

Construction Management Plan

pro forma v2.3

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
11.01.20	Rev 1	Steve Horrocks

Additional sheets

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

Date	Appendix	Produced by
14/02/2020	A Site Location Plan	Steve Horrocks
	B Programme	
	C - Details of Consultation	
	C – i Marked Up TLRN Map	
	C – ii List of Consultees	
	C – iii Copy of Consultees Letter	
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	D Dust and Emissions Risk Assessment	

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 [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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.

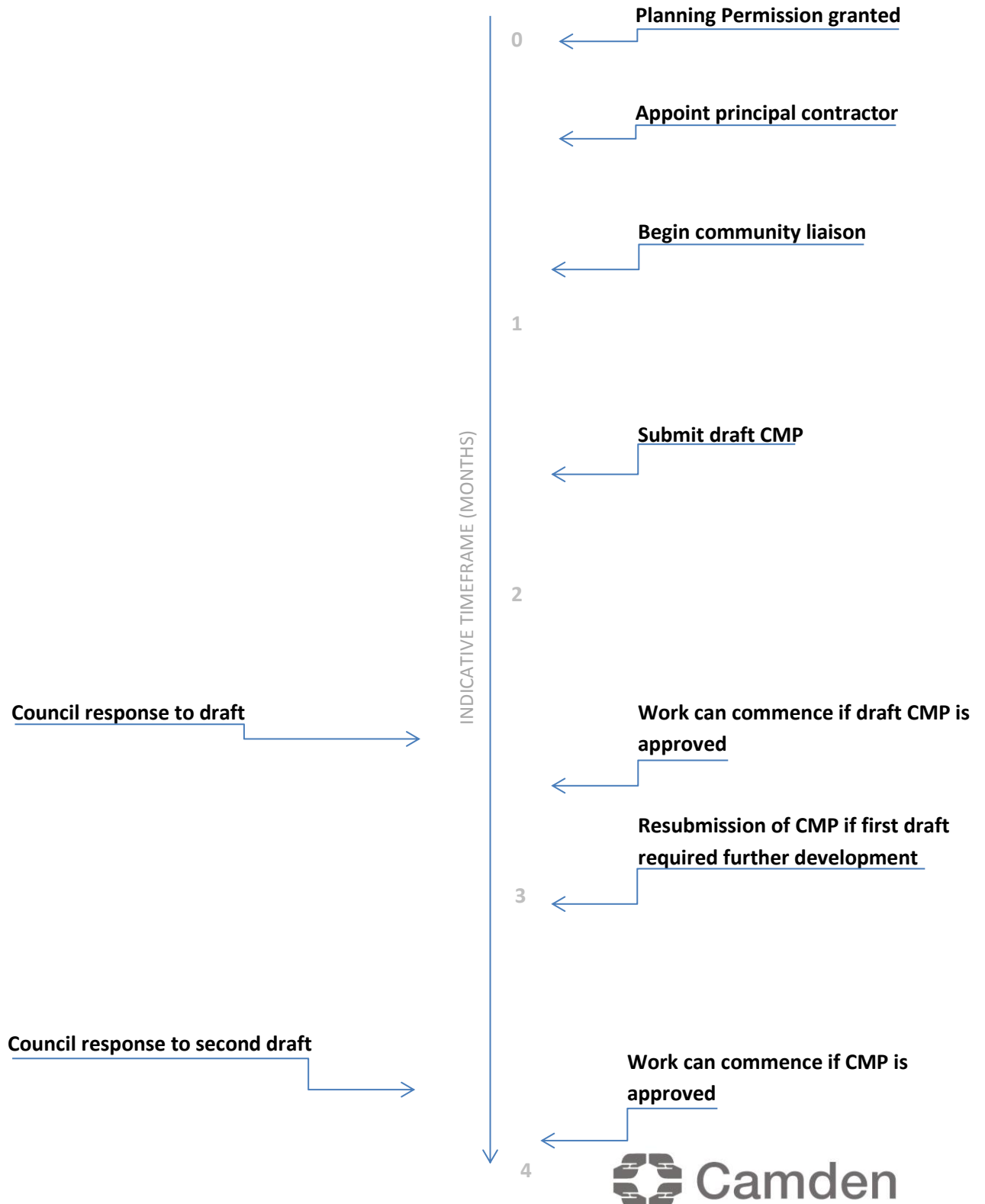
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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: 24-32 Stephenson Way, London, NW1 2AF

Planning reference number to which the CMP applies: **2019/2733/P**

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

Name: Steve Horrocks @ Bryen & Langley Ltd

Address: 6 Lagoon Road, Orpington, Kent, BR5 3QX

Email: shorrocks@bryen-langley.com

Phone: 020 8850 7775

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: Dave Thomas

Address: Bryen & Langley Ltd, 6 Lagoon Road, Orpington, Kent, BR5 3QX

Email: DThomas@bryen-langley.com

Phone: 07889 340 530

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: Steve Horrocks

Address: Bryen & Langley Ltd, 6 Lagoon Road, Orpington, Kent, BR5 3QX

Email: shorrocks@bryen-langley.com

Phone: 020 8850 7775

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: Paul McMahon.

Address: Bryen & Langley Ltd, 6 Lagoon Road, Orpington, Kent, BR5 3QX

Email: pmcmahon@bryen-langley.com

Phone: 020 8850 7775

Site

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

The site is located at 24-32 Stephenson Way, NW1 2AF. It is a terraced commercial property consisting of Ground Floor, 1st, 2nd, 3rd, 4th floors. The property doesn't have any grade listing.

Stephenson Way is a one-way street, flanked by Euston Street and North Gower Street. The A501, Euston road runs parallel to Stephenson Way at the rear of the property. Euston Square and Euston Station is approximately 100m away and Warren Street is within 300m.

Stephenson Way is predominately business and commercial properties. With some residential properties on North Gower Road and Euston Street.

The property is currently commercial and the scope of works for the infill of internal courtyard to form additional office accommodation together with the refurbishment of existing office floor space. In addition, there will be a rooftop extension to form further office accommodation.

Please see attached Site Location Plan. Appendix A

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

The works consist of internal soft strip and demolition works. The extension in the courtyard and to add an additional floor to the building. There will also be a complete refurbishment of the office areas on the 2nd to 4th floors. The works are confined within the property and will be contained within the boundaries of the site.

Adjacent to the property are:

22 Stephenson Way – BIG Worldwide & GMB@Work

34 Stephenson Way – Business occupier

81 – 115 Euston Street – Rear of property.

158 – 172 North Gower Street. (East side)

Stephenson Way is usually a one-way route travelling from North Gower Street to Euston Street. However due to the HS2 site at Euston Square, Stephenson Way is effectively a dead end street with no access for through traffic.

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).

Start date – 16th March 2020

Completion date – 16th January 2021

Programme – 44 weeks (Appendix B)

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

The Site hours will be as Camden's standard working hours

8.00am to 6pm on Monday to Friday

8.00am to 1.00pm on Saturdays – Saturdays are not a standard working day for this site.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

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.).

22 Stephenson Way – BIG Worldwide & GMB@Work

34 Stephenson Way – Business occupier

81 – 115 Euston Street – Rear of property.

158 – 172 North Gower Street. (East side)

11. Consultation

All properties abutting the site or in Stephenson Way.

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.

See Appendix C

This now includes our responses back to the individuals /companies.

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.

We would issue a monthly construction newsletter which will be issued to all required stakeholders, the newsletter will advise of progress, any disruptive works and or deliveries. This will include site contact details and any changes of site management and or contact details, this will be hand dropped by the Site Project Team.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring.

Contractors will also be required to follow the “[Guide for Contractors Working in Camden](#)” also referred to as “[Camden’s Considerate Contractors Manual](#)”.

The Project will be registered with the Enhanced Considerate Contractors Scheme and works will be carried out in conjunction with the Guide to Contractors working in Camden and Camden’s Considerate Contractors Documents.

CCS Registration Order No. = 74440.

CCS Site ref = 120552

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.

To Follow

We will update the CMP if we become aware of any pending new construction site within the vicinity of 24-32 Stephenson Way

Collins Construction Site @ 210 Euston Road - Consultation held, parties happy to work together to ensure smooth build for both.

Consultation with HS2 carried out on 10th March – parties happy to work together to ensure a smooth build as per appendix E.

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. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Bryen & Langley Ltd.

6 Lagoon Road, Orpington, Kent, BR5 3QX.

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](#)).

All delivery and collection operators will be FORS Bronze accredited as a minimum and if possible Silver or Gold FORS accreditation operators will be engaged.

Procure site and delivery operators that comply with the requirements of the CLOCS Standard.

All construction related site vehicles will be supplied information highlighting site specific rules and conditions regarding deliveries and collections including details of the specific traffic rules for the site.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) 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. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

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

I can confirm I have included all requirements

Andrew Macpherson

Andrew Macpherson

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

Site Traffic

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

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.

Access and Egress for the site will be via Stephenson Way, there is no alternative route and no vehicles will be entering the site. Vehicles will only be used for deliveries and collections of plant and materials.

If a Crane is required a lifting plan will be produced, local residents and businesses informed and all appropriate licences obtained.

Map appendix C. i.

We will exchange programmes showing key deliveries dates and times and our site managers will liaise weekly with other contractors on Stephenson Way.

As discussed with Maxim – please see Appendix F, showing traffic arrangements and how this will mitigate standing traffic and vehicles blocking roadways around Stephenson Way.

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, visitors, operatives, delivery, waste collection and sub-contractors will be advised of the chosen routes, appropriate times and procedures regarding transport arriving/leaving site

Correspondence will be sent to all hauliers pre-commencement regarding site vehicle procedures with operatives and visitors being advised on site induction.

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. (Refer to the [Guide for Contractors Working in Camden](#)).

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

Typical vehicle types will be:

No artic Lorries intended for use - Rigid vehicles only.

Parking within the facility has been made available for us with a Transit size van or small trucks. This will mitigate the congestion on Stephenson Way.

Small transit for small plant/tools/deliveries approximately 1-2 times per week for the duration, delivery time 10-15 minutes.

Maximum vehicle - 7.5T Lorry (approx 16ft) used for removal of heavy materials at demo stage. Approximately 2 per week at the demo stage for the first 3-4 weeks then 1 every 2-3 weeks for the duration, with the wait and load time being possibly 1-2 hours.

Mobile crane - possibly 1-2 visits between Septembers – December, to lift plant on to roof. Time on site 6-8 hours. This will be co-ordinated with other users of Stephenson way on the quietest period.

All operatives will arrive by public transport due to no parking on site, visitors will do likewise or park in a local car park if for a short duration.

As per agreement, construction vehicle movements will be restricted between the hours of 9.30am and 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

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.

Collins Construction Ltd. have a site on Euston Road the rear of which is in Stephenson Way.

We are in contact with Collins management to co ordinate deliveries. We are also in contact with HS2 regarding co-ordinating deliveries as per consultation appendix.

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

The pavement outside the site and adjacent properties will be swept after every delivery and at the end of each working day. As the site is a clean site with no vehicle accessing or leaving site the debris will be minimal.

Wheel washing will not be required due to the vehicles not entering site and only accessing the site via and from the public highways.

Artic Lorries not intended for use.

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.

We will not require an offsite holding area due to deliveries being minimal and relatively small due to the majority of works being refurbishment with no mass construction material required.

All deliveries will be planned as not to overlap with only one vehicle on site at any one time, if necessary and for a short period the vehicle can wait on the single yellow lined area adjacent to the property.

Our site foreman will be in attendance and supervise all deliveries and collections including any waiting vehicles.

Our procedure for this is as detailed in Appendix F.

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.

Due to the location the will have deliveries by motorised vehicle and using local businesses and suppliers if possible.

Our supply chain partners will also be encouraged to use local businesses and supplies to reduce distances travelled by road vehicles.

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 deliveries will be met and supervised by the site foreman, they will advise all delivery drivers to switch off their engine whilst the delivery is unloaded unless the engine is required as part of the unloading process.

Waste collection will be bagged up prior to the wait and load collection skip, which will reduce the waiting time of the lorry and remove the need to leave the vehicle in idle mode.

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

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.

We will have a dedicated / operative onsite to assist with every delivery/collection onsite. They will also be assisting with pedestrian safety also.

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.

Deliveries will be co-ordinated with HS2 & Collins Construction throughout the project duration.

Bryen & Langley can park outside of our site entrance as 2 parking bays will be suspended directly opposite. This will allow vehicles to pass by if needed.

Due to the nature of the site, we will have man power ready to unload any vehicles as quickly/safely as possible to mitigate any disturbance to others.

When works begin onsite. All parties will share information on deliveries schedules for the upcoming weeks.

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.

Vehicles parked outside for a longer duration will be cordoned off. Temporary barriers can be put in place to allow pedestrians to pass by if needed. Traffic Marshalls / Banksmen to be onsite for deliveries.

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.

Appendix 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](#).

2 No. parking bay suspensions will be required. But these will be intermittent to accord with programed deliveries.

There is a potential for approx 1 or 2 road closures toward the last quarter of 2020 for a mobile crane usage. When the principles have been agreed in the project we will take the necessary steps in order to apply for the road closure on a Sunday to mitigate the disruption to the surrounded area/businesses.

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.

We do not intend to use the public highway for any purpose as all site accommodation and welfare will be located within the site (building) including material storage and waste collection.

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.

Highway works or any required works to facilitate the works do not apply on this Contract

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.

The mobile crane if required will require a partial road closure in ~~Percy Street~~ (Stephenson Way) for possibly 1-2 days, if we require a partial road closure we will apply to Camden and consult with all relevant residents and businesses in advance. A lifting plan will be provided giving full details of the lift including location, dates, times and durations

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrian's 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.

Scaffolding along the Stephenson Way elevation of the property will require a scaffold licence. The public footpath will be maintained below.

There will be no scaffold on the highway.

All hoardings, sheeting and scaffolding will be maintained to a proper standard and inspected daily for any faults and or damage, if found they will be rectified on the day.

Scaffold currently being designed to be cantilevered from the 3rd floor of our building.
Therefore no scaffold on the public footpath.

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.

A beam hoist at 4th floor level on the building will be utilised to facilitate unloading of materials straight of the back of lorries to minimise crane lifts and road closures.

We have been informed by Camden Engineering Service that a licence is not required for this due to the height.

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.

Works will be carried out during 8am – 6pm Monday to Friday and 8am - 1pm on Saturdays only. Noisy works will not commence until 9am and cease at 5pm Monday – Friday and on Saturdays noisy works will be avoided.

A 5th floor and rear extension is to be construction carefully using man managed sections. This will be to keep noise to a minimum for this task. This should only have a duration of 25weeks.

Other construction tasks associated with the internal refurbishment will be carried out using hand tools due to the nature of the works and site retractions regarding available space to the internal and external areas.

All site Plant machinery, delivery/collection vehicles and tools will be of the newest models and maintained to a proper standard, these will have all available noise suppression attachments fitted and the operatives trained in the proper use of these tools.

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 background noise survey will be carried out prior to a start on site to establish a baseline for future measurement, all inspections and reports will be provided as required and details entered within the site H&S Construction Plan.

If during the course of the works it's deemed we require noise attenuation screening, these will be used and be of the appropriate density and in good condition with no holes, rips or defects.

We do not envisage noise problems due the type of works being undertaken, location of the works (predominately internal) and small hand tools being used with no wheel or track large plant for the works.

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

Over the working day we anticipate noise levels not to exceed 70-75 Db and all noise will be of short duration due to the nature of the works and plant used.

Some of the demo works and steel install may peak at just over 80 Db but this will be rare due to much of this work being carried out in small manageable sections and by hand.

Vibration levels will be minimal due to the works being carried out but will be monitored if the work stream changes.

Most of the possible noisy works will be at the beginning of the contract and should only take 10 weeks.

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.

Regular monitoring will be carried out by the site Manager and if required the work process and methodology will be revisited and reviewed with any recommendations implemented

Noise and vibration will be monitored and if it exceeds acceptable levels sound break screens and barriers will be installed.

All plant and tools will be of the latest model, fit for purpose and maintained to a proper standard, this will help reduce any excessive noise from the plant/tools.

Operatives using the plant/tools will be competent and trained with its use and only use the plant/tool for its intended purpose.

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

All specialist contractors employed will be asked to present evidence of their operatives training, competency and qualifications if required.

At site induction all operatives will be made aware of their duties regarding noise

All Site Managers have the SMSTS qualification which covers noise and vibration activities

All site Supervisors will have the SSSTS qualification

All operatives will have the relevant CSCS card or Job specific certification including specialist plant handler card if applicable

The Site Management team will be trained in basic methods to identify & control noise on construction sites with significant noise levels arising from work activities/operations. And concentrating on predicting and measuring noise including impact assessments for those exposed to it.

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

Different measures will be put in place to best contain the dust dependant on the task and method which the task is being carried out.

The first task will be to use a method of work that produces the least dust, this will be decided within the SSW produced for each task.

Different methods that may be implemented include:

Using on tool extraction, plan the works to reduce the operatives on a task, water suppression, physical barriers, locate plant away from the property boundary, wrap the area to be demolished, use hand tools where possible, carry out the Demo works in small man manageable segments, regular site cleaning.

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.

Due to the nature of the works and no on site vehicles dirt and dust on the public highway will be minimal.

This will be managed by daily cleaning to the front pavement area and on collection of waste (wait & load) will be supervised by the site team and have labourers in attendance to immediately clean after the waste collection. All waste will also be bagged up if practical prior to being taken to the waiting vehicle.

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

Due to the nature of the works and relatively very small site noise, vibration and dust levels will be monitored by the Site Managerial team on a daily basis, they will be flexible in their approach to containment and do what's practically reasonable to monitor and control.

We will adopt the practice of the appropriate elements for noise, vibration and dust.

Avoid, Prevention, Reduce, Suppression, Containment and Manage

If found a task is producing excessive amounts regarding one of the 3 elements then works will cease until specialist monitoring equipment is in place and if required measures specific measures put in place to achieve elimination or acceptable levels.

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.

Appendix D

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

Please see the risk assessment.

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 a Low Risk Site due to the type of site and works to be carried out.

The site and works that produce dirt and dust will be closely monitored by the Site

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

The site was until recently occupied and with no records of rodent or pest infestation.

Once site possession has taken place a method statement will be submitted to describe how rodents will be identified and removed during the demolition phase of works and monitored after.

The Site team will have a dedicated cleaning labourer to keep the site clean regarding all debris and waste. Their task will be to continually clean the site which will include the welfare facilities.

An area within the building will be made available for a canteen with only this area being used to consume food. Bins will be provided to put all food waste in which will be coverable lids not plastic sacks.

During the works the site team will monitor for possible rodent ingress and if identified a specialist pest contractor will be engaged to inspect/monitor /action to remove to stop any further infestation.

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

An R&D asbestos survey was carried out in December and no asbestos found.

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.

We will keep all local residents and business informed of any disruptive works, collections or deliveries and what's expected from the site operatives and delivery drivers regarding smoking, bad language, radios and cleanliness.

All operatives and site visitors will be inducted on arrival and advised of the site rules which will include working adjacent to occupied buildings.

Haulage and delivery drivers will be advised prior arriving on site.

We will register the site with the Considerate Contractors Scheme which also has specific guidelines working with residents and the local community, these will also form part of the induction with information also posted within the site welfare 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 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (01/20 - 11/20):
- b) Is the development within the CAZ? (Y/N): No NRMM'S will be in use.
- 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:

• 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.

T.FRANCIS

Signed:

Date: 19.03.2020

Print Name: Tony Francis

Position: Assistant Contracts Manager

Please submit to: planningobligations@camden.gov.uk

End of form.