

Mount Pleasant

Community Right to Build site

Framework Construction
Management Plan

July 2016

Introduction

This Framework Construction Management Plan has been produced by The Urban Engineering Studio for Create Streets Limited to accompany a planning application for the re-development of part of the Mount Pleasant Post Office site on behalf the Mount Pleasant Association. It is proposed to develop the site under a Community Right to Build (CRtB) scheme.

It uses the standard proforma produced by Camden Council and provides as much information as is possible at the time of writing. At this stage, no detailed construction proposals have been completed and a construction manager has yet to be nominated. Therefore this is a Framework document, which forms the basis of an ongoing "living" document, which will be developed in liaison with Camden Council as more details become available.

Construction Management Plan

pro forma v2.1

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
July 7 th , 2016	1	Urban Engineering Studio

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

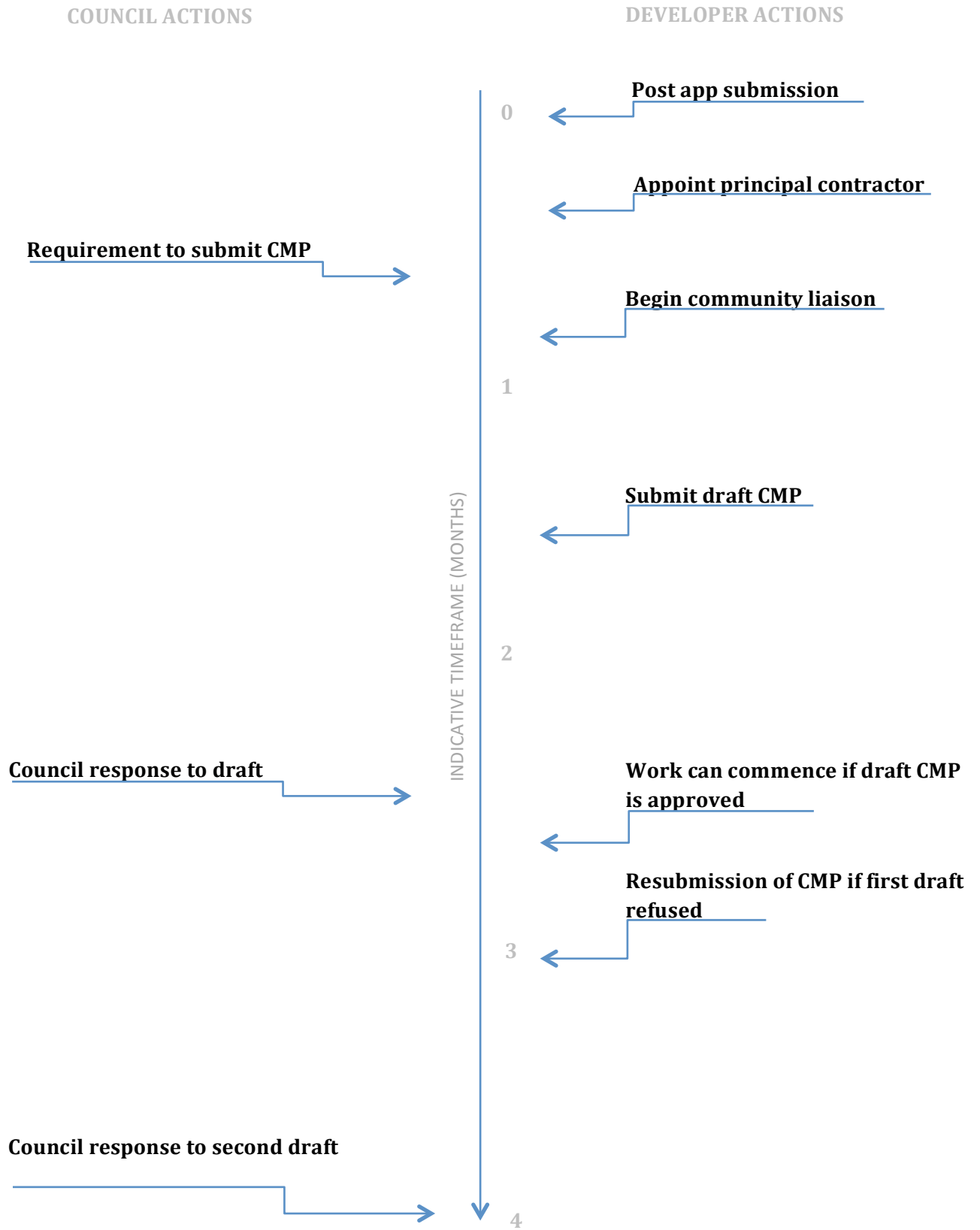
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: Phoenix Place (south), EC1A 1BB London

Planning ref: To be confirmed once planning application is registered

Type of CMP - Section 106 planning obligation/Major sites framework: This is a draft CMP to accompany a Community Right to Build Order planning application. At this stage the information provided is a broad indication. This document will be taken forward once the site construction manager is designated and a detailed construction methodology is known.

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

Name: David Taylor

Address: The Urban Engineering Studio, Unit 3, 13 Lovibond Lane, London SE10 9FY

Email: david@urbanengineeringstudio.co.uk

Phone: 07 836 502159

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: The site project manager responsible for day-to-day management of the works is currently not known.

Address:

Email:

Phone:

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

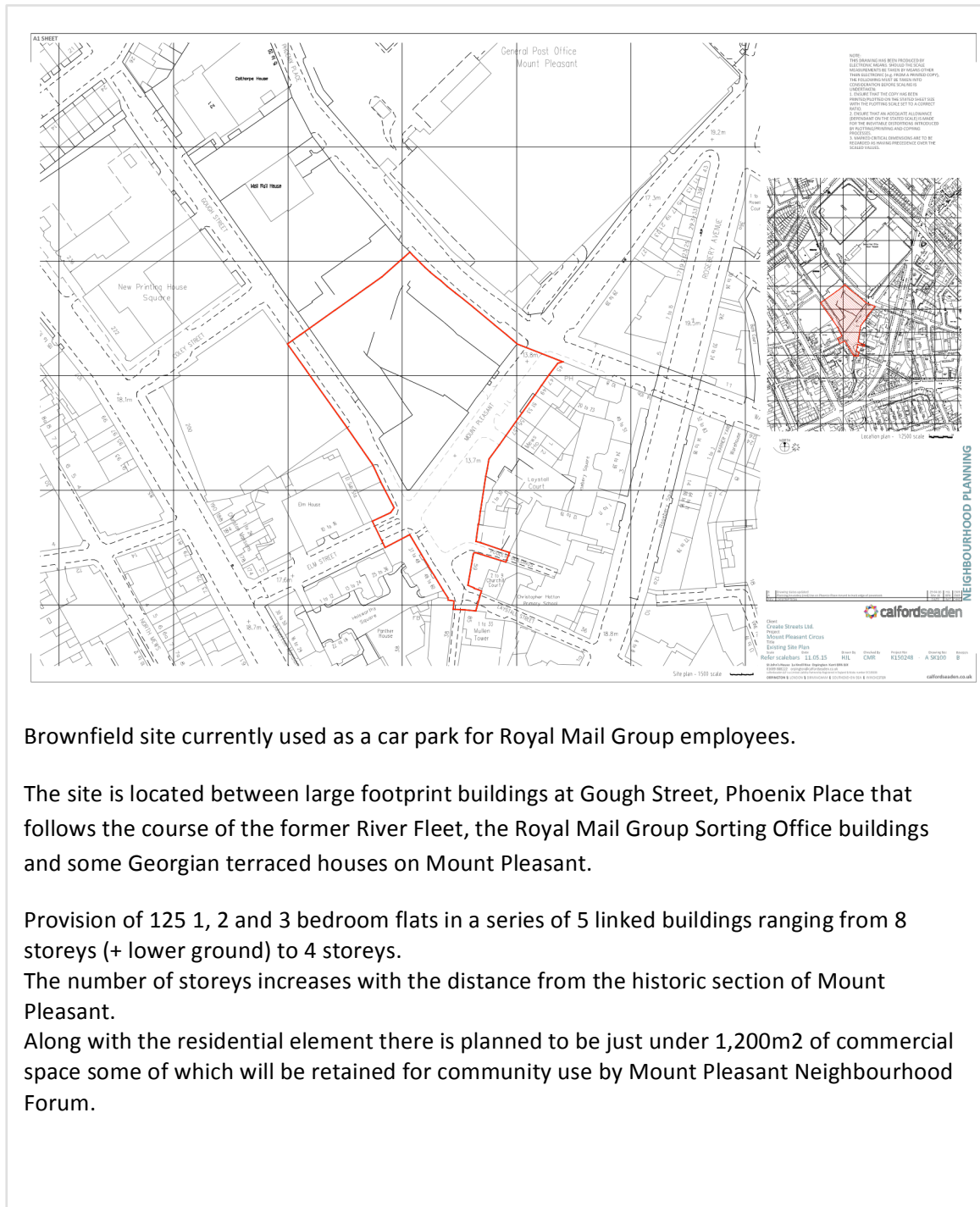
Name: Edward Denison, Mount Pleasant Association
Address:
Email: edenison@email.com / mountpleasant@email.com
Phone:

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

Name: The main contractor is currently not known.
Address:
Email:
Phone:

Site

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



Brownfield site currently used as a car park for Royal Mail Group employees.

The site is located between large footprint buildings at Gough Street, Phoenix Place that follows the course of the former River Fleet, the Royal Mail Group Sorting Office buildings and some Georgian terraced houses on Mount Pleasant.

Provision of 125 1, 2 and 3 bedroom flats in a series of 5 linked buildings ranging from 8 storeys (+ lower ground) to 4 storeys.

The number of storeys increases with the distance from the historic section of Mount Pleasant.

Along with the residential element there is planned to be just under 1,200m² of commercial space some of which will be retained for community use by Mount Pleasant Neighbourhood Forum.

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).

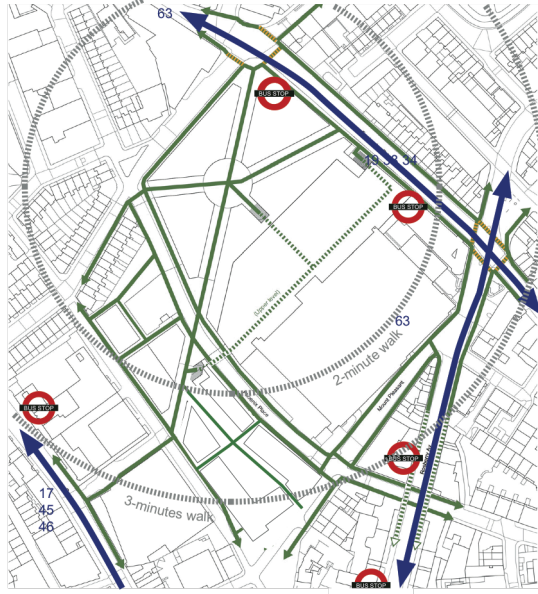
Development mostly residential with a communal open space of over 900 m2.

Issues: proximity of few homes and a primary school / Gough Street is a one-way cul-de-sac street / proximity of a proposed cycle superhighway route

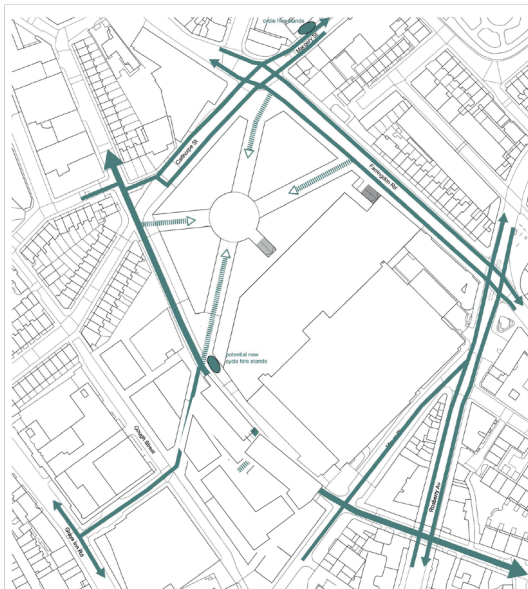
8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

- Dwellings and businesses along Mount Pleasant
- Christopher Hatton Primary School
- Office towers along Gough Street
- The Postal Museum (opening 2017) and the Royal Mail Post Office Collection Point and Sorting Office

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.



1. Walking and buses



2. Cycling



3. Vehicle Servicing



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

At this stage the exact programme is not known. The following schedule shows what is broadly anticipated.

	2018	2019	2020	2021	2022
Demolition and site clearance	→				
Foundations	→	→			
Superstructures		→	→		
External finishes			→	→	
Internal fitting out				→	→

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

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

The site hours will be:

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

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

The new buildings will require new utility services. No utility companies have been contacted yet but details of our future discussions with them will be supplied.

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 grant 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 should consider establishing contact with other sites in the vicinity in order to manage traffic routing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. Consultation

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

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

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be 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.

Mount Pleasant Association has consulted local residents, businesses, local groups and Ward councillors on all aspects of the overall proposals for the development. This Community Right to Build Order is in essence a public and local scheme that is based on an extensive consultation process. Here are among others, some of Mount Pleasant Association consultation engagements since 2014:

Dates	Events / Topics
12/02/2014	To propose pursuing a Neighbourhood Plan
07/05/2014	To introduce the 'Alternative Plan' to the community
30/09/2014	Public meeting to prepare for the Public Hearing at the GLA
21 + 22/11/2014	2-day public workshop as part of the Community Right to Build project
25/02/2015	Public meeting to explain the progress on the CRtB project funded by the GLA and on the Neighbourhood Plan
08/06/2015	Public consultation and exhibition to present the community's draft submission for the CRtB scheme
17/09/2015	Public debate "Mount Pleasant: old problem or new solution?"
15/03/2016	Inaugural meeting of the Mount Pleasant Neighbourhood Plan
09/05/2016 to 20/06/2015	CRtB Order 6-week public consultation

Mount Pleasant Association will consult and involve locals in taking this draft Construction Management Plan forward in detail prior to any construction work commencing on site.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the

local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

Mount Pleasant Association will liaise with the community about the construction works undertaken in the site in their usual and effective ways that include:

- Posters around the site
- Leaflets delivered in letterboxes around the site
- Updated notice and dedicated page on Mount Pleasant Association website
- Detailed information available in the Holborn Library and Calthorpe Project

15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Constructors Manual](#)".

It is proposed to follow a 'Considerate Constructors Scheme' Further details will be provided once a construction manager has been appointed

16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

We will liaise with the council to know more precisely about existing and anticipated construction sites in the local area. Discussions with contractors of those sites and council will define how mitigation of the cumulative impacts of construction can be achieved.

Transport

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

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

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

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

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

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

CLOCS Considerations

17. Name of Principal contractor:

The principal contractor has not been designated yet. It will be shared with the council once known.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

Having reviewed the CLOCS documentation, we ensure that the principal contractor will include within any sub contract orders the requirements 3.1.1 to 3.3.2 of the CLOCS Standard for compliance.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

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

We confirm that we have read and understood the CLOCS Standard and that it will be included in any contracts with contractors and suppliers. Once the principal contractor designated, we will make sure it will be aware of the CLOCS Standard.

We agree to sign up to join the CLOCS Community by expressing an interest online.

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

Site Traffic

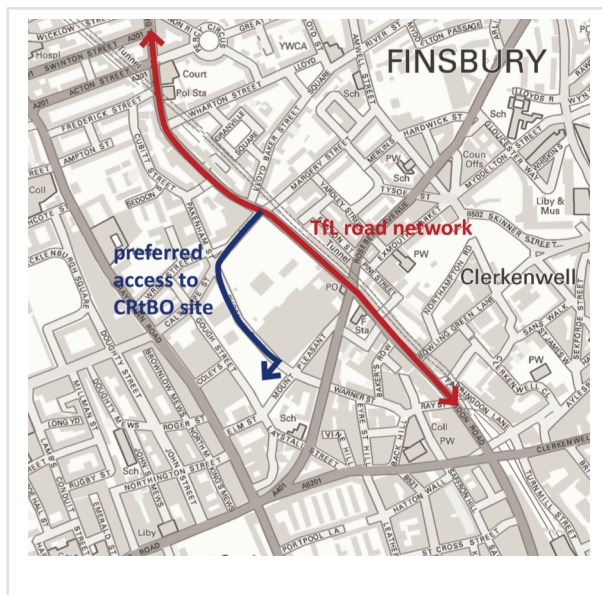
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network \(TLRN\)](#).



b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

The site project manager will make sure all contractors, delivery companies and visitors are aware of the route to and from the site and of any on-site restrictions, prior to undertake journeys. The site project manager will inform about the location of the Christopher Hatton Primary School and will place restrictions on construction vehicle movements when the school children are arriving and leaving school (between 8:30am to 9:15am and 3pm to 3:45pm).

21. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

A more detailed breakdown of anticipated numbers and scheduling of delivery vehicles will be provided with the detailed CMP. The following table gives an indication of the number of vehicles anticipated on a typical day.

Type of vehicle	Length	Width	Height	Visits/day	Dwell time
Demolition and site clearance					
8-wheel tipper lorry	8m	2.5m	3.5m	12	30 min
Plant deliveries	<16m	2.5m	<5m	<1	30 min
Foundations					
8-wheel tipper lorry	8m	2.5m	3.5m	6	30 min
Articulated lorry	16m	2.5m	<5m	2	30 min
Concrete mixer truck	9m	2.5m	4m	6	30 min
Plant deliveries	<16m	2.5m	<5m	<1	30 min
Superstructure					
Articulated lorry	16m	2.5m	<5m	2	30 min
Concrete mixer truck	9m	2.5m	4m	4	30 min
Plant deliveries	<16m	2.5m	<5m	<1	30 min
External finishes					
Articulated lorry	16m	2.5m	<5m	2	30 min
Rigid lorry	<12m	2.5m	<5m	2	30 min
Internal fitting out					
Articulated lorry	16m	2.5m	<5m	1	30 min
Rigid lorry	<12m	2.5m	<5m	2	30 min
Medium van	6m	2.2m	3.5m	4	30 min

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

Further discussions with the council will be necessary.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

All deliveries will be pre booked and all delivery times will be known. This will be controlled and managed by the site project manager.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site

in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

The locations of any off-site holding areas have not yet been identified.

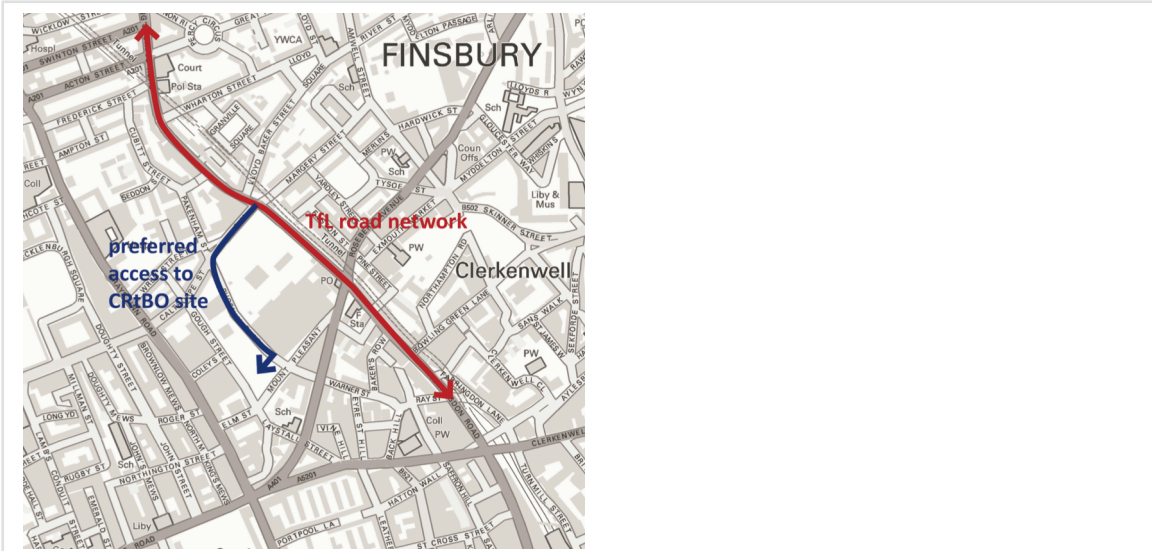
e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

The need for any construction material consolidation centres is not anticipated at this stage.

22. Site access and egress: *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site



The egress and access route will use Phoenix Place and Calthorpe Street to and from Farringdon Road, which is within the TfL road network.

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

All deliveries are to be supervised by a traffic marshal and reported to the site project manager. All deliveries will be pre booked so that the traffic marshal know when the delivery is coming and will take measures to ensure that the public are not affected by the delivery. All works including; vehicle movement, deliveries, temporary routes and facilities will be planned to ensure that the safety of the public is maintained at all times. All deliveries will be co-ordinated and programmed to alleviate pressure on the road network. Deliveries will have to be pre-booked with site so that there is not any delivery vehicles waiting in the street. All suppliers and sub contractors who are supplying materials to the site will be issued with a transport plan which will include a prescribed route into the site to deliver materials from the Transport for London Road Network.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

It is anticipated that the site is accessible for the expected vehicle deliveries and that a detailed swept path analysis will not be necessary.

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.

In order to keep roads and footpaths free from deposits of soil, mud and the like we will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned and hosed down prior to going on the public roads. If any mud or construction debris does get onto the street within the vicinity of the site then these areas will be kept clean.

23. Vehicle loading and unloading: *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.” (P19, 3.4.4)*

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

The parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site is currently not known.

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 will be shared with the council.

Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

It is not anticipated at this stage that any parking bay suspensions will be necessary. We ensure that building materials and equipment will not cause obstructions on the highway.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

It is not anticipated that any highway works will be necessary to enable construction to take place.

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

The principal contractor will deploy and use all necessary and appropriate safety signage and barriers to ensure that the public are protected and operatives work safely at all times.

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

It is not anticipated there will be a requirement for any diversion, disruption or other anticipated use of the public highway during the construction period.

27. VRU and pedestrian diversions, scaffolding and hoarding

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Banksman will be provided where necessary and a traffic marshal will supervise all access and egress to and from the site to ensure the safety of pedestrians and cyclists when vehicles are entering and leaving the site.

Specific risks to cyclists will be assessed as well as potential hazards with cyclists travelling on the upcoming cycle superhighway along Phoenix Place.

Requirements related to safety bars, additional mirrors and advisory signage set out in London Council's and TfL's Consultation for a Safer Lorry Scheme will be taken into account.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

It is not anticipated there will be a requirement to erect scaffolding over or immediately adjacent to the public highway.

 SYMBOL IS FOR INTERNAL USE

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.

The noisy operations that will be necessary will not take place outside of the working hours agreed previously:

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

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.

We agree to provide a copy of the noise survey that will take place before any works are being carried out.

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

The predicted levels for noise and vibration are not currently known.

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.

Once predicted levels for noise and vibration will be known, mitigation measures will be defined to be incorporated during the construction works to prevent disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

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

All staff will be trained on BS 5228:2009.

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

Dust nuisance arising from dusty activities on site will all be prevented using methods such as water spray and screening of activities likely to generate dust.

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.

Any significant amounts of dirt or dust that may be spread onto the public highway will be cleared using street cleansing vehicles. No development dirt will be evident on the highway at the end of any working day.

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

The arrangements for monitoring of noise, vibration and dust levels are not currently known. They will be shared with the council at a later stage.

36. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage in line with the [GLA's Control of Dust and Emissions Supplementary Planning Guidance](#) (SPG), and

the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

A risk assessment will be undertaken at planning application stage in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance.

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](#).

The dust mitigation measures checklist as prepared by the GLA will be reviewed during the risk assessment process.

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 Community Right to Build Order is not to be considered as a High Risk site and the use of dust monitors is not expected.

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

Prior to the site clearance, a rodent control firm will be instructed to check the presence of rodents, including rats. We will provide information and results of the site inspections to the council.

If there is evidence of rodents following the survey, a procedure will be started to prevent the rodents from spreading out from the site.

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

Prior to the site clearance, an asbestos survey will be carried out to check the presence of any notifiable asbestos or hazardous materials. Key findings will be shared with the council.

If there is evidence of asbestos, it will be removed by specialists.

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.

The contractor will be asked to police a respectful behaviour policy of builders towards the neighbourhood they work in with no tolerance for any anti social way including bad language, unnecessary shouting, smoking outside of designated 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 (mm/yy - mm/yy):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

Details about use of NRMM on site are not currently known and will be shared with the council at a later stage.

Agreement

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

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

