**Construction/ Demolition Management Plan**

pro forma

**Contents**

**Revisions 3**

**Introduction 4**

**Timeframe 6**

[**Contact**](#_Contact) **7**

[**Site**](#_Site) **9**

[**Community liaison**](#_Community_Liaison) **12**

[**Transport**](#_Transport) **14**

[**Environment**](#_Environment) **26**

**Agreement 31**

# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date:** | **Version** | **Produced by** |
| **17/07/2020** | **2** | **SWO** |

**Additional sheets**

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

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| **Date:** | **Version** | **Produced by** |
| **17/07/2020** | **2** | **SWO** |

# 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](https://www.clocs.org.uk/) (**CLOCS**) Standard and the [Guide for Contractors Working in Camden.](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6)

Camden charges a [fee](https://www.camden.gov.uk/documents/20142/1269042/3.+Construction+and+Demolition+Management+Plans+-+updated+Implementation+Support+Contribution+levels.pdf/6375c32e-9c58-91f0-219f-268269143a6c) 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 CMPdoes 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**](https://www.camden.gov.uk/apply-for-building-control-camden)**.**”

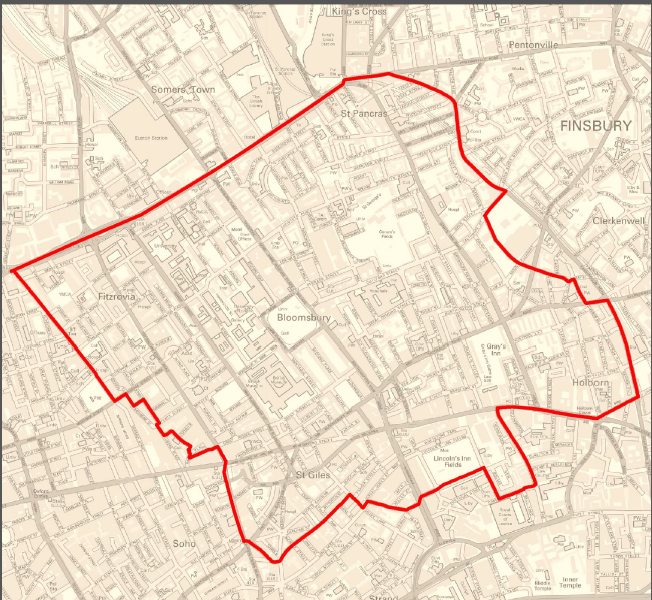
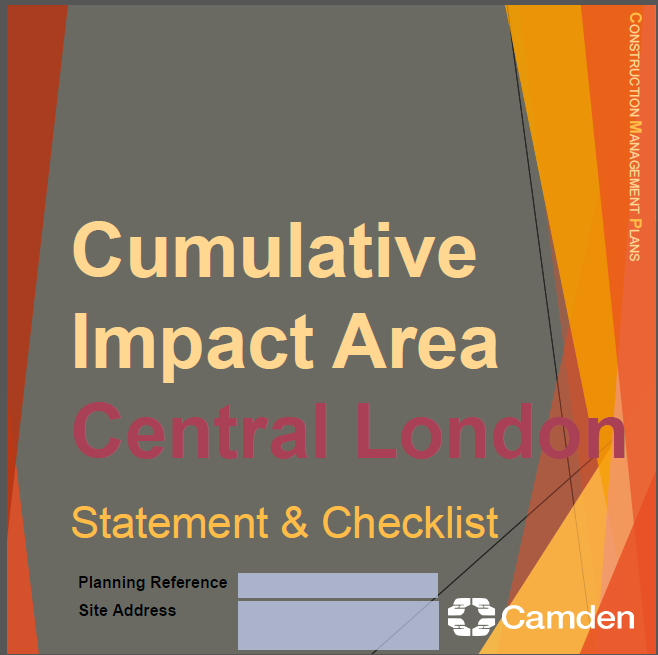
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

**IMPORTANT NOTICE:** If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>

Timeframe

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Planning Permission granted**

**0ommunity liaison**

**Appoint principal contractor**

**Begin community liaison**

**Work can commence if CMP is approved**

**Council response to second draft**

**Submit draft CMP**

**Work can commence if draft CMP is approved**

**Resubmission of CMP if first draft required further development**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

# Contact

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

Address: Shurgard Storage, 145-147 York Way N7 9LG

Planning reference number to which the CMP applies:

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

Name: Ostin Construction Ltd Scott Wheeler Osman

Address: 41 Nursery End, Farringdon SN7 8PH

Email: [Scott@ostin.co.uk](mailto:Scott@ostin.co.uk)

Phone: 07514299852

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: Stepan Rodin

Address: 41 Nursery End, Farringdon SN7 8PH

Email: [Stepan@ostin.co.uk](mailto:Stepan@ostin.co.uk)

Phone: 07557 356739

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: Scott Wheeler Osman / Stepan Rodin

Address: 41 Nursery End, Farringdon SN7 8PH

Email: [Scott@ostin.co.uk](mailto:Scott@ostin.co.uk) / Stepan@ostin.co.uk

Phone: 07514299852 / 07557 356739

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: Scott Wheeler Osman – Ostin Construction Ltd

Address: 41 Nursery End, Farringdon SN7 8PH

Email: [Scott@ostin.co.uk](mailto:Scott@ostin.co.uk)

Phone: 07557 356739

# 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.

Check site location plan in – Appendix

This site is located in Camden in the London, on the corner of York way and Cliff Road.

It is 0.166 hectares (0.41 acres) in size and benefits from a conspicuous location on this busy junction.

The building which accommodates the proposed project is live trading storage facility with 5 floors of existing storage. The staff and public reception entrance is directly access off York Way.

The building has a block of residential apartments to the left and Cliff Road to its right. The overall development is for approximately 1664.05 m2.

The project will entail, asbestos removal by a LARC of ACM materials followed by demolition of existing glass roof.

Mains Services (Gas, Water, Foul, Electricity and Sewage) are on site, these will need to be identified from drawings and scans, they will need to be isolated disconnected prior to commencing the demolition works.

Our considerations are to mitigate and or greatly reduce the risk of the construction works when there is the potential of:

* Physical movement
* Causing obstruction to the highway
* Causing obstruction to the businesses and residents
* Noise pollution
* Dust

The logistics plan will set out how movement of construction personnel, plant and materials will access, be delivered, unloaded, and transported into and out of the construction area.

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

The scope of the work includes a demolition of existing structure and the construction of a new multi-story storage faciality. Activities includes:

* Pilling of foundation
* Steel frame assembly
* Groundworks
* Excavation
* Demolition
* Cladding of roof

There will also be a consideration for the potential disturbance to our business neighbors whilst carrying out the construction works.

The overall objective is to maintain high standards on our project.

Employees and contractors working on behalf of the company are encouraged to do their best to respect the people and neighbor’s around them and to keep noise and disruption to a minimum.

All parties that are expected to be affected by the works will be advised in advance with an expectation of noise levels and durations communicated.

All management and contractors are to be proactive in engaging with both clients and all neighbors throughout the project, to inform them about site activities and pre-empt and avoid complaints. The subject of potential disturbance will be an item that will be discussed and planned in the weekly meeting. We will engage with our business neighbors face to face updating them regularly depending on the construction activity. We will discuss the forecasted works and any mitigation measures that are required by the construction team to reduce any potential impact.

Employees and contractors on the project will always be instructed to give maximum consideration for the safety of the public and any visitors to site including those working on or adjacent to the site.

Any complaints are logged and handled personally by the director of Ostin Construction Ltd. To ensure an agreeable outcome for all concerned parties.

Site areas and perimeters will be clean, tidy, and well presented with materials stored neatly.

Employees and contractors working on the project will act in a respectable, conscientious, and professional manner at all times, to maintain a positive image for the project

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).

SOS-17-8-20

Completion 17-3-20

The site will be secured by a timber hoarding to the front access of the site. The hoarding will have a double vehicle gate.

Site set up will be off site located in an area at the back off the building.

There will a small office, canteen, and toilet facilities on site for construction workers.

**Check Appendix for Gantt Chart**

The sequence of works reflected in the Construction programme is proposed as

Demolition

Piling

Groundworks

Steel frame

Cladding and roofing

Fire staircase Installation

Fit out

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

**Ostin Construction Ltd working hours:**

* 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 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.).

Shurgurd storage customers will be the nearest potential receptors and all residentials and small business on York Way which may be affected of ongoing works. We will communicate where necessary with the local and wider community via leaflet / letter drop, signage and verbally

**11. Consultation**

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

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

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

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

Consultation took place between 1st August and 14th August 2020. Consultation took place via a letter drop to local businesses and residents and an email to ward councillors (please see CMP for further details).

No comments were received during the consultation period.

**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.

N/a

**13. Schemes**

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](https://www.ccscheme.org.uk/construction-logistics-and-cyclist-safety-clocs/) 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](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6). Please confirm that you have read and understood this, and that you agree to abide by it.

Please see CCS registration application in CMP appendices.

**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.

Shurgard is the only site in the local area and will not have any issues which will mitigates the cumulative impacts of construction in the vicinity of the site.

There are many large sites on York Way which are toward St Pancreas and Kings Cross stations, these are deemed to be sufficiently distanced to not influence the proposed works.

# Transport

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

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

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

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

**CLOCS Contractual Considerations**

15. Name of Principal contractor:

Shurgard UK ltd

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

**Vehicle and driver compliance with the CLOCS Standard**

As part of CLOCS standards of widespread adoption of work-related road risk management in the planning process through raising awareness and adoption of construction logistics plans.

Our site shall have:

* Clearly marked access and egress points and if necessary, traffic marshals to control vehicle movement in and out of site.
* Allow for loading and unloading on site where possible
* Be suitable for a vehicle fitted with underrun bars
* Comply with CMP

Our operators shall have:

* Will only use vehicle routes agreed with the London Borough of Camden to service our site
* As a minimum be accredited to bronze level fleet operator recognition scheme or equivalent.
* Have an additional safety equipment fitted to vehicles over 3.5t
* Only use drivers who have received additional training
* Perform diver licence checks
* Record, investigate and analyse collisions.
* Ensure they have written to their supply chain informing them of the need to comply with the above requirements.

Following checks when the site commenced on site:

* Driving licence checks
* The driver’s licences are correct for the category of vehicles that they’ve driving
* The drivers additional training requirements have been met.
* FORS accreditation is up to date
* Evidence that the agreed routes are being communicated and followed
* That additional vehicle safety equipment’s is fitted and serviceable
* Collision reporting system is in place and being used.

A letter will be written and issues to drivers in the event of non-compliance with any of these point – with regular checks throughout the duration of construction.

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:

Scott Wheeler-Osman

Managing Director

Ostin Construction Ltd

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

**Site Traffic**

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

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

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings,museums etc.

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

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

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

Check Appendix

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.

This site is located in Camden , on the corner of York Way and Cliff Road.

The extension is 900m2 in size and benefits from a conspicuous location on this busy York Way

The site will be protected by manned security

**Our site shall have:**

Clearly marked access and egress points and if necessary, traffic marshals to control vehicle movement in and out of site.

Allow for loading and unloading on site where possible

Be suitable for a vehicle fitted with underrun bars

Comply with CMP

**Our operators shall have:**

Will only use vehicle routes agreed with the London Borough of Camden to service our site

As a minimum be accredited to bronze level fleet operator recognition scheme or equivalent.

Have an additional safety equipment fitted to vehicles over 3.5t

Only use drivers who have received additional training

Perform diver license checks

Record, investigate and analyze collisions.

Ensure they have written to their supply chain informing them of the need to comply with the above requirements.

**Following checks when the site commenced on site:**

Driving license checks

The driver’s licenses are correct for the category of vehicles that they’ve driving

The drivers additional training requirements have been met.

FORS accreditation is up to date

Evidence that the agreed routes are being communicated and followed

That additional vehicle safety equipment’s is fitted and serviceable

Collision reporting system is in place and being used.

**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

Skip loader: 3 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

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

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

Only site in the local area.

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

Check Appendix

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.

Our delivery programme only has one driver a day due to narrow road on York Way, but single yellow line in front of Ostin Construction may be used if necessary.

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

Due to the size of the scheme, the number of delivery vehicles expected is minimal and a consolidation centre and/or deliveries by water/rail are not appropriate

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

All engines must be switched off, on site and off site when parked.

**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.

Check Appendix

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.

All access and egress arrangement will be managed by the security and traffic marshal at the entrance of the site where checking in office is located - we aim to use 4 marshals at any given time.

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.

Check Appendix

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.

Wheel washing facilities will be in use and will allocate a section of the site to jet wash the wheels of the delivery trucks. Run-off will be controlled and put into the skip.

**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.

Not applicable.

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.

Not applicable.

**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.

Check Appendix

**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)](https://www.camden.gov.uk/temporary-traffic-restrictions) 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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

Not applicable.

**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.

Not applicable.

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.

Not applicable.

**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.

Not applicable.

**26. Scaffolding, hoarding, and associated pedestrian diversions**

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Not applicable.

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.

Not applicable.

**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.

Not applicable.

# Environment

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](https://www.camden.gov.uk/about-construction-management-plans)**).**

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

Demolition which will be carried out from 25/06/20 to 10/08/2020

Pilling which will carried out from 27/08/20 to 02/11/2020

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.

Check Appendix

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

Noise Prediction – 70 – 80 Decibel

Vibration - 1.9 mms־¹ PPV

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

**How we plan to monitor noise level which comply with Camden’s minimum Requirements:**

**Managing Noise Level:**

* Noise and vibration reduction philosophy will be taken into consideration and will be kept at a reasonable level during demolition and construction works throughout the site and during of the work.
* Prediction of noise and vibration levels will be carried out before the work is carried out on site and will be registered in the Construction/Demolition Plan.
* Sound protection will be incorporated and ensure the installed acoustic pads are effective in reducing the noise and vibration generated the work.
* Noise monitoring shall be undertaken using a combination of semi-permanent and attended monitoring methods – the frequency of the sampling will have been agreed with London Borough of Camden.

**Managing vibration Level:**

* Lower levels of vibration will be taken into consideration to the meet the criteria of BS 5228: 2009 (i.e. 1mms־¹ PPV for potential disturbance in residential and using a suggested trigger criteria of 2mms־¹ for commercial).
* To avoid vibration and noise transference via connections to adjacent building they can be separated by cutting structural breaks.
* Non-Percussive techniques will be practised to breaking up concreate and removal of floor slabs.
* Commutation with neighbouring resident will be taken into consideration to make sure disturbance of breaking of concrete is planned and minimised.

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

Check Appendix

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

**Managing dust Level:**

The philosophy of the prevention of dust formation and controlled strategies will include:

1. Prevention
2. Suppression
3. Containment.

* All dusty operation WILL BE IDENTIFIED and reported to any CMP/DMP to establish the best available techniques required to control dust emissions. Dusty operations will be recorded in the fugitive dust emissions.
* Consideration will be given to the sitting aggregate stockpiles based upon such factors as the prevailing winds proximity of site boundary and proximity of neighbours. Minimisation of drop height of stockpiles and to make sure storage bays to be at least 0.5 metre lower than eternal walls of the bays.
* Areas of vehicular movement will have consolidated surface which will be kept in good repair.
* Preventing dust emissions are containments of dusty processes and suppression of dust using water or proprietary suppressants.
* Airborne dust from building construction/demolition activities will be inspection and assessed – if evidence of dust occurs, action will be taken with no delay.
* Effective preventative maintenance will be employed across all aspects of the work to control emissions to air.
* Management techniques for effective control will be taken into consideration.

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.

Please see CMP for relevant details

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

The noise, vibration and dust are normal practise and will only occur during construction hours.

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 (SPG)](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP). **Please attach the risk assessment and mitigation checklist as an appendix**.

Please see CMP for relevant information

37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP) document relative to the level of dust impact risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist.](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and)

Please see CMP for relevant information.

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: real-time dust (PM10) monitoring with MCERTS ‘Indicative’ monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a ‘high impact’ site, 4 real time dust monitors will be required. If the site is a ‘medium impact’ site’, 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM10) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

**Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.**

Dust level will not exceed normal practise as we don’t expect high or medium level of dust.

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).

* Correct measure has been taken into consideration to put rodents’ traps around the site and prevention is in play to keep site rodent free at all cost.
* 28 days prior - method statement on how the dispersion of rodents will be controlled during demolition works.
* Checks appendixes to find receipts copies.

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

There is a small amount of asbestos on site (extract from R&D survey) this will be removed by an LARC and disposed of in the correct and appropriate manner. If any further asbestos in any form is suspected during site clearance, work will be halted immediately and not restarted until suitable and sufficient tests have been carried out, and if asbestos is present, it will be removed by a licensed Contractor. The Principal Designer will need to be notified if asbestos is suspected.

The Report has been made available to the Principal Contractor in order to determine what implications may be present and what measures need to be taken.

Specifically, the Flash guards, rope and bakerlite cisterns will be removed from site by a LARC during the refurbishment. This will ensure that there is no legacy of asbestos for the client. The gaskets that are referred to within the report are between flanges of the existing heating pipes. The pipework that passes through our demise is serving the communal areas of the apartment block above. This is to remain in situ and continue to be the responsibility of the landlord.

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.

All necessary information will be informed to workers when taking part in the induction.

All staff are required to smoke on site at the allocated area and security team will make sure bad languages and unnecessary shouting is managed.

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:

1. Construction time period (09/20 - 03/21):
2. Is the development within the CAZ? (Y/N): N
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
4. Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Confirmed
5. Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Confirmed
6. Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Confirmed

SYMBOL IS FOR INTERNAL USE

# Agreement

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

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

**Signed:** Scott Wheeler-Osman

**Date:** 21/08/2020

**Print Name:** Scott Wheeler-Osman

**Position:** Managing Director, Ostin Construction Ltd

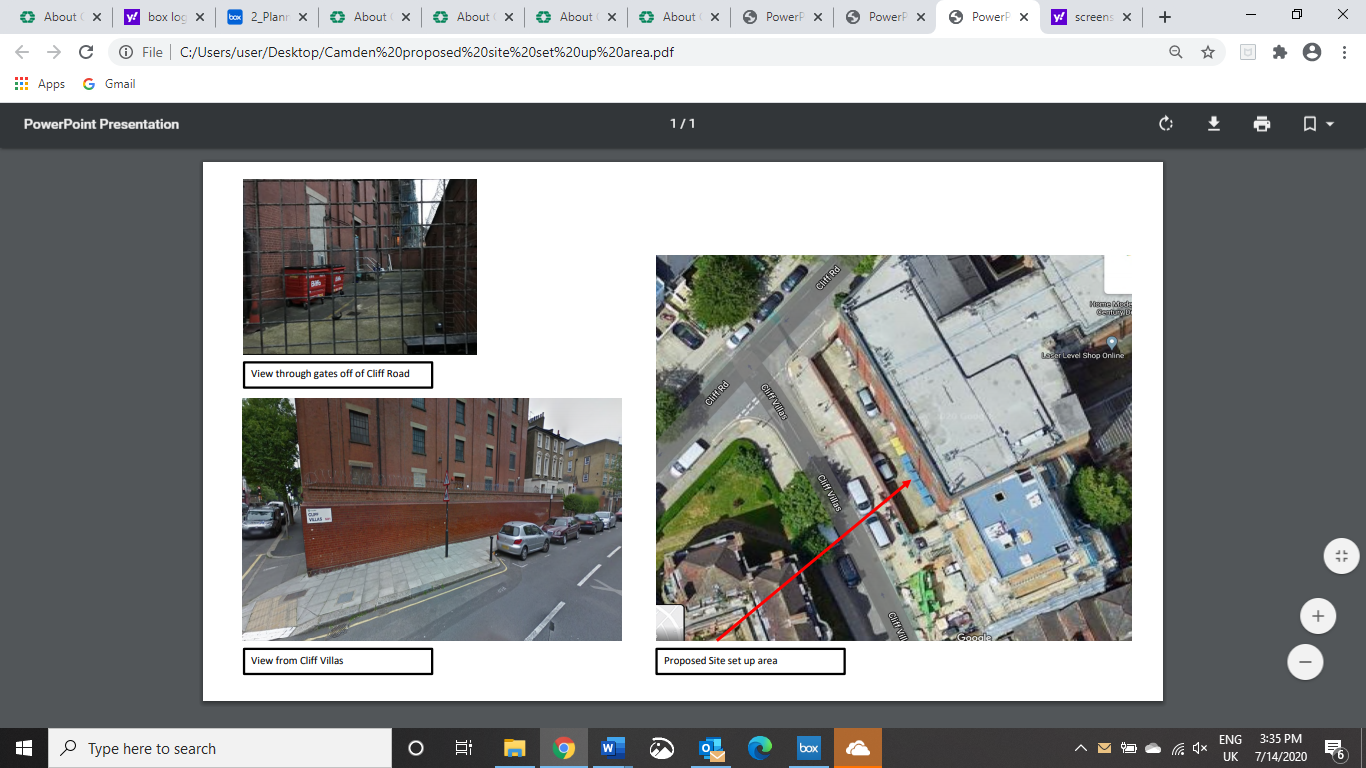
Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

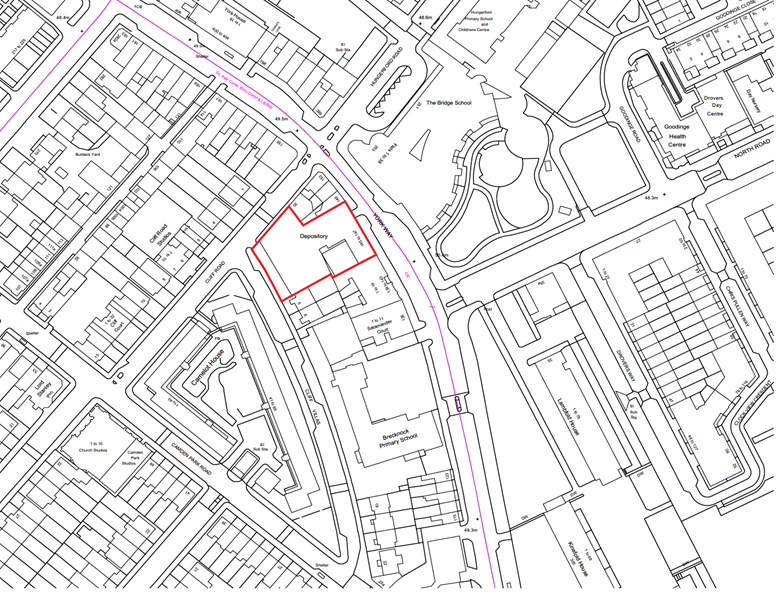
**End of form.**

V2.5

**Appendix A**

**Site Location Plan**



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**Proposed site logistics**

Fitting out works. The remainder of the works are internal fitting out and external works. In general, the delivery vehicles will be able to access the new under croft area and be able to unload wholly within the confines of the site. It is anticipated that delivery vehicle deliveries would occur 2vtimes a week in the early stages of fitting out. In the latter stages of the works deliveries will be predominantly by smaller vans via the under-croft area.

Delivery vehicle schedule.

|  |  |  |  |
| --- | --- | --- | --- |
| **Construction activity and timeline** | **Delivery Vehicle numbers per week** | **Estimated number of expected delivery vehicles** | **Proposed Location of unloading** |
| **Weeks 1-5 Demolition** | **2** | **2** | **Site** |
| **Week 5-6 Groundworks to form pile mat** | **1** | **1** | **Site** |
| **Weeks 6-7 Piling** | **2** | **6** | **Site** |
| **Weeks 11-15 Steel Frame** | **1** | **6** | **Site** |
| **Weeks 16-17 Concrete pour** | **3** | **6** | **Site** |
| **Weeks 16-20 Cladding and roof** | **1** | **1** | **Site** |
| **Weeks 18-27 Fit out** | **2** | **8** | **Site** |
| **Weeks 30-48 General** | **1** | **1** | **site** |

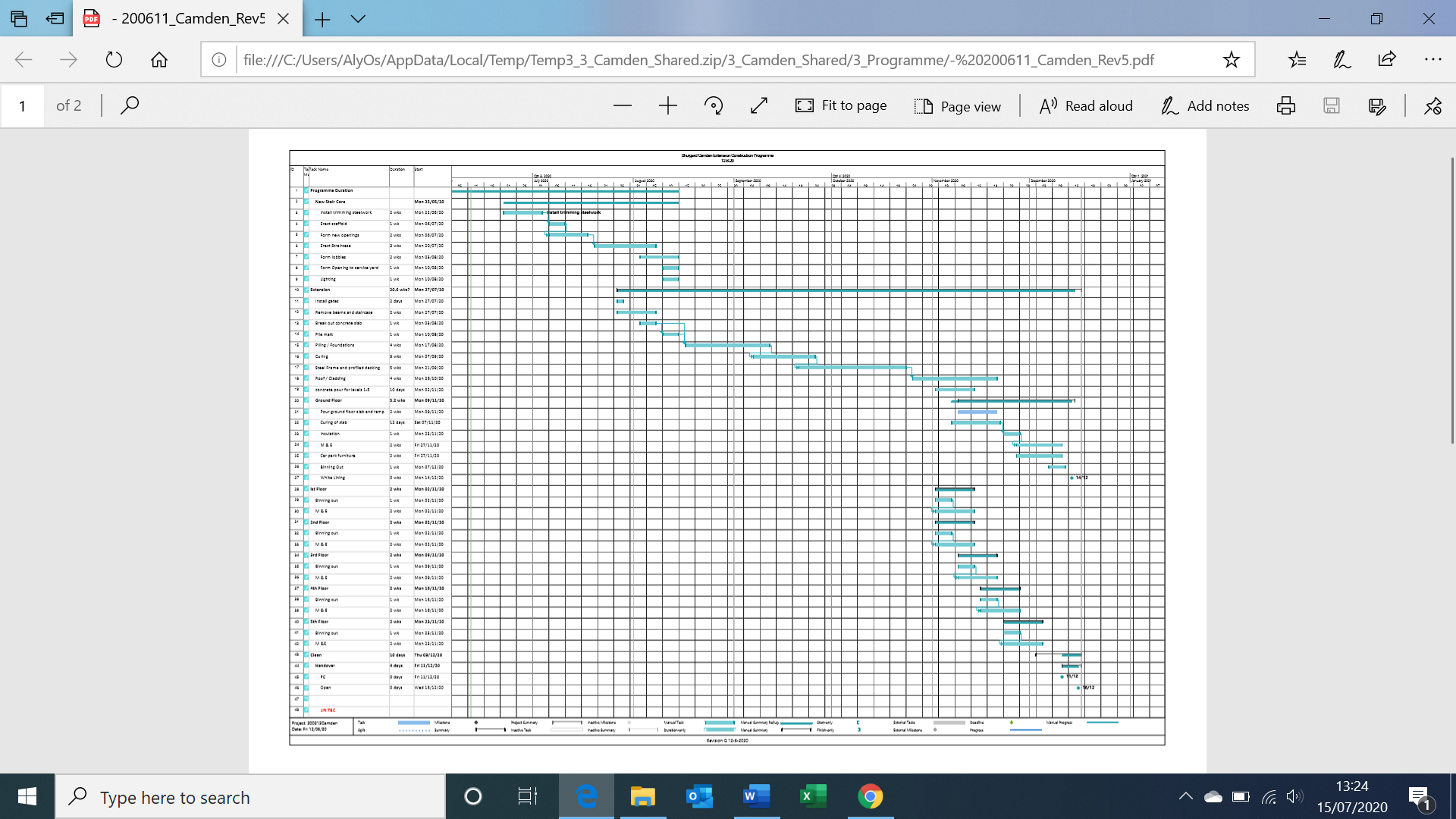
**Proposed site logistics**

**Vehicle routing**

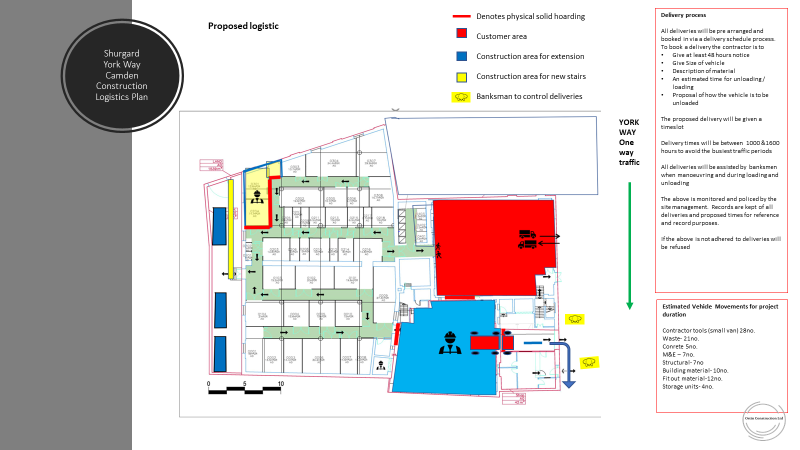
All delivery vehicles will be instructed to approach the site travelling southwards along York Way

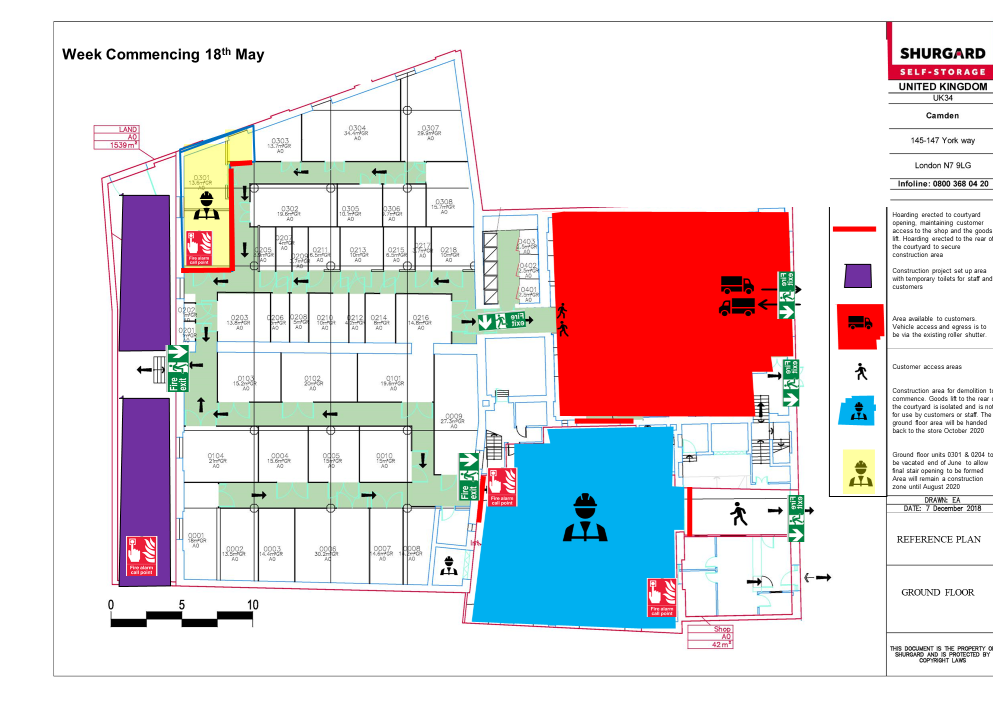
|  |  |
| --- | --- |
|  | **DIRECTIONS FROM SOUTH AND WEST** |
|  | **DIRECTIONS FROM EAST** |
|  | **DIRECTIONS FROM NORTH** |

**Grant Chart of Project Life Cycle**



**Map Showing Approach and Departure Vehicles - Proposed site access and egress point**





**Swept Path Analysis**

**Scaled Plan Detailing the Local Highway Network**

**Evidence That Staff Have Trained to BS 5228: 2009**

**Recent Noise Survey**

**Rodent Receipt from site inspection**

**Air Quality Assessment**

**Dust Risk Assessment**