fraser
09.04.19	2	K Whitlock
13.06.19	3	H Fraser
25.06.19	4	D Cliff
30.08.19	5	D Cliff
05.09.19	6	D Cliff
12.09.19	7	D Cliff

## 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 all construction activity both on and off site that impacts on the wider environment.

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 nature 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 the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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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 during construction. 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 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 only provide the information requested that is relevant to a particular section.

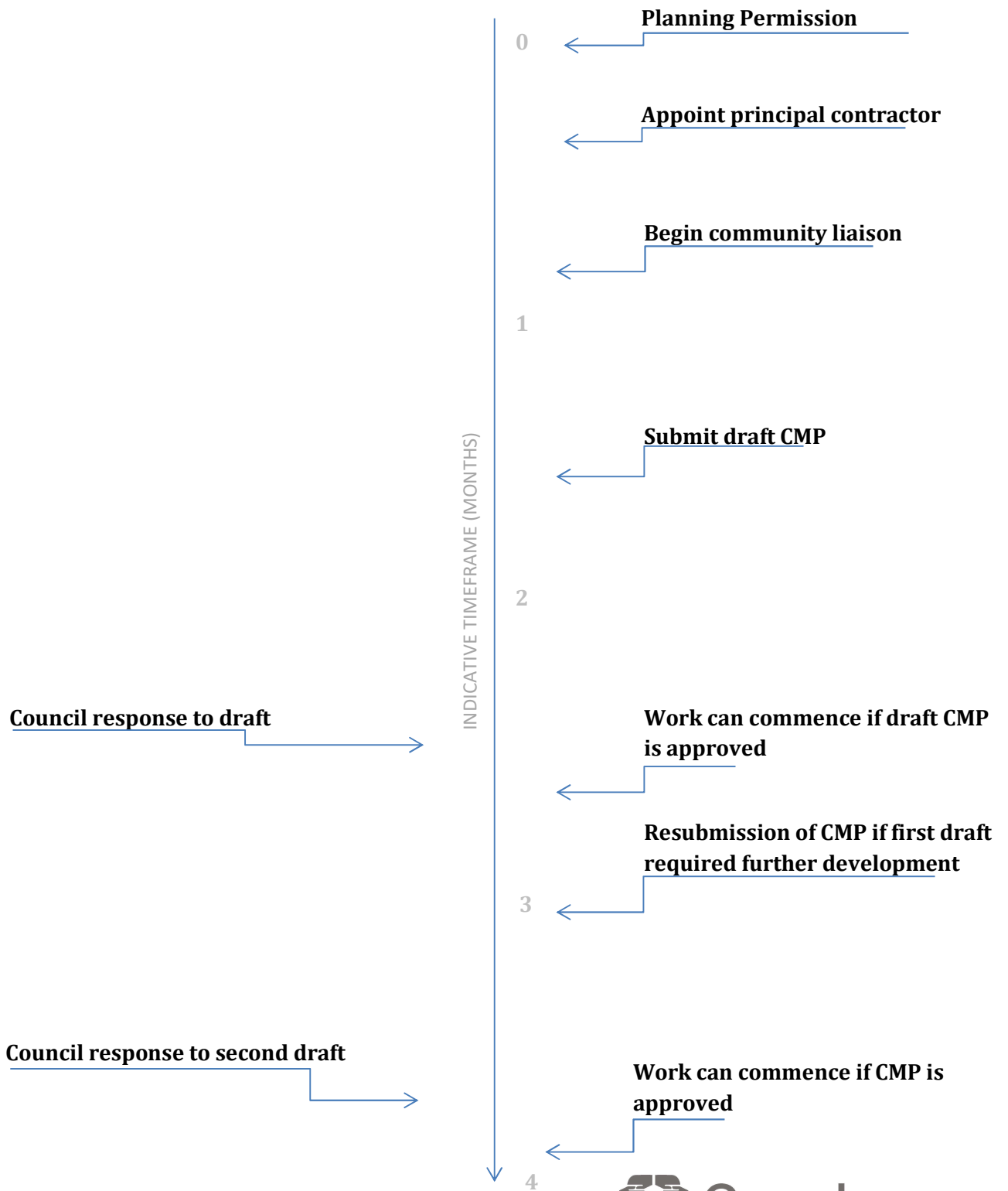
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

# Timeframe

## COUNCIL ACTIONS

## DEVELOPER ACTIONS



# Contact

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

**Address:** Buck Street Market, 192-200 Camden High Street, London NW1 7BT

**2018/3553/P**

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

**Name:** Henry Fraser

**Address:** Urban Space Management, Trinity Buoy Wharf, 64 Orchard Place, London E14 0JW

**Email:** henry.fraser@urban-space.co.uk

**Phone:** 07584 244 577

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:** Henry Fraser

**Address:** Urban Space Management, Trinity Buoy Wharf, 64 Orchard Place, London E14 0JW

**Email:** henry.fraser@urban-space.co.uk

**Phone:** 07584 244 577

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:** Will Rimell

**Address:** Labtech Investments Ltd, Labs Triange, Stables Market, NW1 8AB

**Email:** will.rimell@labsgroup.com

**Phone:** 02038 187 512

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:** Henry Fraser

**Address:** Urban Space Management, Trinity Buoy Wharf, 64 Orchard Place, London E14 0JW

**Email:** henry.fraser@urban-space.co.uk

**Phone:** 07584 244 577



# 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.

Buck Street Market is located at 192-200 Camden High Street, on the corner of Camden High Street, and Buck Street. The close-cluster market neighbours Trinity United Reformed Church to the East, and The Electric Ballroom music venue and the former Kingdom of Sweets store to the South.

As part of the proposed development at this site, the market will be vacated, and the semi-permanent stalls removed. Following clearance of the site, a number of re-purposed shipping containers will be installed to form new market space, incorporating stalls, shops and pop-up / street-food style traders. These units will be pre-fabricated, and therefore will warrant minimal construction works on site as the majority of this work will be carried out offsite outside of London. With construction works carried out predominantly offsite, there will be minimal disruption to the local area as a result of this development.

A site layout plan detailing the immediate surroundings has been included in Appendix A.

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 method entails the use of repurposed shipping container units to form a modular building envelope.

Ground works will be minimal. The units do not require additional foundations and will be placed on spreader plates per the engineer's design.

Due to the high volume of pedestrians and frequency of traffic on Camden High Street, deliveries will be directed to Buck Street via Kentish Town Road, where the construction units will be offloaded and lifted into position by mobile crane. 63 deliveries of construction units are estimated for the development.

The logistical constraints detailed in Appendix B inform the proposed vehicle manoeuvre detailed on the Swept Path Analysis (Appendix E).

The junction between Buck Street and Kentish Town Road has a number of constraints including a large volume of street furniture close to the kerb, as well as being substantially narrowed compared with the rest of Buck Street.

Due to the wider turning circle, a direct left turn into Buck Street from Kentish Town Road will be avoided. This would be constricted by the roadside storage units to the South East on Kentish Town Road, and would risk striking the existing street furniture on entry to Buck Street.

Vehicles must be safely banked into Buck Street by qualified Traffic Marshals to ensure minimal disruption to the traffic on Kentish Town Road, and optimum safety for members of public and fellow road users.

8. 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).

Due to the proposed construction method the overall construction period will be minimal.

Close market: 8<sup>th</sup> September 2019

Clearance of the market: 9<sup>th</sup> September 2019 – 15<sup>th</sup> September 2019

Ground works are commenced: 16<sup>th</sup> September 2019 – 20<sup>th</sup> September 2019

Hoarding is erected (subject to licence) and existing roller shutters and perimeter structures are removed: 20<sup>th</sup> September 2019 – 30<sup>th</sup> September 2019

Container installation is commenced: 30<sup>th</sup> September- 11<sup>th</sup> November 2019

Tenant fitout: 11<sup>th</sup> November 2019 – 14<sup>th</sup> January 2020

9. 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

No works are planned outside of the hours listed above.

# 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.**

## 10. Sensitive/affected receptors

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 adjacent properties are both commercial in nature. The former 'Kingdom of Sweets' to the south has offices on the upper floors and to the north is the Bucks Head pub and roof garden. There are a number of business situated opposite the site on Stucley Place.

Opposite the site to the North-East is a primary school. On the Eastern side of the site is a church. The site is bordered on the West by Camden High Street which has a high volume of pedestrian traffic throughout the day (See appendices A and B).

There are a small number of residential dwellings on the far end of Stucley Place, and to the North East on Kentish Town Road, however their proximity means that any minor disturbance due to construction works would be minimal.

## 11. 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.

The consultation so far consists of:

- First round of trader meetings before public exhibition dates
- June public exhibition (7 June & 9 June)
- Meeting with local businesses
- Second round of trader meetings post public exhibition

Letters (please see appendix g) were hand delivered on the 31<sup>st</sup> July to all addresses on both sides of Camden High Street from the Underground Station to the crossroad with Hawley Crescent, Buck Street, Stucley Place and Kentish Town Road from the station to Buck Street.

In line with Camden's Community Liaison Guidance, the letter set out a statement that the consultation is about the CMP, a summary of all demolition and construction works that would be required for the approved development, a link to view the Construction Management Plan online, the deadline for comment and the details of contact for any questions or comments.

The consultation period was two weeks, which ended on the 14<sup>th</sup> August 2019, as required by Camden's Community Liaison Guidance on the preparation of a Construction management Plan. During this time, no responses were received. If responses are received following the submission of this CMP, then these comments will be responded to.

## 12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

Consultation has already taken place and information will be circulated with site information boards prominently placed.

The construction period will last approximately 8 weeks from the 16<sup>th</sup> September 2019 until the 11<sup>th</sup> November 2019. For this reason, it is not considered necessary to set up a resident's forum due to this short period. However, contact details of the person leading the community liaison will be displayed on the hoarding boards, once erected. Should several people contact the appointed community liaison manager requesting a meeting, then a liaison group would be set up to respond to this request.

### 13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

Urban Space Management will be following the 'Guide for Contractors Working in Camden' document. Furthermore, Urban Space Management have engaged Avondale Construction Ltd to assist in the preparation of this document and the logistics management of the site to ensure minimal disruption to the surrounding area. Avondale are registered with the Considerate Constructors team (ID Number 00091) and have won Considerate Constructors awards for the last 8 years running. The site specific CCS registration number is 117910 – Buck Street Market

### 14. 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.

There is currently no construction in the local area

# 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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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



## CLOCS Contractual Considerations

15. Name of Principal contractor:

Urban Space Management (Container City) Ltd

16. 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 FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible.

Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module OR Work-Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).

CLOCS Compliance will be included as a contractual requirement.

### Desktop Checks

These will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

### Site Checks

Site checks A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site. Site based Traffic Marshal will ensure that the entered credentials match those of the arriving vehicle. These operatives will also perform a brief survey of vehicle safety equipment to ensure FORS compliance.

17. 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.

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

Confirmed by Urban Space Management (Container City) Ltd

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.

**18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Please see attached Appendix D which details the proposed route to site and Appendix E which details the prescribed movement to the unloading point in Buck Street. The proposed reverse manoeuvre from Kentish Town Road into Buck Street allows vehicles to leave the via Kentish Town Road while achieving the tight turning circle necessary to accommodate the narrow junction at this location, this will be without risking damage to the local street furniture. This delivery route avoids vehicles approaching or leaving the site via the junction between Buck Street and Camden High Street which mitigates the risk associated with the high volumes of pedestrian traffic on Camden High Street that occur around and beyond Camden Town Underground station. Please note that this strategy is for all construction traffic not just articulated vehicles

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

The exact address and delivery route map will be provided by email and featured on the Delivery Management System's booking screen. Vehicles will be met on Kentish Town Road prior to their arrival at the Buck Street unloading point by qualified and experienced Traffic Marshals to ensure compliance with the agreed logistics method.

There will be an appointed person / project manager on site at the time of deliveries available to answer queries and their telephone number will be given to all drivers as well as being contactable by the resident Traffic Marshals.

**19. 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.

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.

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

<b>Phase / Works</b>	<b>Vehicle Type</b>	<b>Details / Description</b>
Site Set Up	2-3nr Small rigid vehicle deliveries	Plywood; timber posts and concrete ballast for hoarding;
	2nr Short Wheel Base Van delivery	Paint / small plant and tools for hoarding
Lift pit / trenching	1 nr Rigid vehicle with low loader delivery	Excavator for drainage works
	1nr Articulated vehicle delivery	Precast lift pit units
	1nr Rigid Concrete mixer	Concrete delivery
Shipping Container Installation	1nr Crane delivery and subsequent removal	1nr 7-axle crane (on site for approximately 8-10 days)
	63nr Articulated vehicle deliveries	Shipping container units of various sizes
Fit-out and services	3nr Long Wheel Base van deliveries	One delivery of roofing materials; electrical materials; plumbing materials
Commission and hand-over	1nr Short Wheel Base Van delivery	Cleaner's cleaning materials

During the school term deliveries will be restricted to between 09.30 and 15.00. If the school pick up has cleared then deliveries may recommence between 15.30 and 16.30

b. Cumulative affects 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.

None

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

Please see Appendix E

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 24 if any parking bay suspensions will be required to provide a holding area.

A delivery management system will be utilised for delivery bookings, and resident traffic marshals will have remote access to the daily delivery schedule. Booking requests will be administrated by the project management team to ensure compliance with the logistics strategy detailed above.

An established holding area on the A13 will be used to regulate vehicle frequency if necessary.

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.

As detailed in preceding sections.

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).

This will be monitored and controlled by the site staff.

**20. 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)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 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.

Qualified traffic marshals will be equipped with necessary safety equipment to ensure optimum safety and efficiency, including full PPE and Stop Works signs. Relevant warning signage will be installed on the approach to Buck Street from Kentish Town Road to ensure road users are alerted to the construction works ahead. The prescribed route to site has been detailed in Appendix D and Appendix E.

- 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.

Vehicles will be met on Kentish Town Road prior to their arrival at the Buck Street unloading point by qualified and experienced Traffic Marshals equipped with necessary safety equipment such as high-visibility PPE, and Stop Works signage to ensure all deliveries are completed safely and efficiently.

There will be 3 marshals: one holding traffic on Kentish Town Road, one holding traffic on car park exit, and one overseeing movement of vehicle. Marshal on Kentish Town Road will use concertina barrier over footway to hold pedestrians.

- 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.

Please see Appendix E

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.

Groundworks will be minimal but should wheel washing be necessary vehicles will be cleaned utilising an industrial jet wash prior to leaving the site.

**21. 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 24 if any parking bay suspensions will be required.



All loading/ unloading will take place adjacent to site on Buck Street. The area immediately around the unloading vehicle will be cordoned by plastic GB2 type vehicle barriers to keep pedestrians and cyclists away from the unloading vehicle.

The pavement will be fully obstructed by hoarding during vehicle unloading between the unloading point and the site. This is to ensure pedestrians cannot get between the unloading vehicle and the site.

Resident Traffic Marshalls will ensure the safe passage of pedestrians around the active works, and ensure members of public are out of the immediate proximity of the delivery vehicles.

Where the footpath is obstructed by permanent or temporary hoarding signage and/or marshalling will be in place to notify pedestrians

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 Q20 b.

No difference.

## 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.

### 22. 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.

Please see Appendix D and E.

### 23. 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](#).

Please see Appendix C:

Parking bays immediate outside the site on Buck Street must be suspended to accommodate the proposed delivery strategy.

## 24. 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.

None required.

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.

Please see appendix C.

## 25. 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.

None required

## **26. 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.

Please see Appendix C:

The pavement between the suspended parking bays and the site must be hoarded off to ensure members or the public cannot enter any unsafe area where deliveries are taking place. We have also proposed to install hoarding outside the perimeter of the site on Camden High Street to accommodate the construction works while preserving the safety of local pedestrians.

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.

None required. AS the crane will not be placed on the highway nor over sail the highway, then a crane licence will not be required. Should one be required during the course of construction, this will be applied for.

## 27. Services

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.

New and upgraded supplies will be required

Thames water have been contacted and have agreed to a new water supply and new drainage connection

Power On are providing a quotation for a new substation to provide power to the site

EPL&R have provided a quote for a new gas supply to the site

# 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.

Due to the prefabrication of the construction units' noise will be limited to activities associated with the lifting of the building units via the mobile crane, and the bolting of these units together using small plant and tools. There will also be some noise associated with breaking out existing surface for trenching and the installation of the lift pit with an excavator.

It is not expected that these activities will reach excessive levels of noise, and all works will take place within the working hours detailed in the relevant section above, in order to keep any noise disturbance to a minimum.

Urban Space Management will monitor and control levels of noise as the construction works proceed, in accordance with guidance set out in BS 5228-1:2009 (Code of Practice for Noise and Vibration Control on Construction and Open Sites – Noise).

In accordance with Section 61 of the Control of Pollution Act 1974 the details of proposed construction equipment and predicted sound levels are summarised below:

<b>Plant Item</b>	<b>Average Noise Level (dBA)</b>	<b>Maximum Noise Level (dBA)</b>	<b>Estimated 'on-time' (percentage of working day in use)</b>
Articulated Lorry	60-65	75	10% (on circa 5% of the total duration)
Mobile Tower Crane	60-65	75	70% (on circa 5% of the total duration)
Screw Gun / Drill Motor	40	50	20%
Excavator	70	100	10% (on circa 5% of the total duration)
Roller	70	90	10% (on circa 5% of the total duration)
Tarmac Layer	60-65	75	10% (on circa 10% of the total duration)
Dumper	70	90	10% (on circa 10% of the total duration)
Whacker	70	90	10% (on circa 10% of the total duration)

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 Survey will be carried out prior to works commencing. A copy will be provided when available

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

Due to the prefabrication of the construction units', ground vibration resulting from construction works will be minimal. All works will take place within the working hours detailed above, in order to keep any disturbance to a minimum. There may be some vibration associated with the 5-ton excavator however this will be minimal.

In accordance with BS 5228-2:2009 (Code of Practice for Noise and Vibration Control on Construction and Open Sites - Vibration) Urban Space Management will monitor and control levels of vibration as the construction works proceed.

The project management team will ensure that maximum measured ground vibrations resulting from the planned construction works do not exceed a peak particle velocity of 1mm per second at residential premises, or 3mm per second at commercial premises at any point during the construction works.

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.

Works that may create some noise or vibration will take place away from the site boundary and which will be hoarded off. Necessary excavation works are minimal and brief, and will take place within agreed working hours detailed above.

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



The H&S manager at Comast Construction (the subcontractor) provided the following response:

*“Comast construction has been accredited to ISO 9001:2015, 18001:2007 and Achilles.*

*Yes, we carry out a written noise and vibrations assessment to establish levels and frequencies of noise and vibration for individual items of plant and machinery.*

*We regularly monitor levels and frequencies. We record daily exposure of noise/ vibration and retain records as appropriate on all sites*

*Additional training is provided through RAMS, safe starts and Tool box talks. An assessment for all the tools are undertaken prior to the commencement of the works.”*

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

Due to the prefabrication of the construction units the creation of dust through construction activities will be limited to areas away from site. It is not expected that any specific dust prevention and mitigation measures will be warranted by the planned site-based construction activities, however where necessary areas of the site will be dampened with water prior to cleaning the site.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

The proposed structure will be constructed from containers that have been pre-fabricated with necessary installation offsite. An industrial jet-wash system will be used as necessary within the confines of the site to ensure dirt associated with the planned works does not cross the site boundary. Should there be any dirt or debris from the site, then this will be cleared immediately from the public highways and it will be ensured that the public highway within the vicinity of the site is kept clean and tidy at all times.

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

Site manager will monitor noise, vibration and dust and take steps to mitigate these as necessary.

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.

Please see appended dust risk assessment document

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](#).

Please see appended Mitigation Checklist document

- 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.

Low risk site

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 has existing rodent control measures in place as part of a broader Camden Market strategy including:

- Ensure no ingress points remain following container installation to reduce issues in the surrounding areas
- Put in place a regular interrelated pest control management program (IPM)
- Daily cleaning and collection program to minimise potential issues to surrounding areas

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

No asbestos survey has been commissioned so it should be presumed asbestos is present. A survey will be commissioned before works commence

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.

As this is a prefabricated installation the number of operatives on site will be low (max 10), and therefore interactions with the general public will be minimal and generally limited to the road-based Traffic Marshals. These operatives will be customer service trained. A smoking area will be provided within the site boundary.

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:

NB: The scheme does not fall into the CAZ and at 2000m<sup>2</sup> of new office space is a minor development. No NRMM machinery with net power above 37kW will be used.

- a) Construction time period: 10 weeks overall
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Confirmed
- 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:

We confirm that all machinery will be registered and a register of machinery will be kept on site

- 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:  
Confirmed
- 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:  
Confirmed

● 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.

Signed 

Date: 12/09/19

Print Name: DAN CLIFFE

Position: PROJECT MANAGER.

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

End of form.