

# Construction Management Plan

pro forma

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
08-01-2020	1	Ben Slack
06-02-2020	2	Ben Slack

## 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.

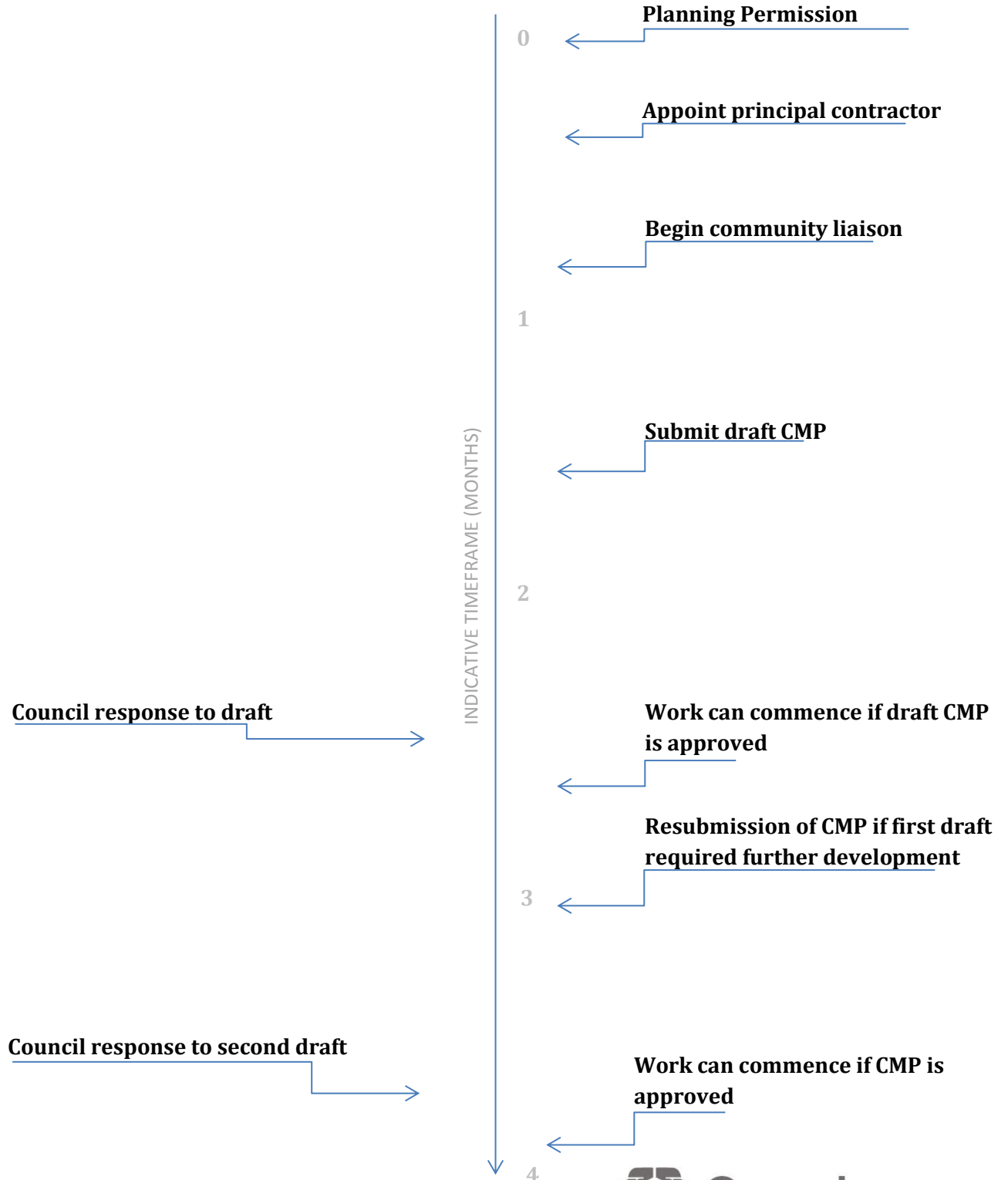
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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: 152 – 156 Kentish Town Road, London, NW1 9QB

Planning reference number to which the CMP applies: 2016/1372/P

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

Name: Ben Slack

Address: Grantham Industries Ltd T/A GBM Demolition, Warwick Road, Fairfield Industrial Estate, Louth, Lincolnshire, LN11 0YB

Email: [b.slack@gbmuk.com](mailto:b.slack@gbmuk.com)

Phone: 01507 607289 / 07831 171002

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: Andy Harris

Address: Grantham Industries Ltd T/A GBM Demolition, Warwick Road, Fairfield Industrial Estate, Louth, Lincolnshire, LN11 0YB

Email: [a.harris@gbmuk.com](mailto:a.harris@gbmuk.com)

Phone: 07585 901878

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: Andy Harris

Address: Grantham Industries Ltd T/A GBM Demolition, Warwick Road, Fairfield Industrial Estate, Louth, Lincolnshire, LN11 0YB

Email: [a.harris@gbmuk.com](mailto:a.harris@gbmuk.com)

Phone: 07585 901878

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: Adrian Corrigan

Address: Grantham Industries Ltd T/A GBM Demolition, Warwick Road, Fairfield Industrial Estate, Louth, Lincolnshire, LN11 0YB

Email: [a.corrigan@gbmuk.com](mailto:a.corrigan@gbmuk.com)

Phone: 01507 607289 / 07747 115984



# 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 location is at 152 – 156 Kentish Town Road, London, NW1 9QB (site plan attached as Appendix 1). The building is a two-storey concrete framed structure. The site is bounded to the west by Kentish Town Road, to the north is an alley way then 158 Kentish Town Road, to the south adjoining the site is 150 Kentish Town Road and to the east is a further access alley way with warehousing beyond. During phase 1 of the works a wrapped scaffold to the full height of the building was erected to the full length of the western elevation, this will be progressively reduced during these Phase 2 works as the building is demolished. Once the north western bay has been demolished to slab level and the scaffold to that section reduced the existing entrance will be widened to facilitate access as per appendix App2b – 43019-10 New access

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

The works already undertaken in the initial phase 1 of demolition were to terminate incoming services, remove of asbestos, remove the canopy to the western elevation over existing footpath, internal strip out of the structure, erection of designed sheeted scaffolding to the full height of the western and partial return to northern elevations, removal of all windows, doors and skylights and demolition of the parapet wall to the western elevation.

This phase 2 CMP is for the demolition to slab level of the existing superstructure of 152 -156 Kentish Town Road and incorporates the following;

- Erection of scaffolding to western elevation of neighbouring property to the south (no. 150) to undertake pre-demolition repair works
- Installation of 4 no. vibration monitors to adjacent property (no. 150)
- Installation of temporary works support to the neighbouring property to the south (no. 150).
- Superstructure demolition in 2 phases of 152 – 156 using hand demolition techniques and demolition robot working at all times behind wrapped scaffold to western elevation
  - Initially the most north western bay of the structure will be demolished. This allows the scaffold to be dismantled to the northerly end of the western elevation to enable the site access point to be widened to facilitate access into the site following highways agreement.
  - During the entrance works construction the remainder of the structure will continue to be demolished
- Removal of arisings from site

The main issue for this phase of the works is creating improved access to the site to enable vehicles to remove arisings. This will be achieved by commencing demolition on the north west bay working eastwards to open up the northern end of the site. As the structure is reduced the scaffold will be progressively dismantled whilst always remaining as the high as the structure remaining. Arisings, as inert material, will be cleared into the ground floor of the remaining structure for removal as space is created through the demolition.

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).

2nd March 2020 – 16 weeks

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

Site working hours would be;

Monday to Friday 08:00 – 18:00hrs

Saturdays 08:00 – 13:00hrs

No work on Sundays or Public holidays

Site would be opened at 07:30hrs to enable operatives to arrive and prepare for work but no works commencing until 08:00hrs

Until a sufficient section of the structure has been demolished to enable vehicles to access and exit the site in a forward direction turning around on site, scaffolding material removals will be from the loading bay to the north of the site and would occur between 09:30 and 15:00hrs and 17:00 and 21:00hrs during lower levels of traffic and pedestrian movements.

Scaffold erection/dismantling times will be as per agreed section 61 reference no. FIP-22/11/2019-001. Outside the site working hours (08:00 – 18:00hrs) scaffold may be modified until 21:00hrs so long as no power tools are used.

# 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 site is bounded as follows;

- to the west is Kentish Town Road,
- to the north is an alley way then 158 Kentish Town Road
- to the south adjoining the site is 150 Kentish Town Road
- to the east is a further access alley way with warehousing beyond.

150 Kentish Town Road directly adjoins the site, the property is in a dilapidated state and will therefore undergo remedial repair works prior to any demolition commencing. A designed temporary works propping system will also be installed to the northern elevation of no. 150 along with 4 no. vibration monitors prior to demolition commencing as per party wall agreements.

Kentish Town Road will be protected from the works by the wrapped scaffold to the western elevation, this scaffold will be maintained at the height of the structure being demolished and will provide any element of screening from noise, dust and dust suppression mist.

## 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.

A letter drop has taken place w/c 14<sup>th</sup> October. Details for downloading this DMP were provided within the letter. All three ward councillors have been emailed with a copy of the letter and a draft form of the DMP. No comments received as yet. A copy of the letter is in App 13 with a map of the drop locations in App 10.

## 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.

No working group proposed as not deemed applicable for a site of this size. Residents are provided with contact details with the DMP and future CMP.

## 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.

GBM are registered with the CCS with registration no. 00385. The projected will be registered as enhanced CCS prior to commencement on site. Site Registration No. is 118980

GBM confirm that we have read and understand the Guide for Contractors Working in Camden and agree to abide by it.

## 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.

Council to advise, however this is assumed to be picked up within the future CMP before heavy demolition after this initial stage of commencement this CMP refers to.

# 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:

Grantham Industries Ltd TA GBM Demolition, Warwick road, Fairfield Industrial Estate, Louth, Lincolnshire, LN11 0YB

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](#)).

We will carry out and conform to the CLOCS standard compliance checks all in accordance with the CLOCS compliance checklist, this will be a mandatory requirement to our suppliers and subcontractors. All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training and all vehicles over 3.5t will be fitted with blind spot minimisation equipment and audible left turn alerts.

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 GBM

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

- App2 – Vehicle routing to TLRN
- App4 - TM for accessing site rev 2

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.

All contractors and vehicles will be made aware of the routes and delivery times at order with further instruction to contact site prior to arrival.

See attached App2a - 152 -156 Kentish Town Rd Phase 2 vehicle access

**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

All vehicles delivering / collecting from site will be between the hours of 9.30am to 15.00pm on weekdays and between 8.00am and 1.00pm on Saturdays with the exception of scaffold materials which will occur between 09:30 – 15:00hrs and 17.00 – 21:00hrs when using the loading bay to the north.

7.5t flatbed - 5 no. deliveries & 5 no. collection (hoarding, small tools, equipment etc)

10.0t flatbed - 16 no. collection of dismantled scaffold materials – initially until the vehicle can be accommodated on site the loading bay to the north of the site will be used to remove dismantled scaffold materials.

22.0t tipper – 50 no. for removal of arisings – these will occur once a section of the north west corner has been demolished to slab level to enable the vehicles to access site in a forward direction. Vehicle drivers will notify the site traffic marshal of their approach to site travelling south bound along Kentish Town Road. When the traffic marshals are notified of the vehicle approach two traffic marshals will place concertina barriers across the footpath and marshal pedestrians (one either side of the alley), When exiting the site vehicles will leave north bound, two traffic marshals will place concertina barriers across the footpath and marshal pedestrians (one either side of the alley). A further traffic marshal will control the vehicle leaving site and assist with it re-joining the highway.

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.

Not applicable

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

10.0t scaffold lorry to access loading bay to north of site travelling north bound on Kentish Town Road

All other deliveries by 7.5t vehicles for small plant and tools to be by loading bay to north of site until north western section of building demolished allowing vehicles onto site turn around within confines of site

22.0t tippers – Swept path for entering site south bound (when new access constructed) as App3 43019-03B.

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.

n/a

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

n/a

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

All engines switched off when vehicles not manoeuvring

**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.

Trained traffic marshals with Stop – Works signage will control pedestrians where required to enable vehicles to safely offload at loading bay to north and carry equipment to site.

Refer to attached document *"App4 - TM for accessing site rev 2"* for vehicular access arrangements

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.

Scaffolding materials will be delivered by 10.0t flatbed to the loading bay to the north of the site (south bound site). Scaffold equipment will then be walked down to the alley way for storage prior to erection.

Small tools and plant will be delivered collected from the loading bay to the north of the site and walked down to site

Refer to attached document *"App4 - TM for accessing site rev 2"* for vehicular access arrangements once the structure is partially demolished.

For vehicular access 2 no pedestrian marshals will be used (with concertina barriers and stop works signs) to manage the footpath crossing the alleyway. Two further traffic marshals (with stop works signs) will be used one to manage southbound traffic and another to manage northbound traffic.

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 attached swept path drawings as App 3, 43019-03B and 43019-04 (22.0t tipper).

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.

Due to substructures not being removed a clean hard surface will be maintained during the works. The surface will be swept and maintained in a clean state through the works.

**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.

Delivery of scaffold materials will occur between 09:30 – 15:00hrs and 17:00 – 21:00hrs to the loading bay to the north of the site. The delivery vehicle (10.0t flatbed) will travel northbound on Kentish Town Road and then access the loading bay. Traffic marshals will manage pedestrians to enable the materials to be removed from the rear of the vehicle and carried by operatives along the western side of the pavement into the alleyway (north side of site) for storage prior to erection.

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.

Traffic marshals for scaffold delivery and small tools and equipment will be situated on the pavement to manage, monitor pedestrian movements. As materials are unloaded from the rear of the vehicle the traffic marshal will control pedestrians as scaffold materials and equipment are carried along the pavement keeping to western side. At the crossing point to the alleyway the traffic marshal will manage pedestrians / operatives to ensure safe passage across the pavement to the alleyway.

## 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 refer to App5

### 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](#).

None required

## 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.

n/a

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

To follow – to enable the existing site entrance to be widened following highways approval a bay of the northern elevation requires to be demolished. Following the demolition of the northern bay the entrance widening can commence. No street furniture requires relocation and the works can be undertaken in two halves to maintain a minimum 1200mm access at all times for pedestrians on the pavement

## 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.

n/a

## **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.

Refer to App6 – The scaffold will be fully wrapped to full height and situated within hoarding.

The existing alley way provides access to the rear of the building being worked on, there is also a redundant fire escape door from an adjacent building leading onto the alley, the adjacent property will be liaised with regarding the access.

Once the north western bay has been demolished to slab level and the scaffold to that section reduced the existing entrance will be widened to facilitate access as per appendix App2b – 43019-10 New access

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.

n/a

## 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.

All existing services to the premises are being terminated

# 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.

Initially demolition will be by hand methods using hand held power tools to reduce the north western bay.

Once the north western bay has been reduced a remote-controlled demolition robot will be utilised to reduce the remainder of the structure. This will be diesel powered and fitted with processor attachment or shear to reduce the structure systematically. Breakers will not be used.

Once a sufficient section of the structure has been reduced to slab level an excavator (14.0t) will be used to load out arisings.

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.

Noise survey will be completed ahead of commencement with a copy issued to CBC.

Previous surveys are appended.

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

Vibration monitors (4 no.) attached to adjacent property no. 150 are to be set at a 10mm/s trigger level. Vibration monitors will be linked via SMS text and email to site management team to alert any levels in excess of this trigger. In the event of a trigger all works will cease until the cause has been established.

Predicted noise levels will be below 65dBA at the boundary

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.

Scaffold will be wrapped to assist containing noise emissions during demolition works.

All site personnel at induction will be instructed to keep noise levels as low as possible including shouting.

Tracked plant (excavator / demolition robot) will be on blocks (rubber pads).

Demolition attachments will be of processor type i.e. shear and pulveriser and not breakers.

Vibration monitoring will be implemented

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

All staff will be trained on BS5228. Site Manager will hold CSCS / CCDO demolition supervisor, all persons working on site will hold the relevant CSCS card to their trade.

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

The demolition works will occur under suppression (atomiser) to control dust at source and behind a wrapped scaffold to provide a screen.

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.

Not envisaged any dirt or debris will spread on to the public highway or path as no substructure will be removed during demolition meaning a clean hard surface will be maintained. The site manager will continually monitor the site entrance and highway and in the unforeseen circumstances that this does occur no vehicle will be permitted to leave site until wheels have been cleaned and the situation immediately addressed by cleaning the footpath and carriageway.

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

Noise will be monitored by the site supervisor at regular intervals daily with records maintained on daily noise record register.

Vibration and Dust monitoring are to be undertaken throughout the demolition process with receptors. 3 months background dust monitoring undertaken ahead of demolition.

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

This was undertaken through planning. Please see appended 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](#).

It is confirmed that all measures under The Control Of Dust And Emissions During Construction And Demolition SPG July 2014 guidance will be adhered to. See appended tick list App7 - Control of Dust Mitigation Checklist.

- 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.

The GLA's guidance suggests that, for a Medium Risk site, automatic monitoring of particulate matter (as PM10) will be required. However, the guidance is clear that the Local Authority should advise as to the appropriate air quality monitoring procedure and timescale on a case-by-case basis. Given that this site is mostly Negligible to Low risk the client is proposing to monitor with two receptors whilst on site and thresholds are to be agreed before heavy demolition commences. Dust monitoring will have been in place 12 weeks ahead of the demolition works commencing, these will continue during the demolition works occurring with ¼ reports issued reported to the council.

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).

Prior to commencement of the works professional pest control company will be engaged to survey the premises and if deemed necessary pest control implemented ahead of the demolition works.

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

A Refurbishment and demolition survey was undertaken on the 8<sup>th</sup> February 2018 by ARCS Environmental Ltd, materials identified were non-licensed only. Further assessment of the electrical system will be undertaken when isolated. On further investigation of the canopy licensed materials were identified which will be removed by licensed contractor following HSE notification. All asbestos removals will be undertaken ahead of the structural demolition.

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.

At site induction all site personnel will be instructed to minimise noise levels and conduct themselves in a polite manner avoiding unnecessary shouting and bad language due to the proximity of the public. Smoking will only be permitted at the designated smoking point which will be at the rear of the site in the yard area.

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

**From 1<sup>st</sup> September 2015**

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

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

**From 1<sup>st</sup> September 2020**

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

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

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



- a) Construction time period (mm/yy - mm/yy): 02/2020 – 06/2020
- 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): Y – See attached specifications attached “App8 - brokk\_800s\_en” & “App9 - Volvo Brochure Crawler Excavator EC140E English”
- 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:

*Site has been registered under the name “152-156 Kentish Town Road 2020”, the relevant machinery will be registered on the NRMM register prior to works commencing*

- 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:

*An inventory of all NRMM will be kept on site, all NRMM will be regularly serviced in accordance with manufacturers guidance with records maintained on site.*

- 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:

*We 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*

 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:** 6<sup>th</sup> February 2020

**Print Name:** Andy Harris

**Position:** Contract Manager

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

End of form.