

Construction

Management Plan

Tybalds Estate Regeneration –
Underbuilds and Associated Works (Part
Implementation of Phase One of Planning
Permission ref. 2021/3580/P)



Blemundsbury northside - undercroft area

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Appendices

Attached as separate documents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10/08/2022	REV A	CT
12/09/2022	REV B	CT
05/01/23	Final consultation draft	VC
23/01/2023	Final consultation draft V2 (amended)	VC
23/02/2023	Final consultation draft V3	AB/AO

Additional sheets

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

Date	Version	Produced by
22/08/2022	Draft	EAS Transport Planning – Appendix A to Q
12/09/2022	Draft	EAS Transport Planning – Appendix A to S
04/01/23	Draft	VC – Appendix T, U & V

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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

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

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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

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

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

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

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

Revisions to this document may take place periodically.

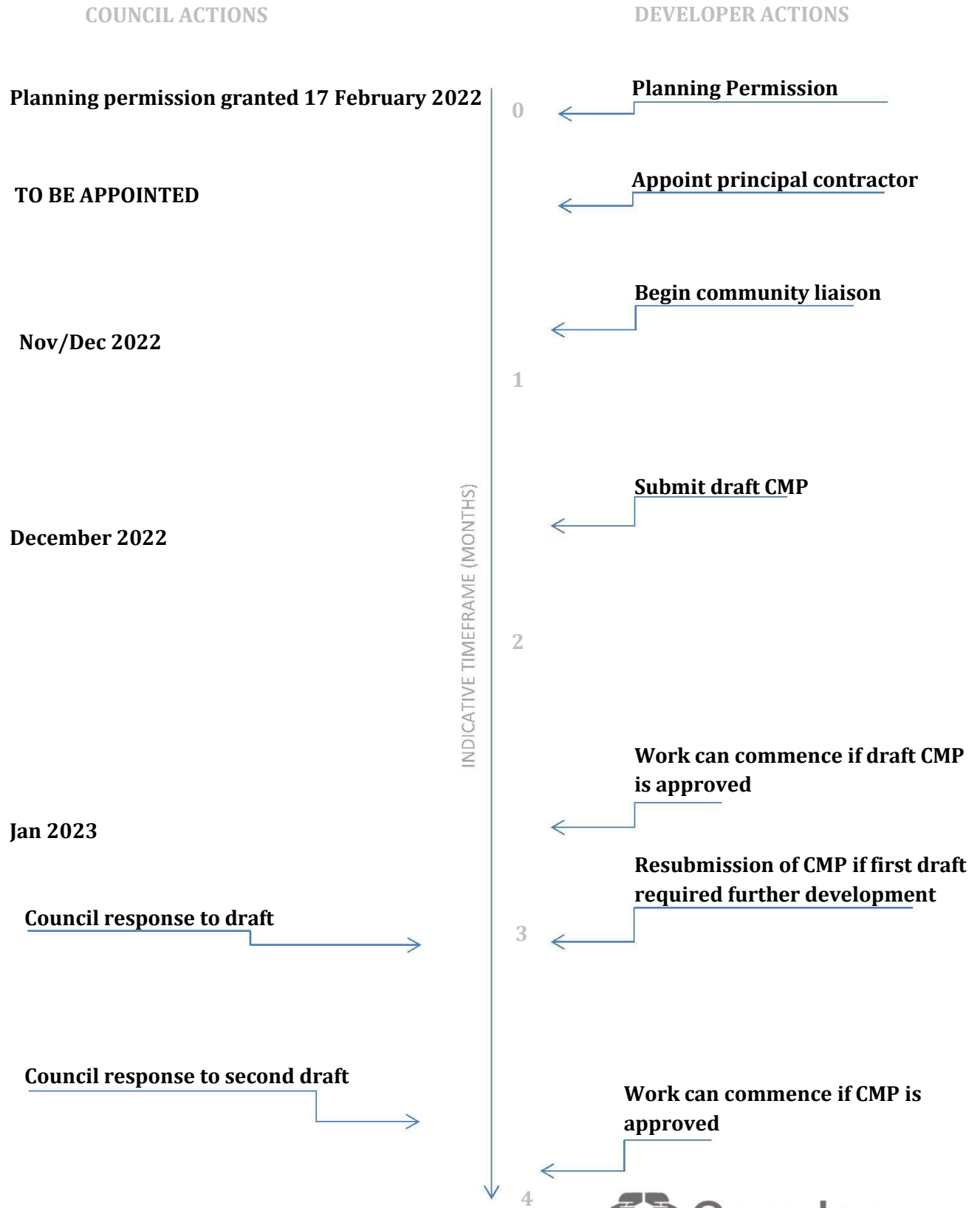
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>

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 completed CIA statement for Tybalds delivery of the underbuilds and associated works is included in the Appendices to this document.

Timeframe



Contact

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

Address: Tybalds Estate, Holborn, London WC1N

Planning reference number to which the CMP applies: 2021/3580/P

A Site Location Plan is enclosed at **Appendix A**.

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

Name: Callum Turner

Address: Unit 23, The Maltings, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HG

Email: callum.turner@eastp.co.uk

Phone: 01920871777

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: Adam Oakley (Quinn London Ltd)
Address: 11-13 Macklin Street, London, WC2B 5NH

Email: adam.oakley@quinnlondon.co.uk

Phone: 07834 624 034

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: Julia Farr

Address: 5 Pancras Square, London N1C 4AG

Email: Julia.farr@camden.gov.uk

Phone: 0207 974 2642

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: Quinn London Ltd

Address: Dome House, 8 Hartley Avenue, Mill Hill, London, NW7 2HX

Email: info@quinnlondon.co.uk

Phone: 020 8238 1950

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.

Site Location Plan is appended at **Appendix A** of this Document.

Tybalds Estate is bound to the north by Great Ormond Street and Barbon Close. The eastern boundary of the estate is formed by Orde Hall Street and Harpur Street. The site is bound to the west by Boswell Street and Old Gloucester Street. New North Street and commercial properties that front onto Theobalds Road form the southern boundary to the estate.

The existing Tybalds Estate consists of 360 residential units which includes:

- Chancellors Court x 56 Units
- Blemundsbury (Eastern) x 25 units
- Blemundsbury (Western) x 25 units
- Babington Court x 56 units
- Windmill (Western) x 42 units (not subject to development as part of this application)
- Falcon x 42 units
- Richbell x 28 units
- Springwater x 14 units
- Boswell Court x 51 units
- Devonshire x 21 units

Development proposals at the site will consist of the delivery of the underbuilds and associated works, forming part implementation of phase one of planning permission 2021/3580/P. More specifically the development comprises demolition of existing storage sheds under Blemundsbury, Richbell and Falcon blocks on the Tybalds Estate and the conversion of the lower ground floor of three existing blocks (Blemundsbury, Falcon & Richbell) as underbuild accommodation, providing 10 residential units (Class C3). Six of these will be wheelchair accessible.

The development will include public realm improvements to the north of Blemundsbury including excavation lowering the wall and 'mound' (currently a car parking area) north of Blemundsbury

The development will also include refuse facilities, - alterations to parking layout, cycle parking, landscaping and associated works.

All works will be undertaken by Quinn London Ltd

An overview of the construction plots on site are included at **Appendix B**.

No further development consented by planning permission ref. 2021/3580/P will be delivered beyond the development works listed above, until these works are completed. This CMP will be updated, as appropriate, prior to any further elements of the planning permission being implemented. This includes the delivery of further elements of Phase 1 and the delivery of Phase 2.

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).

Underbuilds and Associated Works Delivery (Part Implementation of Phase One: The construction work that will occur as part of Phase One will involve the internal fitout of spaces under three existing blocks including internal tanking, replacing all windows and front doors, insulating floors and ceilings, installing internal walls, wiring, and plumbing for bathrooms and kitchens. Internal decorations and floor covering.

Main Issues and Challenges: The area surrounding the site is a densely populated inner-city estate with narrow streets leading off Theobalds Road, New North Street, Great Ormond Street, Orde Hall Street and Boswell Street.

The site is also in close proximity to the Great Ormond Street Hospital for Children, which is located to the north. Emergency vehicles, mainly ambulances, need to constantly access the Hospital, as well as surrounding roads, where emergency vehicles park. This will need to be taken into consideration when construction traffic is accessing and egressing the site so as not to block/congest roads surrounding the site.

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).

A Gantt Chart showing the proposed start and end dates for each stage of construction is enclosed at **Appendix C**.

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

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

The standard working hours for the site will match the above, as set out by Camden.

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.).

Dwellings/commercial properties bordering/in close proximity to the site, this includes:

- Residential/commercial properties on the south side of Great Ormond Street.
- Residential/commercial properties on both sides of Great Boswell Street.
- Residential properties on the east side of Orde Hall Street.
- Residential properties on the south side of Dombey Street.
- Residents of the Windmill Residential Block.
- Residential properties north of New North Street.
- Great Ormond Street Hospital staff.
- Residential blocks of the Tybalds Estate (Blemundsby, Windmill, Springwater, Richbell, Boswell, Falcon, Devonshire Court, Babington Court and Chancellors Court).

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.

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

Extensive consultation was undertaken at planning stage with residents and the wider public. An early draft CMP was made available for public comment in November/Dec 2022. A newsletter was distributed to Tybalds residents and wider community on 4th Jan informing people that the scheme will commence February 2023 & inviting comment on the CMP draft. 14-day consultation on CMP draft held 6-20 January 2023, including Drop-in event (17-1-23). CMP draft copy made available online www.tiny.cc/tybaldsregen1 and in hard copy at Holborn Library. The main contractor Quinn London will appoint a dedicated Community Liaison Officer and hold regular liaison sessions for residents. A themed summary of comments from the CMP consultation is available as **Appendix V**. Residents have been consulted on the proposed TTR parking bay suspensions needed to enable vehicular access to site. A letter drop to residents on Boswell Street and New North Street took place on the 27/02/2023, with the consultation period running until the 12/03/2023. Notices were also attached to lamp posts and placed on the entrance walls of the existing residential blocks of Windmill, Blemundsbury, Boswell and Richbell – only comment from Councillor Vincent who asked for the suspended bays to be replaced which we have agreed to do in consultation with Highways.

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.

A letter will be issued to all residents to notify of Quinn London Ltd.'s appointment. We will liaise with the property manager or a nominated resident from each of the 3 blocks to form the construction working group and discuss upcoming works.

We will display a monthly newsletter on the site hoarding noticeboard.

We will advise residents on a weekly scheduled 2-hr window which will allow residents to come and speak to the team and voice any concerns they currently have.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including

additional [CLOCS visits](#). Please provide the CCS site ID number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

CCS site ID number: SRO29221 – Quinn London Ltd has completed the site registration for CCS & CLOCS.

Guide for Contractors Working in Camden has been read and understood. A copy of the document will be sent to all contractors involved on the site, with the expectation that all will read and understand the document. Successful contractor will be contractually required to comply with the CCS and CLOCS scheme regulations.

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.

GOSH development and the Children Ambulance services will need to be consulted and taken into account when considering the cumulative impact on the neighbouring properties.

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 for further advice or guidance on any aspect of this section.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Name: Quinn London Ltd

Address: Dome House, 8 Hartley Avenue, Mill Hill, London, NW7 2HX

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

It is proposed to put a contractual obligation on the contractor to comply to CLOCS standards and to have an up-to-date record of compliance. The client will require examples of such record to be provided prior to appointment. This section will be updated with more details following contractors' appointment.

Quinn London Ltd Method for Checking / Meeting CLOCS standards: -

1. Ensure the project's potential impact on the community has been properly risk-assessed.
2. Develop and/or implement the agreed CLP and ensure it remains suitable and sufficient.
3. Procure site and fleet operations that comply to the requirements of the CLOCS Standard.
4. Ensure site arrangements enable the safest fleet operations including, but not limited to, 'last mile' routing, level access/egress, stable loading/unloading areas, effective delivery management systems and competent site access traffic marshals.
5. Ensure effective and efficient site access gate checks of construction logistics vehicles and their drivers to ensure they always comply to the CLOCS standard. Non-compliances must be immediately risk-assessed, appropriately mitigated and addressed through procurement processes.
6. Ensure effective independent monitoring of the project's compliance with the CLOCS Standard is undertaken approximately every 6 months and appropriate action taken to address non-compliance.
7. Obtain annual collisions and emissions performance information, and where appropriate, obtain a credible improvement plan.
8. Supply chain will be asked to provide evidence that all drivers of vehicles over 3.5t have undertaken 'Safe Urban Driver Training' and that all vehicles are fitted with blind spot minimization equipment.

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:

Once appointed, contractors will be sent a copy of 'CLOCS Standards'. This has been included within contractors' contracts.

Quinn London Ltd confirm that those responsible for day-to-day implementation have read and understood the requirements set out in the CLOCS standards

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

Site Traffic

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

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

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

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

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

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

A framework CMP was submitted in support of the planning application, to which the planning officer (Patrick Marfleet) was able to make comments on, regarding the construction traffic to and from the site. Comments from the officer outlined that construction vehicles would be instructed to avoid Great Ormond Street Hospital, and that the main routing would be via the A501, A4200 (Woburn Place etc.), Theobalds Road, Old Gloucester Street, Boswell Street, New North Street, Hapur Street, Dombey Street and Orde Hall Street. **Appendix D** of this document highlights the main vehicle routing that all construction traffic would take when accessing the site.

Construction vehicle movements to and from the site will be scheduled to avoid peak periods to minimise the impacts of construction on the transport network. This is particularly important due to the location of cycle and pedestrian routes adjacent to the site.

Vehicles and other deliveries will arrive at the site on a 'just-in-time' basis where they will drive into the site under the control of a banksman, where appropriate. They shall not be permitted to arrive before the agreed site working hours and a strict policy in this regard will be enforced. It is also proposed to limit any HGV's waiting on the public highway to enter the site but if this is unavoidable, they will be required to switch off their engines and to wait in an appropriate place so as not to cause any obstruction.

Appendix E highlights a more detailed routing plan that construction traffic will follow to enter the site/specific plots to complete construction.

18b. 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.

The contractor, once appointed will be made aware of the construction routes, as this CMP will form part of the tender package. This section will be updated with more details following contractors' appointment.

Quinn London Ltd will inform all subcontractors/deliveries/muck-away vehicles etc. of the proposed vehicular traffic routes during pre-let meetings, so all are aware prior to any vehicles arriving to site. A copy of the traffic management plan and required access route plans will be included in every subcontractor order appendix.

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.

Phase 1: Due to the nature of the limited construction required in Phase One, it is anticipated that only small vehicles will be required. This will consist of the following:

- Skip loader: 4 deliveries/week during first 10 weeks of the phase
- 3.5t van: 2 deliveries/day for duration of project

Deliveries during peak times will be avoided where possible

Phase 2 A: The small confined route to site also means that vehicle size for this Phase of construction will need to be limited. This will consist of the following:

- Skip loader: 4 deliveries/week during first 10 weeks
- 3.5t van: 3 deliveries/day for duration of project
- Small tipper lorry: 4 deliveries/week for first 5 months of the phase
- 7.5t box van: 3 deliveries/day for duration of project

Phase 2 B: Will consist of larger construction traffic as PLOT 5 is not constrained by the routing issues. This will consist of the following:

- Skip loader: 2 deliveries/week during first 10 weeks
- 3.5t van: 2 deliveries/day for duration of project
- Large tipper: 10 deliveries/day during first 2 months

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

The cumulative effects of Great Ormond Street Hospital development needs to be factored into when considering the proposed development at Tybalds Estate. All relevant documents can be found on the Council's website under reference number 2022/2255/P. It is recommended that the CMP project manager gets in touch with GOSH development project manager to discuss and agree the vehicle movement routes and volumes to ensure that neither development or the hospital he reduced level of accessibility.

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

All traffic and delivery vehicle plans are included in **Appendix Q**.

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.

See Appendix Q for all vehicle delivery and loading arrangements.

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.

Unfortunately, no alternative delivery consolidation methods are possible at the site.

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 construction vehicles will be able to stop within the site. Once within the site drivers will be instructed to turn off their ignition.

The contractor has been made aware of this and told to inform all drivers to the site that engines should not be idled, but instead fully turned off when delivery of goods is occurring.

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.

20a. 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.

Appendix I of this document outlines all the site access/egress points that will be utilised throughout the development.

20b. 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.

Due to the construction work occurring during Phase 1 of the development it is envisaged that all vehicles accessing the site will be no larger than a Small Skip Lorry. Vehicles accessing the site at Richbell and Falcon will have to reverse into the site. Two banksmen will be present during the manoeuvre to stop traffic and aid the driver when turning. **Appendix J** and **Appendix K** highlight the access/egress arrangements for Phase 1 of the development for both 3.5t panel vans and Small Skip Lorries.

20c. 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.

For Phase 1 of the development **Appendix J** and **Appendix K** highlight the access/egress arrangements for Phase 1 of the development for both 3.5t panel vans and Small Skip Lorries.

20d. 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.

Clean surface loading/unloading will be used where possible. Where vehicles do enter the site, wheel washing station will be provided on site by the site access.

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.

21a. 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.

Appendix M provides the details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site for **Phase 1**.

21 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.

Loading is due to take place off the highway.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Appendix P provides a scaled plan detailing the local highway network layout in the vicinity of the site. Detailed information about the local infrastructure surrounding the Tybalds estate is contained in Appendix Q, Part 1.

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - including 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](#).

See **Appendix Q**.

As shown on the vehicle tracking, we will suspend 2no. bays on New North Street that are adjacent to the entrance into Blemundsbury. This is to ensure that larger deliveries are able to turn into site without impeding the on pavement. We will also suspend 1no. bay outside the carpark at Richbell to ensure there is space for vehicles to manouvre in and out of the carpark. Consultation with local residents has taken place between 27/02/2023 and 12/03/2023 on the suspension. Plans showing the suspended bays and consultation letter are provided at **Appendix W**. Two paid for bays on New North St will be offered to residents in lieu of the suspended ones.

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 the proposed occupation of the public highway.

N/A

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

Condition photos of the existing dropped kerb entrance to Richbell have been taken and we will remedy any damage caused by our vehicles to this area. We have noted damage to the adjacent bollard caused by another contractor whilst erecting scaffold at Richbell.

Please see condition survey photos in Appendix 1.

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.

There are no anticipated diversions, disruptions to the public highway during the construction period. It is crucial to maintain local roads permeability at all times, as they might be required to accommodate emergency vehicles at any time.

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.

The detail hoarding lines will be agreed with the main contractor, however they are not predicted to block any public highway not public footways, but to enclose the works site only. The detailed arrangement on phased basis will be presented here by the contractor, once appointed.

We will erect a specific site hoarding for each block to ensure no unauthorized access. We will also install perimeter Heras fencing around our proposed site compound/laydown area which is currently envisaged to be on the upper ramped deck / parking area outside of the Blemundsby block.

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.

This will depend on the contractors preferred construction method and site setup. However, for the works during the part implementation of Phase One (underbuilds and associated works), it is not envisaged that any oversailing of the public footway/highway will take place.

Quinn London Ltd will not require any temporary structures which would overhang the public highways for the delivery of the underbuilds and associated works.

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.

There are anticipated to be no changes to services surrounding the site, during the works being completed.

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 contractor will be able to provide more detail on this once appointed. However, loud construction methods, such as piling are not anticipated for the proposed works forminh part implementation of **Phase One** of construction.

Forecasted Noisy Works: -

1. Internal demolitions works / GF slab new drainage runs – *Hand-held breakers & concrete disc cutting.*
2. External Wall demolition works (Forming new window/door openings – *Hand-held breakers.*
3. External Landscaping – *3T excavator, Muck-away lorries, hand-held breakers, disc-cutters.*

Belmundsbury, Richbell and Falcon will all have appropriate noise/dust monitors in place throughout the entire duration of works to ensure works are maintained with the required threshold limits.

Quinn London Ltd will endeavor to control noisy works to between 09:00-12:00 & 13:00-16:00

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

Noise Survey is attached at **Appendix R**.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

Based on previous project experience which have utilized noise monitoring with residents in the immediate vicinity; noise levels will be kept to an upper threshold limit of 75-78dB for restricted durations.

Exceedances will be reacted to with periods of down-time.

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.

Quinn London Ltd will endeavor to control noisy works to between 09:00-12:00 & 13:00-16:00

Any noise/dust exceedances during these time periods will be actioned with a period of low-level noise to ensure the mean average noise level do not exceed the threshold limits across the entire day.

Sound enclosures will be used for any cutting stations required.

Internal GF drainage runs will be cut wherever possible as opposed to breakers being used to minimize reverberating vibrations through the RC frame.

External windows will be installed in the early stages of construction to reduce sound omission produced from internal fit-out.

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

Quinn London Ltd will ensure those responsible for the day-to-day operations have read and understood the 'Code of practice for noise and vibration control on construction and open sites'.

The project manager and site team all have extensive experience in undertaking works that require high levels of control of noise and dust pollution.

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

As mentioned previously, noise and dust monitors will be in place throughout the duration of all works.

Preventative Measures: Dust suppression/extraction will be used for all cutting processes, cutting station surrounds will be used to localise dust levels and prevent wider area omissions, labourers will be used on site to maintain low levels of standing dust on site where possible.

Any noise/dust exceedances during these time periods will be actioned with a period of low-level noise to ensure the mean average noise level do not exceed the threshold limits across the entire day.

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.

For the internal fit-out works of all 3 blocks, we do not envisage any dirt/dust to be spreads onto the highways; any instances of this will come primarily from the landscaping works.

Clean surface loading/unloading will be used where possible. Where vehicles do enter the site required for landscaping, wheel washing station will be provided on site by the site access.

The banksmen used for navigating vehicle access/egress onto public highways will carry out regular sweep-ups/wash-downs following deliveries.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Noise and dust monitors will be in place for all 3 re-development blocks; Blemundsbury, Richbell and Falcon.

They will be sited in agreed locations that will best represent the noise and dust levels that the neighboring residents would be experiencing / areas of higher traffic movement, in efforts to minimize the impact on the residing community as best as possible.

As mentioned in Q30, from previous project experience, the upper threshold trigger level will be 75-78db and 150ug/m3

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 \(SPG\)](#) (document access at bottom of webpage), 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](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

Requirements for an Air Quality Assessment/Dust Risk Assessment have also been outlined in a separate condition (9), requested by LB Camden. The details of the condition are set out below:

Prior to commencement of development full details of the air quality monitors shall be submitted to and approved by the local planning authority in writing. Such details shall include the location, number and specification of the monitors, including evidence that they have been installed in line with guidance outlined in the GLA's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance. Evidence should also be provided to demonstrate that the monitors have been in place for at least 3 months prior to the proposed implementation date.

The monitors shall be retained and maintained on site for the duration of the development in accordance with the details thus approved.

It is expected that this condition will be met and relevant documents will be appended to this report.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

As per attached Appendix U: Air Quality Assessment / Dust Mitigation Plan.

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 an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

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.

3 dust monitors will be used throughout the duration of works;

- 1 for each block: -
- Blemundsbury
 - Richbell
 - Falcon

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).

Rubbish will be emptied on a daily basis in order to reduce the attraction of rodents to site.

Any raised issues of rodents to site, pest control will be engaged to site to address the matter immediately.

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

Appendices S(b), S(f) & S(r) of this document include ACM surveys.

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.

Quinn London Ltd will appoint a resident/community liaison officer that will be a point of contact for any issues that may arise relating to conduct.

The project manager's contact information will also be displayed on the site noticeboard on the hoarding for immediate contact if required.

Monthly newsletter will also be distributed to residents to provide regular updates on progress for piece of mind for residents – The contact information for managerial personnel will also be included on these newsletters.

Quinn London Ltd also operates a yellow/red card disciplinary system, so any poor conduct / unnecessary shouting will see operatives issued these and dependent on the severity, will be removed from site if necessary.

Quinn London Ltd will also provide allocated smoking areas within the hoarded site compound to segregate from the public.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

<https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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: (02/23 - 02/24)
- b) Is the development within the CAZ? (Y/N): Yes
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes
- 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: Yes
- 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: Yes

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: <https://idlingaction.london/business/>

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

All operatives/subcontractors attending site will be informed that no engines are to be left idling during deliveries or any other process that requires a vehicle to remain that isn't being used.

This will also be included as part of the subcontract orders.

Agreement

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

List of Appendices

A - Existing site location plan

B - Overview of construction plots

C - Gantt Chart showing the proposed start and end dates for each stage of construction

D - Plan of main vehicle routing that all construction traffic would take when accessing the site.

E - A more detailed routing plan that construction traffic will follow to enter the site/specific plots to complete construction

F - Constrained manoeuvre (Phase 2 only) of the development.

G - Constrained manoeuvre of a Large Tipper reversing up Boswell Street. This is deemed the only acceptable route as the constrained nature of both Old Gloucester Street and Queens Square make it hard for a vehicle of this size to approach Plot 5 in a forward gear. The location of Banksmen, to aid the driver when manoeuvring is also shown on the drawing.

I JK – Outlining all the site access/egress points that will be utilised throughout the development.

J & K - Highlighting the access/egress arrangements for Phase 1 of the development for both 3.5t panel vans and Small Skip Lorries.

M - Appendix M provides the details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site for Phase 1

P - Appendix P provides a scaled plan detailing the local highway network layout in the vicinity of the site.

Q - Details of any proposed parking bay suspensions and/or TTO's required to facilitate the construction

R - Noise survey

S - ACM (asbestos) surveys

T - CIA checklist

U - Air Quality Assessment

V – Resident Consultation Feedback

W – Parking suspension letter and plans

Appendix 1 – Richbell Car Park Entrance Condition Survey



Existing damage caused by Mulalley opposite entrance



Other contractors occupying the entrance at the time of survey



