Construction Management Plan

pro forma v2.2

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
25/11/2019	Draft 1.1	Phil de Jongh

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

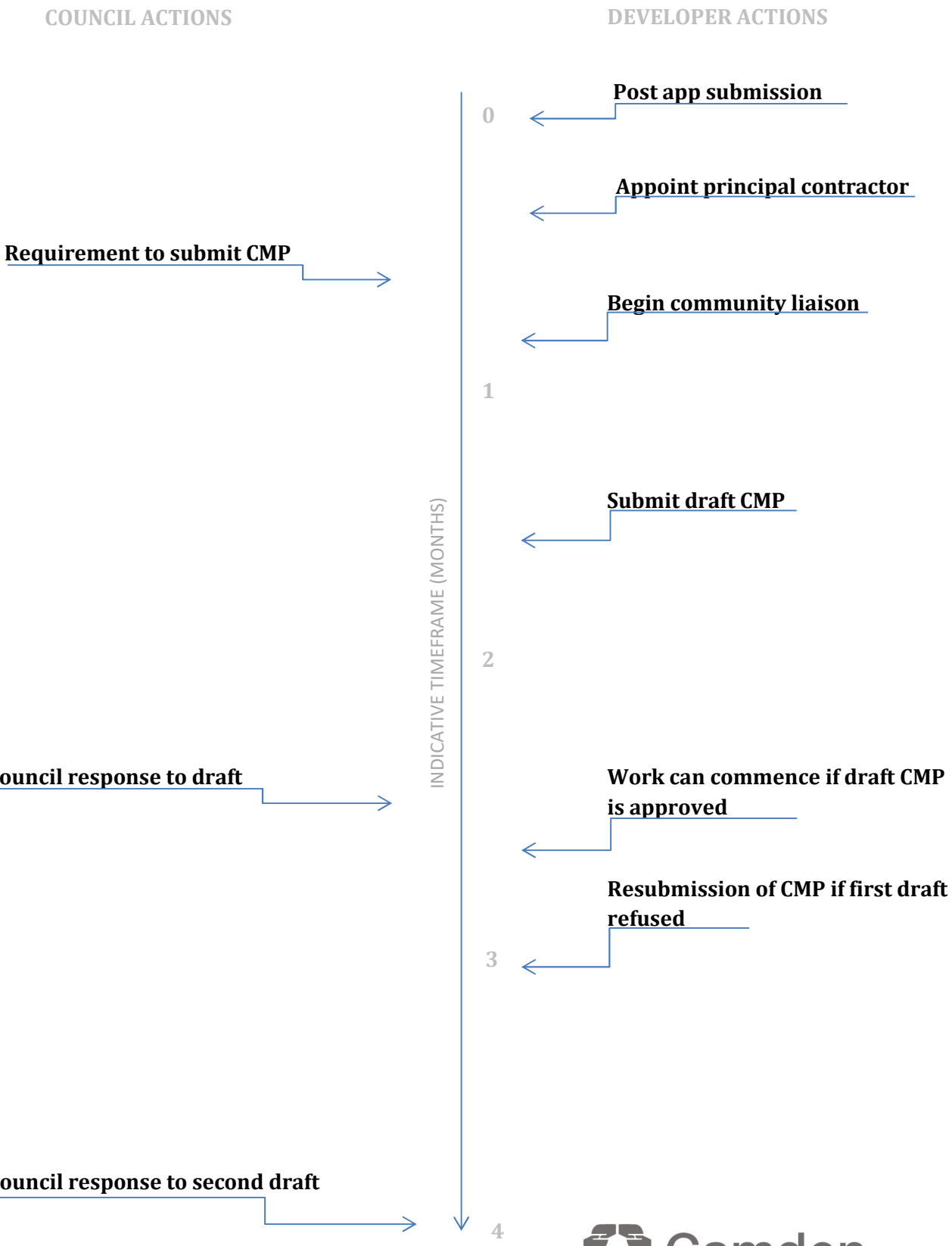
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe


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

Contact

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

Address: No. 18 Park Square East, The Diorama

Planning reference number to which the CMP applies:

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

Name: Phil de Jongh

Address: Motion, 84 North Street, Guildford, …

Email: pdejongh@motion.co.uk

Phone: 01483 531300

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: To be provided by the contractor following appointment.

Address:

Email:

Phone:

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

Name: To be provided by the contractor following appointment. Address: Email: Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: To be provided by the contractor following appointment. Address: Email: Phone:

Site

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

The site is located to the south-east of Regents Park and is bounded to Albany Terrace/Peto Place to the east. The site is approximately 230 metres north east of Regent's Park underground station and 210 metres north west of Great Portland underground station. The site is well located with regard to the wider road network with the A501 located to the south. The site location in relation to the surrounding area is shown in **Appendix A**.

The Diorama site is situated to the rear of No. 17 - 19 Park Square East terrace building and within No. 18 Park Square East. It is proposed to retain this part of the building for B1 office use but extend the roof to increase the B1 floor area.

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 proposals seek to refurbish the office building at No 18 Park Square East/The Diorama and to add a third floor roof extension to increase the B1 floor area. Albany Terrace/Peto Place which lies to the rear of the site is part of the Crown Estate, therefore not part of the London Borough of Camden's Road Network. Restrictions throughout the Crown Estate include no trade or business vehicles unless authorised and roads closed between midnight and 07:00 hours.

Park Square East to the front of No. 18, is also part of the Crown Estate and offers direct access to the footway. No vehicle access to No. 18 and The Diorama is available from Park

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 nearest receptors will be the adjoining offices on Park Square East, No. 17 and No. 19.

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.

Motion Drawing 1907072-SK01 attached at **Appendix B**, shows the existing highway arrangements in the vicinity of the site.

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 provisional construction programme is to commence works in January 2021 for some 18 months. A programme will be provided following appointment of contractor.

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

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The above working hours will be adhered to.

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.

No changes to services are anticipated as a result of the works.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Consultation will be undertaken by the contractor following appointment and in advance of the commencement on site. This will include the adjoining offices, residential dwellings and relevant local residents' association.

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.

Details to be provided by contractor prior to commencement.

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".

Details to be provided by the contactor prior to commencement.

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.

Details to be provided by the contactor prior to commencement.

Transport

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

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

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

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

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

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

CLOCS Contractual Considerations

17. Name of Principal contractor:

Details to be provided by the contactor prior to commencement.

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).

Details to be provided by the contactor prior to commencement.

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:

Details to be provided by the contactor prior to commencement.

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

Site Traffic

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

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

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

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

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

Vehicles visiting The Diorama site will approach from the A501 Marylebone Road to the south of the site and access the via Albany Terrace/Peto Place. Vehicles will turn within Albany Terrace/Peto Place and exit back onto the A501 Marylebone Road. An egress from Albany Terrace/Peto Place onto Albany Street is available but will be restricted to vehicles up to 2m high. The main vehicle strategy will be to enter/egress via the A501 Marylebone Road. A temporary vehicle loading area will be created within Peto Place adjacent to the rear of the building (see site set up plan **Motion drawing 1907042-SK03** presented in **Appendix C**).

A vehicle routeing plan is attached at **Appendix D** (inbound and outbound trips).

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.

All contractors, delivery companies and visitors will be advised, if required, to adhere to the specified route and all other measured detailed in this plan prior to journeys being undertaken. All contractors and visitors to the site will be advised to undertake travel to the site by public transport, foot or cycle. The Construction Project Manager will provide all site personnel with details of local public transport services.

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.

As a contractor is yet to be appointed, an indicative list of likely vehicle types and sizes expected to be utilised is provided, along with expected daily vehicle movements. This will be reviewed and updated by the contractor, once appointed.

- **Flatbed truck**

  These vehicles are typically 8 -10 metres in length with a width of 2.4 metres. Flatbed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, plaster etc. Deliveries are likely to be expected on average once per day during site setup and structural work phases of the programme with a maximum dwell time of 40 minutes.

- **Box van**

  This will be a vehicle with length of up to 8 metres and a width of 2 metres. It is anticipated that approximately 1-2 deliveries per day during the setup and fit out phases of the project will be undertaken by box van with a maximum dwell time of 40 minutes.

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

We are not currently aware of other developments in the area, should this change all reasonable effort will be made to minimise disruption.

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.

All deliveries are to be booked in with the site project manager at least 24 hours before and all drivers will be informed of the vehicle route and location of the appropriate loading area prior to undertaking a journey to the site. All drivers will be required to phone 20 minutes prior to arriving on site to confirm that the loading area is clear. If the loading area is not available, the vehicle shall not proceed to the site and will be given an alternative delivery time. Vehicles will not be permitted to wait, stack or circulate on the roads within the borough.

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.

Details to be provided by the contractor prior to commencement.

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).

The contractor, once appointed, will investigate the potential for using construction material consolidation centres and other measures such as electric vehicles to reduce the impact of traffic associated with the development works.

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

There is space on Albany Terrace/Peto Place to accommodate construction some vehicles visiting The Diorama site. It is proposed that a temporary loading area is identified on Albany Terrace adjacent to the site.

Vehicles will be instructed to approach the site from the A501 eastbound, turn left onto Albany Terrace for access. The outbound movements will be directed from Albany Terrace (left turn only) onto the A501 eastbound for access to the wider highway network the proposed site setup is shown in in **Appendix C**.

All vehicles will access the construction site via Albany Terrace, a vehicle routeing plan is attached at **Appendix D**.

Materials will be transferred into the site from Albany Terrace which will be supervised by trained banksmen who will manage the interaction with any passing pedestrians.

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

All vehicle movements to and from the loading area will be supervised by trained banksmen in order to manage the interaction between pedestrians, cyclists and other road 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).

Motion Drawings 1907072-TK02 and TK03 attached at **Appendix E**, shows swept path analysis of the anticipated construction vehicles accessing the temporary vehicle loading area.

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.

The proposed development will not create any waste that will require wheel washing facilities. Any materials for site from internal changes/demolition will be dry waste.

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.

As no vehicular access to the site is provided, it is considered that all loading activity will need to take place Albany Terrace/Peto Place. A temporary loading area will be created within Albany Terrace. This is shown on the site setup plan, attached at **Appendix C**.

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.

A temporary vehicle loading area will be created Albany Terrace/Peto Place (not part of the London Borough of Camden highway network). No LBC parking suspensions will be required. This is shown on the site set up plan, attached at **Appendix C**.

Any existing parking for The Diorama site will be suspended due to the site being vacant for construction and this will not need to be temporarily re-provided elsewhere.

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).

No highway work will be required.

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

Details to be provided by the contractor prior to commencement.

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).

No diversions will be required.

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.

A temporary vehicle loading area will be created on Peto Place. This is shown on the site set up plan, attached at **Appendix C**.

Construction goods and materials will be transferred from delivery vehicles to the site entrance. Marshalls will manage the interaction of pedestrians on the footway and the transfer of goods/materials.

A secure and lockable hoarding will be in place around the site boundary. All vehicle movements will be supervised by a minimum of 2 trained banksmen.

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.

A lockable site hoarding will be installed along the frontage of the site, all relevant licences will be applied for by the Construction Project Manager and the requirements will be confirmed once a contractor has been appointed. The approximate location of the hoarding is presented on the drawing in **Appendix C**.

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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.

Details to be provided by the contractor prior to commencement.

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.

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

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.

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

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.

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

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.

Full Details to be provided by the contractor prior to commencement. An initial risk assessment has been prepared in accordance with the GLA Guidance this is provide with appended to this document (**Appendix F**).

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.

Details to be provided by the contractor prior to commencement. An initial risk assessment has been prepared in accordance with the GLA Guidance this is provide with appended to this document (**Appendix F**).

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.

Details to be provided by the contractor prior to commencement.

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).

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

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.

Details to be provided by the contractor prior to commencement.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period (mm/yy - mm/yy): **Approx. 01/21 – 04/22**

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): **To be confirmed prior to commencement**

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 confirmed prior to commencement**

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 confirmed prior to commencement**

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 confirmed prior to commencement**

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

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

Signed: ……

Date: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A

Site Location Plan

north

Key:

Site Location

The Diorama Project

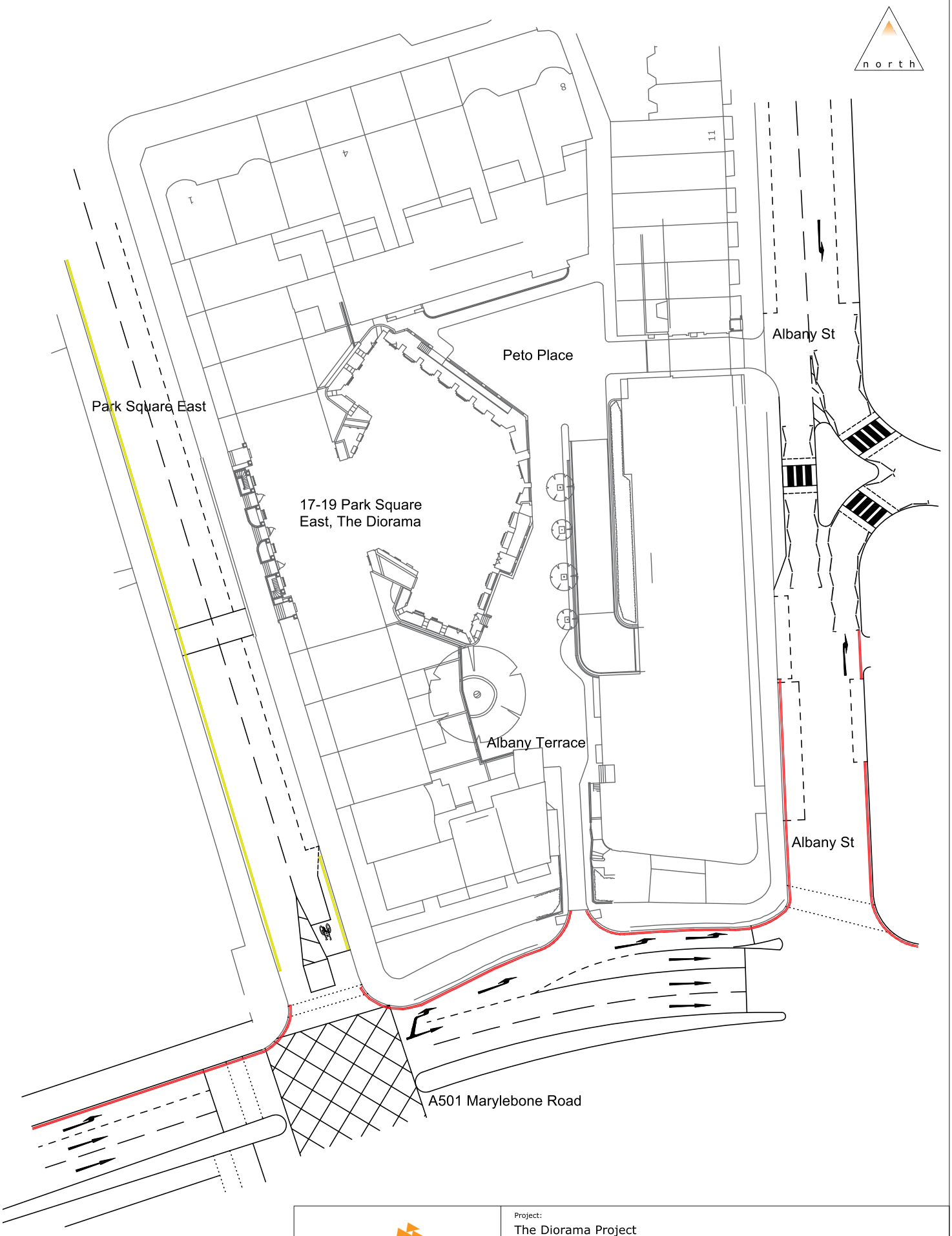
Figure 1 – Site Location Plan

Not to Scale

motion

Appendix B

Local Highway Network



motion
84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300
Cargo Works
1-2 Hatfields
London
SE1 9PG
T: 020 8065 5208
www.motion.co.uk

Project:
The Diorama Project

Title:
Local Highway Network

Scale: 1:500 (@ A3)

Notes:

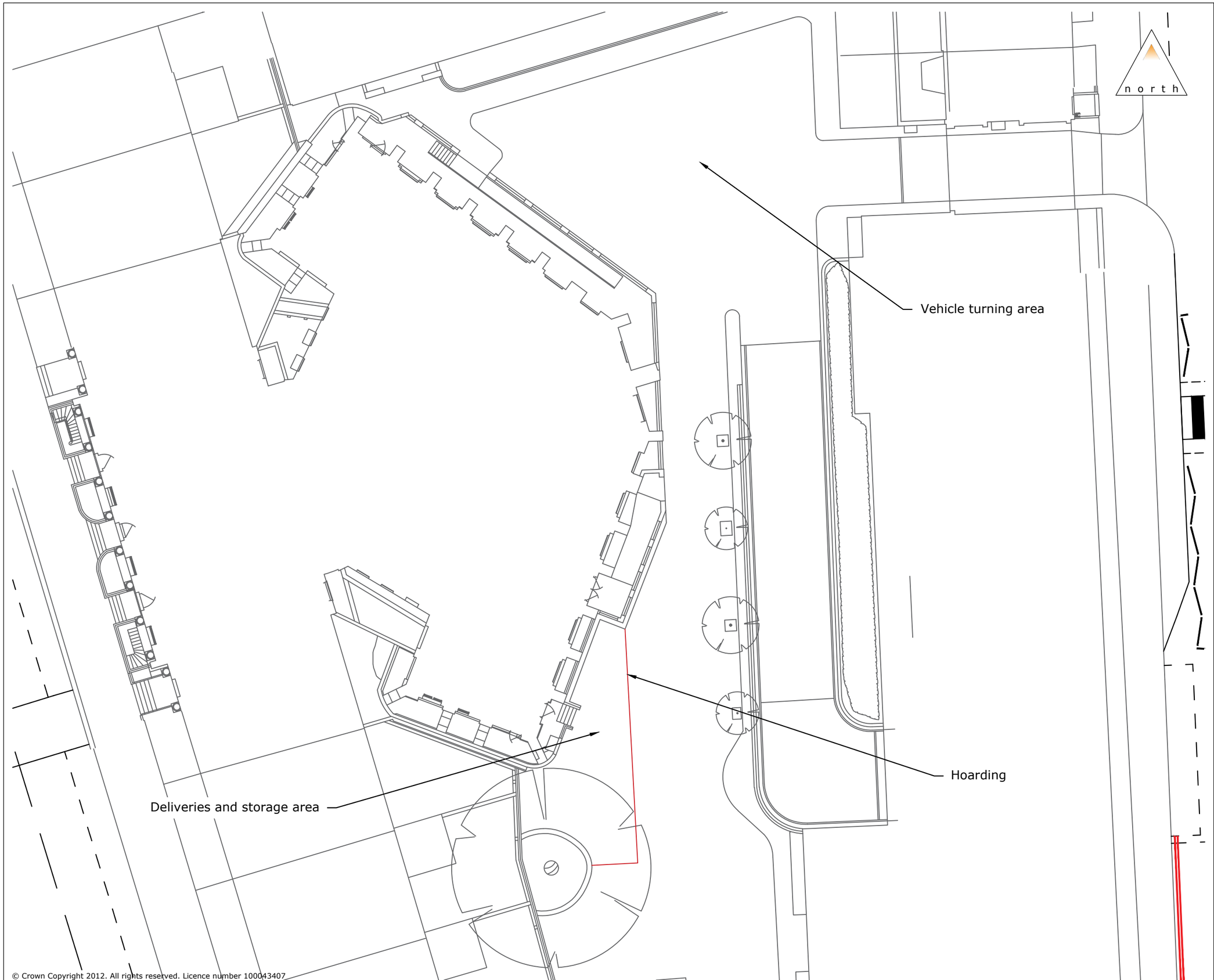
Drawing:
1907072-SK01

Revision:

N:\Projects\qpdior 1907072\Drawings\1907072-Master1.dwg

Appendix C

Site Set-up Plan



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London
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Project:
The Diorama Project

Title:
Site Setup

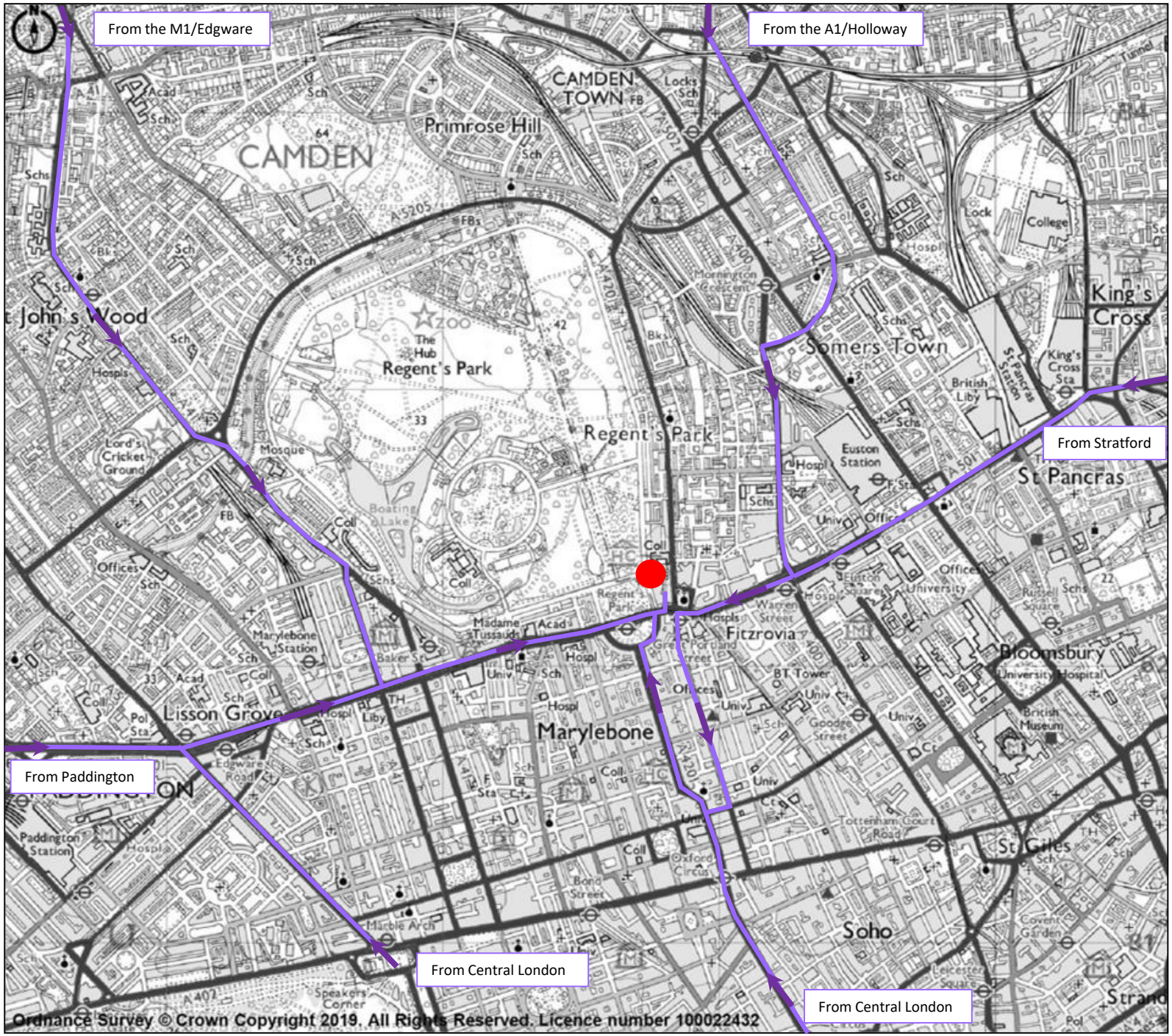
Scale: 1:500 (@ A3)

Drawing: 1907072-SK03

Revision:

Appendix D

Vehicle Routeing Plans (Inbound and Outbound)



north

Key:

Site Location

Vehicle Route

The Diorama Project

Figure 2 – Vehicle Routing Plan: Inbound

Not to Scale

motion

north

Key:

- Site Location
- Vehicle Route

The Diorama Project

Figure 3 – Vehicle Routing Plan: Outbound

Not to Scale

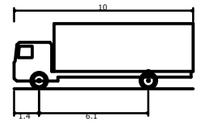
motion

Appendix E

Swept Path Analysis

Entry Movement

Exit Movement



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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Project:
The Diorama Project

Title:
Swept Path Analysis
10m Rigid Vehicle

Scale: 1:500 (@ A3)

Drawing: 1907072-TK02

Revision:

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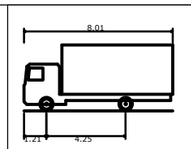
Entry Movement

Exit Movement



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

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motion

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Project:
The Diorama Project

Title:
Swept Path Analysis
7.5t Box Van

Scale: 1:500 (@ A3)

Drawing: 1907072-TK03

Revision:

Appendix F

The Control of Dust and Emissions During Construction and Demolition - GLA Checklist

The Control of Dust and Emissions During Construction and Demolition - GLA Checklist - DRAFT

Site - No 18 Park Square East, London Borough of Camden

Ref: GLA SPG

Appendix 5 - Local Authority Pollution Prevention and Control

Mobile Crushing Plant

Source of Dust	Relevant to development	Level of Risk	Control Technique to be employed	Comments
Loading and unloading of materials	No	Low/Zero		No concrete crushing on site Any material to be removed from site
Double handling transfer point	No	Low/Zero		
Stockpiles	No	Low/Zero		
Crushing, grinding, screening	No	Low/Zero		
Conveyors and transfer	No	Low/Zero		
Blending and packing	No	Low/Zero		
External Operations	No	Low/Zero		
Vehicles	No	Low/Zero		

ref: Defra Process Guidance Note 3/14 (04)

Cement Concrete Batching Activites

Source of Dust	Relevant to development	Level of Risk	Control Technique to be employed	Comments
Loading and unloading of materials	No	Low/Zero		Very limited cement concrete production required
Double handling transfer point	No	Low/Zero		
Stockpiles	No	Low/Zero		
Crushing, grinding, screening	No	Low/Zero		
Conveyors and transfer	No	Low/Zero		
Blending and packing	No	Low/Zero		
External Operations	No	Low/Zero		
Vehicles	No	Low/Zero		

ref: Defra Process Guidance Note 3/14 (04)

The Control of Dust and Emissions During Construction and Demolition - GLA Checklist - DRAFT

Site - No 18 Park Square East, London Borough of Camden

Ref: GLA SPG

Appendix 7 - Air Quality Control (1 of 3)

Measures relevant for demolition, construction and track-out

	Mitigation Measure	Relevant to development	Level of Risk	Comments
	Site management			
1	Develop and implement a stakeholder communications plan	Yes		Make initial contact with neighbours prior to demolition/construction works Details to be provided by appointed contractor
2	Develop a Dust Management Plan	Yes		Use dust supressing equipment and water sprays during cutting/grinding Control dust from on-site concrete batching when required Outline methods to control dust from vehicles (loading and delivery) Full document to be prepared by appointed contractor
3	Display name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary	Yes		Details to be provided by appointed contractor
4	Display head office or regional office contact information	Yes		Details to be provided by appointed contractor
5	Record and respond to all dust and air quality pollutant emissions complaints	Yes		Full document to be prepared and maintained by appointed contractor
6	Make a complaints log available to the local authority when asked	Yes		Full document to be prepared and maintained by appointed contractor
7	Carry out regular inspections to monitor compliance with air quality and dust control procedure	Yes		To be carried out by appointed contractor
8	Increase frequency of inspections when dust related activities with a high potential occur	Yes		To be carried out by appointed contractor
9	Record any exceptional incidents that cause dust and air quality pollutant emissions issues	Yes		To be carried out by appointed contractor
10	Hold regular liasion meetings with other high risk construciton sites within 500m of site boundary	Yes		To be carried out by appointed contractor
	Preparing and maintaining the site			
11	Plan site layout machinery and dust causing activities should be located away from receptors	Yes	Low	To be carried out by appointed contractor Extension to top of building - low impact
12	Erect solid screens or barriers around dust activities or the site boundary	No		No stockpiles proposed on site
13	Fully enclose site or specific operations where there is a high potential of dust production	Yes	Low	To be carried out by appointed contractor Extension to top of building - low impact
14	Install green walls, screens or green infrastructure to minimise impact of dust/pollution	Yes	Low	To be carried out by appointed contractor as required
15	Avoid site run off of water or mud	Yes	Low	Extension to top of building - low impact
16	Keep site fencing, barriers and scaffolding using wet methods	Yes	Low	To be carried out by appointed contractor Extension to top of building - low impact
17	Remove materials from site as soon as possible	Yes	Low	To be carried out by appointed contractor Limited space for waste material storage
18	Cover, seed or fence stockpiles to prevent wind whipping	No		Limited space for waste material storage
19	Carry out regular dust soiling checks of buildings within 100m of site and clean if required	Yes	Low	To be carried out by appointed contractor as required
20	Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust	Yes	Low	Low chance of dust from building being transferred off site Mats and containment measures to be provided as required
21	Agree monitoring locations with the Local Authority	Yes		To be carried out by appointed contractor
22	Where possible commence baseline monitoring at least three months before phase begins	Yes		To be carried out by appointed contractor
23	Put in place real-time dust and air quality pollutant monitors across the site and ensure these are checked	Yes		To be carried out by appointed contractor

The Control of Dust and Emissions During Construction and Demolition - GLA Checklist - DRAFT

Site - No 18 Park Square East, London Borough of Camden

Ref: GLA SPG

Appendix 7 - Air Quality Control (2 of 3)

Measures relevant for demolition, construction and track-out

	Mitigation Measure	Relevant to development	Level of Risk	Comments
	Operating vehicle/machinery and sustainable travel			
24	Ensure all on-road vehicles comply with the requirements of the London Emission Zone	Yes		This will be a requirement for all vehicles. Appointed contractor to inform all vehicles accessing the site
25	Ensure all non-road mobile machinery (NRMM) comply with the standards set within the GLA guidance	Yes		No space on site for NRMM Appointed contractor to assess when required
26	Ensure all vehicle switch off engines when stationary - no idling vehicles	Yes		Appointed contractor to manage
27	Avoid the use of diesel or petrol powered generators use main electricity or battery power where possible	Yes		Appointed contractor to manage
28	Impose and signpost a maximum speed limit of 10 mph	No		N/A
29	Produce a Construction Logisitics Plan to manage the sustainable delivery of goods and materials	Yes		To be carried out by appointed contractor
30	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking etc)	Yes		To be carried out by appointed contractor
	Operations			
31	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques	Yes	Low	Appointed contractor to manage
32	Ensure an adequate water supply on the site for effective dust / particulate matter mitigation	Yes	Low	Appointed contractor to manage
33	Enclose chutes, conveyors and covered skips	Yes	Low	Appointed contractor to manage Extension to top of building - low impact
34	Minimise drop heights from conveyors, hoppers and loading equipment	Yes	Low	Appointed contractor to manage
35	Ensure equipment is realily available on site to clean any dry spillages, and clean up spillages asap after an event	Yes	Low	Appointed contractor to manage
	Waste Management			**To be carried out by appointed contractor**
36	Reuse and recycle waste to reduce dust from waste materials	Yes	Low	Appointed contractor to manage
37	Avoid bonfires and burning of waste material	Yes		Appointed contractor to manage - no bonfires to be permitted

The Control of Dust and Emissions During Construction and Demolition - GLA Checklist - DRAFT

Site - No 18 Park Square East, London Borough of Camden

Ref: GLA SPG

Appendix 7 - Air Quality Control (3 of 3)

Measures specific for demolition

	Mitigation Measure	Relevant to development	Level of Risk	Comments
38	Soft strip inside of buildings before demolition (retaining wall and windows in place to screen dust)	Yes	Low	Appointed contractor to manage Limited soft strip works involved
39	Ensure water suppression is used during demolition operations	Yes	Low	Appointed contractor to manage Limited demolition required
40	Avoid explosive blasting, using appropriate manual or mechanical methods	No	N/A	None proposed
41	Bag and remove any biological debris or damp down such material before demolition	Yes		Appointed contractor to manage

Measures specific for construction

	Mitigation Measure	Relevant to development	Level of Risk	Comments
42	Avoid scabbing if possible	Yes	Low/Zero	To be carried out by appointed contractor Extension to top of building - low impact
43	Ensure sand and agreggates are stored in bunded areas and are not allowed to dry out	No		Limited space on site for storage of sand No sand to be stored on site due to type of development
44	Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos	No		Limited space on site for storage of bulk cement No cement to be stored on site due to type of development
45	For small supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust	Yes	Low	Appointed contractor to manage Goods to be stored inside as required