

# Construction Management Plan

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## Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
04/05/2020	G	Maria Hunt

### Additional sheets

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

Date	Version	Produced by
27/02/2020	Programme Rev N	Maria Hunt
20/11/2019	Stakeholder consultation Pack	Owen Architects
28/08/2019	Noise Level Survey	Clarke Saunders
17/02/2020	Traffic Management Plan	CDM Safety Ltd
15/10/2019	ISO 14001:2015 certification	C.O.M.S
15/10/2019	ISO 45001:2018 certification.	C.O.M.S
14/08/2019	Health & Safety Policy	Trusko Ltd
20/12/2019	Asbestos Certification	Trusko Ltd
02/03/2020	Dust Risk Assessment	CDM Safety Ltd
02/03/2020	Dust Mitigation Matrix	CDM Safety Ltd

# 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. 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.

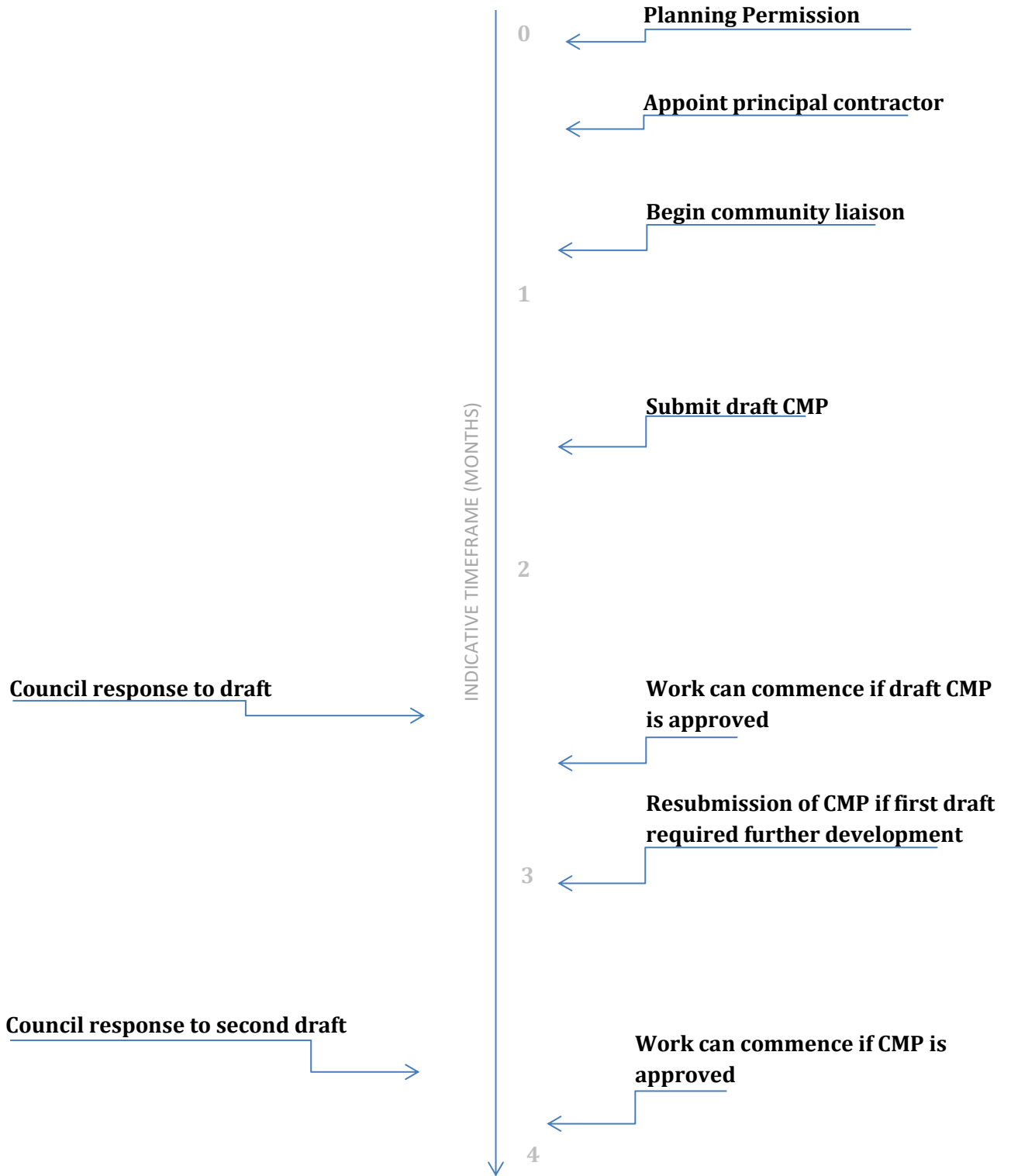
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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: 15 Great James Street, Holborn London, WC1N 3DP

Planning reference number to which the CMP applies: 08035286v1 – 2019/3871

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

Name: Maria Hunt

Address: Trusko Ltd, Office 34, Oliver House, Hall Street, Chelmsford, Essex, CM2 0HG

Email: maria@trusko.co.uk

Phone: M: +44 (0)7309 643700 DD: +44 (0)1245 921125

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 residents and businesses.

Name: Maria Hunt

Address: Trusko Ltd, Office 34, Oliver House, Hall Street, Chelmsford, Essex, CM2 0HG

Email: maria@trusko.co.uk

Phone: M: +44 (0)7309 643700 DD: +44 (0)1245 921125

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from 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.

Refer to section 3

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: Barry O' Connor

Address: Trusko Ltd, Office 34, Oliver House, Hall Street, Chelmsford, Essex, CM2 0HG

Email: [barry@trusko.co.uk](mailto:barry@trusko.co.uk)

Phone: M: +44 (0)7411 076332 DD: +44 (0)1245 921122

# 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 existing building is located within the Holborn and Convent Garden Ward of Camden Council at the North end of Great James Street, near the junction with Northington Street. The property backs onto light industrial units accessed by Cockpit Yard. No. 15 is Grade II\* listed by Historic England and lies within Bloomsbury Conservation Area.

Development proposals - replacement of a two-storey rear extension from lower ground to ground floors with a terrace at first floor level. Alterations and restoration of the rear façade and internal restoration and erection of roof terrace to the property at 15 Great James St.





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, proximity to residential dwellings etc).

The structural works comprise part demolition, alterations and rebuilding of the rear façade and internal restoration and erection of roof terrace to the property at 15 Great James St. The works also include for the extension of the lower ground floor / basement level to the rear of the property. The original openings to No.14 within the stairwell at all floor levels and on the third floor are to be reopened in order to provide circulation between No.14 & No. 15, all associated with their current B1a use as offices. No 14 Great James Street will remain in occupation whilst the works are being carried out. The safety goals for this project are to ensure that the works are carried out in a safe manner and to ensure that all current health and safety legislation is adhered to at all times and that the safety of the current users in No 14 Great James Street is maintained at all times. All necessary precautions are to be provided to ensure the security of equipment and personnel on site and to ensure that the opportunities for trespassers are kept to the absolute minimum. Both properties are located at the northern end of Great James Street. The road allows one-way traffic from south to north. Vehicular access to the street is therefore from the A401 Theobald's Road and Bedford Row. There are parking bays along the eastern side of the road which reduces the width of Great James Street to single lane traffic. Directly outside No 15 there a parking bay for Diplomatic Vehicles only. Nos 14 and 15 form part of a terrace of properties, located on the eastern side of Great James Street at the northern end of the street near the junction with Northington Street. They face directly on to Great James Street with a public pavement directly outside. The properties are therefore accessible via the public foot path along Great James St near the end of Northington St. There is no rear access to the buildings as the light industrial units of Cockpit Yard close off this side. The properties back onto light industrial units accessed by Cockpit Yard. No. 15 is Grade II\* listed by Historic England and lies within Bloomsbury Conservation Area.

The drivers of delivery vehicles will need to exercise great care when accessing or leaving the site, and due consideration should be given to the safety of members of the public using the footpaths, and other road users.

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

Please see attached Programme.

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

## 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 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 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.).

Neighbouring parties. 14 Great James Street (offices) & 16 Great James Street (Brazilian Aeronautical society) additional office to the rear of the property via Cock Pit lane direct implication regarding noise. Considerations for this in accordance with Camden Councils Noise restrictions and guide for Contractors working in Camden. To the rear of the property via Cock Pit lane.

## 11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with 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 residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

The stakeholder Consultation that has previously been held specifically covered the construction methods, building sequences, timeframes and impacts with the resident's present. The residents present at the consultation freely discussed concerns and queries regarding the construction and re-development. Residents were walked through the construction method through visual drawings and discussions where the principal contractor was present (Trusko Ltd) liaising with the residents and assisting with their queries and questions. The residents had raised their concerns regarding noise and dust and it was explained to them that for this redevelopment as the principal contractor we have put in a number of additional mitigation methods to ensure as best possible and practical noise and disruption will be kept to a minimum. Topics of discussion included working hours, transport logistics, traffic management, noise and dust minimisation.

## 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.

Maria Hunt

[Maria@trusko.co.uk](mailto:Maria@trusko.co.uk)

Monthly newsletter will be emailed to the local resident's communal email address.

### 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.

This will be provided once CCS have been registered.

I confirm that I Barry O'Connor have read and understood the Guide for Contractors Working in Camden.

### 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.

Please advise as necessary.

# Transport

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

Camden is a CLOCS Champion and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard. This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations regarding VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard. Checks of the proposed measures will be carried out by 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:

Name: Barry O' Connor  
Address: Trusko Ltd, Office 34, Oliver House, Hall Street, Chelmsford, Essex, CM2 0HG  
Email: [barry@trusko.co.uk](mailto:barry@trusko.co.uk)  
Phone: M: +44 (0)7411 076332 DD: +44 (0)1245 921122

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](#)).

- Traffic Management Plan in accordance with CLOCS Standards.
- Weekly Site Checks/Weekly Vehicle Checks
- Subcontractor Insurances and Traffic Management plans.
- Equipment weekly checks
- Coordinate and management of a delivery management system.
- All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training (and training records will be obtained by Trusko Ltd) all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.
- Operators must be FORS accredited. FORS Silver operators should already be compliant with CLOCS. Where accredited to FORS Bronze level, written assurances will be sought to ensure that the above requirements are met.

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:

All contractors/subcontractors fully endorse and comply with the CLOCS Standard.

## 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, considering 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.



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.

Contractors and delivery companies will be given a time slot for deliveries as per the delivery management system. They will be sent routes including maps, times, site contact and restrictions prior to delivery including maps where access and egress is clearly stated as the above. i.e. Traffic Management Plan.

**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

A delivery management system is in place and managed by Trusko Ltd. Site deliveries will be restricted to between 09:30hrs and 16:30 hours Monday to Friday with no weekend deliveries.

32t Grab lorry: 10 deliveries/day during first 16 weeks

Skip loader: 1-2 deliveries/week for duration of project

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

3.5t van: 1-2 deliveries/day for duration of project

1t van: 1-2 deliveries/day for duration of project

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

All effects will be made to minimise cumulative effects of Construction traffic. Council to advise of other construction sites in the area.

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

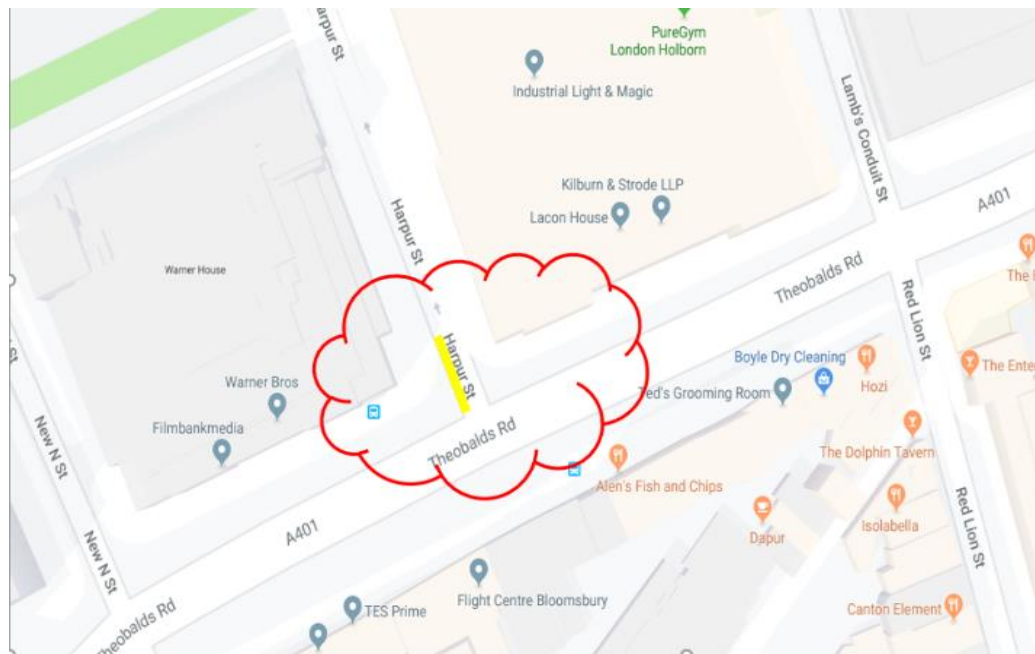
n/a in area as the road is a one-way street. Access is made into the street via one entrance and exit through another.

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.

Please see holding area shown to be used if needed. Parking on single yellow line in Harpur Street, off of Theobalds Rd, London.



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.

We will not require this for this site as the number of deliveries will be minimal and at designated time slots only.

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).

Designated time slots (Delivery Management System), if in waiting /holding area engine to be switched off in accordance with CLOC and the Control of Pollution Act.

**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.

n/a as vehicle will not be entering the site.

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.

n/a

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.

n/a

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.

n/a

**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.

Please see below map for arrangements for construction vehicles for deliveries of materials and plant.



For the removal of excavated material we will have wait & load vehicles in the location show above.

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 Marshalls and barriers will be provided in accordance of Chapter 8 of the Traffic Management.

## 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.

n/a

### 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](#).

n/a

### 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.

n/a

## 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/skids/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.

Anticipated full scaffold front and back fully wrapped to allow for dry working conditions and minimise dust and noise pollution. However, hoarding and/or scaffolding does not intrude onto the public highway.

b. Please provide details of any other temporary structures which would overhang/over sail 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.

n/a

# 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.

- Erecting scaffolding – labour, by hand - during the following hours: 08:00-18:00 Monday to Friday
- Basement excavation, underpinning and waterproofing – drilling, diggers – during the following hours: 08:00-18:00 Monday to Friday
- Structural alterations including new door and window openings - during the following hours: 08:00-18:00 Monday to Friday
- Dry lining, plaster and wet trades – drilling, hammering timber frames with nails or screws - during the following hours: 08:00-18:00 Monday to Friday
- Install Drainage – Powered drill - during the following hours: 08:00-18:00 Monday to Friday
- Mechanical & Electrical installation.

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

A Noise Impact Survey taken place on 28/08/2019. Please see Noise Impact Survey attached.

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

High level of noise and vibration predicted for week 1 – 16 of construction.  
Medium level of noise and vibration predicted for week 16 – 30 of construction.  
Low level of noise and vibration predicted for the remaining duration of the project.

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.

- Fully wrapped scaffolding to allow for dry working conditions and minimise noise pollution.
- Activity sequencing - planning those noisy activities so that they take place at the same time
- We shall ensure to always use the least noisy method for each of the demolition activities as deemed practical.
- Use of noise attenuation components, such as mufflers. Ensure the selection of equipment is made that uses electricity from a power socket instead of equipment that depends on a generator.

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

Please see attached Trusko Ltd ISO 14001:2015 & ISO 45001:2018 certification.



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

- Fully sheeted scaffold with monoflex or debris netting, and if necessary, scaffold fans. The potential for migration of dirt and dust will be prevented by damping down where necessary.
- The use of tool dust extraction adapters.
- Ensure regular removal of rubbish and debris resulting from the works.

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.

- Fully sheeted scaffold with monoflex or debris netting, and if necessary, scaffold fans. The potential for migration of dirt and dust will be prevented by damping down where necessary.
- The use of tool dust extraction adapters.
- Ensure regular removal of rubbish and debris resulting from the works.
- Daily external site inspections and clear ups

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

As per our attached Health & Safety Policy.

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.

A dust control risk assessment has been prepared and is appended together with a mitigation checklist. The risk level identified is 'low'.

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](#).

We confirm that all the GLA's 'highly recommended' measures from the SPG have been addressed, as covered in the attached '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 site is categorised as a low risk site.

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Work not yet undertaken. Prevention taken will include sealing up holes, unused sewers inside and outside to prevent entry by rodents. Instruction from local pest control company if required. No problem identified however we are aware of council advice regarding this and the relevant agency to contact as follows: - Camden Pest Control Team Pest Control Manager Culture and Environment Directorate Town Hall Argyle Street London WC1H 8EQ Phone: 020 7974 5976 Fax: 020 7974 6955. Website: [www.camden.gov.uk/pestcontrol](http://www.camden.gov.uk/pestcontrol)

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

Asbestos Survey was carried out at the property on 23<sup>rd</sup> July 2019. Asbestos containing materials have been identified during the Refurbishment Survey and the specific areas are basement floor bitumen which has now been removed. See attached certification.

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.

- Detailed and thorough Inductions
- Non-Smoking site
- Site rules monitored by site manager
- Continued Toolbox talks on good neighbouring relations.

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):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- 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:
- 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:
- 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:

Please note that this we will NOT be using non-road mobile machinery (NRMM) on site and therefore have not completed the above details.

 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:** ...04/05/2020.....

**Print Name:** .....Maria Hunt....

**Position:** Assistant Project Manager

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

End of form.