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GENEVRAY UK LIMITED

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LONDON, WC1R 4BU

DRAFT CONSTRUCTION/DEMOLITION MANAGEMNT PLAN

July 2023

Construction/Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
19/07/23	**1**	**Osbert Menezes (Paul Mew Associates)**

Additional sheets

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

Document	Date	Version	Produced by
A – Cumulative Impact Area Statement & Checklist	**19/07/23**	**1**	**Osbert Menezes (Paul Mew Associates)**
B – Site Location	**19/07/23**	**1**	**Osbert Menezes (Paul Mew Associates)**
C – Community Considerations Plan	**19/07/23**	**1**	**Osbert Menezes (Paul Mew Associates)**
D – Preliminary Vehicle Routing Plan	**19/07/23**	**1**	**Osbert Menezes (Paul Mew Associates)**
E – Swept Path Analysis: Most Constrained Manoeuvres Along the Proposed Route (10m Rigid Vehicle)	**19/07/23**	**1**	**Osbert Menezes (Paul Mew Associates)**
F – Preliminary Site Set-up Plan	**19/07/23**	**1**	**Osbert Menezes (Paul Mew Associates)**

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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will be planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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.)

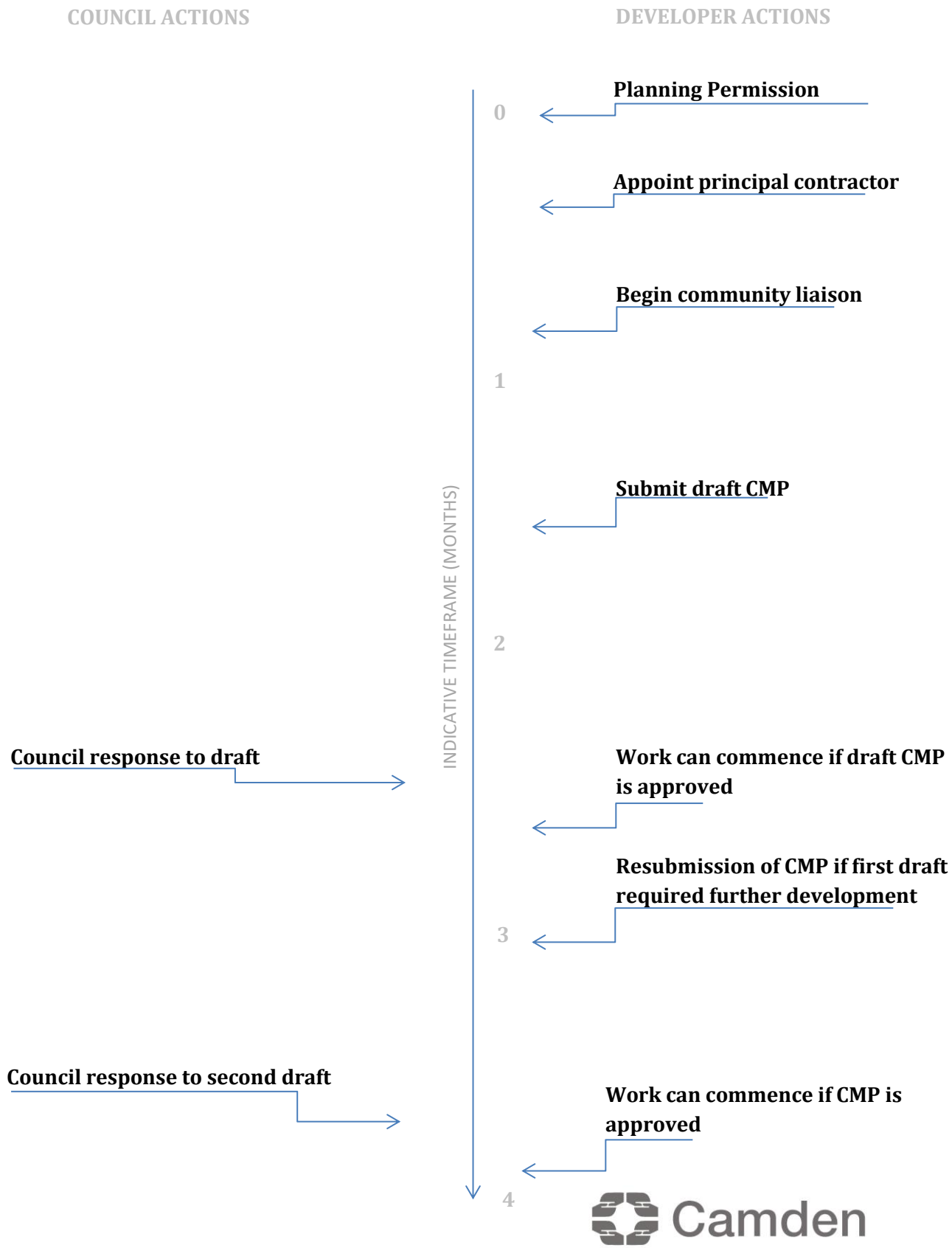
Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (CIA) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

The CIA Checklist (editable pdf) can be found at https://www.camden.gov.uk/about-construction-management-plans

Camden

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: 9 Bedford Row, London, WC1R 4BU

Planning reference number to which the CMP applies: N/A

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

Name: James Huish (Montagu Evans)

Address: 70 St Mary Axe, London, EC3A 8BE

Email: james.huish@montagu-evans.co.uk

Phone: 0781 801 2484

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: TBC upon appointment of a contractor

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

Name: TBC upon appointment of a contractor

Address:

Email:

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: TBC upon appointment of a contractor

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. Please fill up Cumulative Impact Area (CIA) checklist form if site fall within the CIA zone (Central London)

The site is located within the Cumulative Impact Area (CIA). The Checklist is presented in Appendix A.

The site is located on the eastern side of Bedford Row and is directly attached to the north and south by residential properties. The site is well located with regard to the wider highway network and can be accessed via Theobalds Road (A401) and High Holborn (A40).

A plan showing the site's location within its surrounding context is presented in Appendix B.

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

The development proposals comprise of the following:

- Change of use of the main building from office to residential
- Internal refurbishment of the main building and rear property, including internal alternations
- Demolition of small outrigger where rear building steps out
- Demolition of link connection between main and rear building

The property forms part of a terrace which could bring challenges when minimising the impact on neighbours.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

A start date has yet to be determined.

A programme will be provided following the appointment of a contractor and subject to planning consent.

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

This is Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out, and the proposed working hours will be considered on a case-by-case basis.

If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden.

The above hours will be adhered to.

Working Hours will take place Monday to Friday from 8am to 6pm. As the site is located within the CIA, no work will take place on Saturday, Sunday, or Public Holidays.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The nearby receptors to the site only include the adjoining properties and the City Junior School which is located nearby. This is indicated in Appendix C.

The adjoining properties will to the site will be impacted by vibration and noise which will be minimalised where possible.

The nearby school will be impacted by construction-related traffic which will be restricted to not occur during the school's morning and evening peak periods.

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways set up plans in advance with Camden if there is any uncertainty with this.

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

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

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

Consultation will be undertaken by the contractor following appointment.

The neighbouring properties, relevant resident's associations, and nearby schools will be contacted as part of the consultation process.

The relevant receptors and addresses where consultation will take place is presented in Appendix C.

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.

As these works are relatively minimal, a construction working group will not be required for this development. Contact details of the site manager and contractor will be provided at the site's frontage should residents require it for queries.

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 for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

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.

The contractor shall follow and abide by the Guide for Contractors Working in Camden.

Details regarding this will be provided by the contractor prior to commencement.

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.

The most recent, relevant granted applications on Bedford Row have been copied herein:

Ref: 2020/0686/P Status: Granted Permission

Site Address: 46-48 Bedford Row, London, WC1R 4BZ

Description: Demolition of existing rear extension and erection of a new rear extension to 46-47 Bedford Row with roof terrace above. Installation of air conditioning plant within lightwell of No. 48 and on terrace of 46-47 Bedford Row; internal and external refurbishment works to No.46-48 Bedford Row; associated landscaping and other ancillary works.

Ref: 2011/6030/P Status: Granted Renewal of Full Permission

Site Address: Land Bounded by 50-57 High Holborn, (including Brownlow House High Holborn House & Caroline House) 18-25 Hand Court , 45-51 Bedford Row & Brownlow Street, London WC1V 6RL

Description: Renewal of planning permission granted on 07/07/2009 (ref: 2009/0675/P) for the mixed use redevelopment of the site involving the demolition of Caroline House, 18-22 Hand Court and parts of High Holborn House, retention of facade and rebuild of part of High Holborn House facing High Holborn and the facade of 23 Hand Court and rear of High Holborn House (49-51 Bedford Row), Brownlow House and 45-48 Bedford Row. The erection of a new eight storey (plus two level basement and roof plant floor) building to accommodate A1 (Retail) floorspace and flexible A3/A4 (Restaurant/Drinking Establishment) at ground floor level together with new B1 (Office) space. Conversion of 46-48 Bedford Row to create 3x single family dwellings, change of use and extension of existing B1 (office) space to form 15x residential units within, 45 Bedford Row and 49-51 Bedford Row; conversion and extension of Brownlow House to provide 10x residential units (affordable housing); Redevelopment of 23 Hand Court to provide 22 student units in place of 6x existing residential units; new servicing access from Brownlow Street, and various public realm works to Brownlow Street, Bedford Row and Hand Court.

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 CLOCS monitoring visits through CCS 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.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Details of the principal contractor are unknow at this stage. Once a contractor is appointed, their details will be shared with the council.

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

Operational, vehicle and driver compliance will be spot checked at regular intervals during the build to ensure compliance with the CLOCS Standard throughout the duration of the contract.

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:

The client/developer has read the CLOCS Standard and is committed to including it in contracts. Details of the principal contractor are unknown at this stage. Once appointed, it will be insured that the contractor will also adhere to the above.

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.

a. 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.

Vehicle routing has been carefully considered to avoid major cycle routes and trip generators as much as possible. As the contractor has yet to be appointed, the exact direction which vehicles will access the site is yet to be confirmed. This information will be forwarded to the council when a contractor is appointed.

A preliminary vehicle routing plan can be found in Appendix D of this report.

In summary, vehicles will access the site using the A501 inner ring road and take relevant A-roads to get to the site. Vehicles will access the site heading westbound on Theobalds Road and turn left into Bedford Row where they will continue and park in front of the site.

When exiting, vehicles will continue southbound on Bedford Row, turn right onto Sandland Street and take the first left onto Red Lion Street where they will head southbound. At the junction with the A40 High Holborn, vehicles will turn left heading eastbound and then left again heading northbound onto the A5200 Grays Inn Road. From there, the vehicles will take the relevant A-road toward their final destination via the A501 inner ring road.

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

All contractors, delivery companies and visitors to the site will be made aware of the designated route prior to undertaking any journey to or from the site.

Where goods are not being directly transported to/from the site, sub-contractors, visitors and site personnel will be encouraged to travel to/from the site by public transport, foot or cycle.

The construction project manager will provide all personnel with the relevant details of local public transport services.

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**.**

a. Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

As a contractor is yet to be appointed, an indicative programme list of likely vehicle sizes and the number of vehicle movements will be confirmed and revised if necessary, prior to commencements.

- 3-Axle Tipper
    - Dimensions: 8.10 Length x 2.50 Width
    - Vehicle will be required to remove demolition material and construction waste.
    - Approximately 2 vehicles per day could be expected during the relevant phase.
- Flatbed Truck
    - Dimensions: 10.00 Length x 2.50 Width
    - Vehicle will be required to deliver various materials to the site, including scaffolding, steelwork, timber, reinforcement, brick and block work and plaster.
    - Approximately 2 vehicles per day could be expected during the relevant phase.
- Box-Van
    - Dimensions: 8.01 Length x 2.10 Width
    - Vehicle will be required to deliver plant during initial phases of the works as well as delivering parts during the fit-out stages.
    - Approximately 2 vehicles per day could be expected during the relevant phase.

Vehicles will only be authorised to dwell at the site for 40 minutes.

It is expected that an average of 2-3 vehicles will access the site on a daily basis throughout the duration of the works.

b. Please specify the permitted delivery times.

Vehicle activity will be permitted between the hours of 9:30am to 3pm on weekdays to avoid the drop-off and pick-up periods of the nearby City Junior School located nearby.

No vehicle activity will be permitted on weekends and public holidays, owning to the site's location within the CIA.

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

It is unlikely that two builds will be taking place at the same time within close proximity, however, all reasonable efforts will be made to coordinate with nearby developments to reduce impact.

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

Appendix E presents the vehicle swept path analysis of the largest vehicle expected over the works (10m Rigid-Body Truck). The vehicle is shown conducting the most constrained manoeuvres on the route to the site.

The three most constrained manoeuvres shown are as follows:

- Turning left onto Bedford Row from Theobalds Road.
- Accessing/Exiting the suspended parking bay in front of the site.
- Turning left onto Red Lion Street from Sandland Street.

As can be seen in Appendix E, the vehicle can safely and comfortably access the site and adjoining roads.

e. 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.

Two parking bays outside the site on Bedford Row currently marked as 'permit holder only' will be required to be suspended throughout the duration of the development.

All required suspension requests will be conducted in advance and the bays will be returned to residential use overnight and on weekends.

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

As the work is not expected to be extensive or require large structural changes, delivery numbers are expected to be as low as possible for the development.

g. 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).

Engines will be shut off when being loaded or unloaded to avoid engine idling.

Vehicles will only be permitted to dwell at the site for 40 minutes.

20. Site entry/exit: *"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 leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site entry and exit points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

The site does not allow for any entry/exit point from the public highway as it is part of a row terrace houses. Therefore, construction-related vehicles will not leave the road.

b. Please describe how the entry and exit arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

N/A

A Traffic Marshal will be present to ensure pedestrian safety when vehicles are parked within the suspended parking bay in front of the site.

c. Please provide tracking/swept path drawings for vehicles entering/exiting the site if necessary. If these are attached, use the following space to reference their location in the appendices.

N/A

A swept path drawing of the largest expected construction vehicle accessing the suspended parking bay on Bedford Row are shown in Appendix E.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

N/A

Wheel washing will not be required as vehicles will park on the public highway.

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 on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

a. Please provide the location where vehicles will stop to unload. 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.

Two parking bays will be suspended for site collection and deliveries. The extent of the parking bay suspension required is approximately ten metres, equivalent to two parking spaces, as indicated on the site set-up plan. No material and demolition material will be stored on the public highway.

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. Please note that deliveries should pause where possible to allow passage to pedestrians.

When vehicles are reversing into the suspended parking bay, a traffic marshal will ensure the safe passage of passing pedestrians. Deliveries will be coordinated to ensure that a traffic marshal is always present to greet a vehicle.

Site set up

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 Restrictions (TTRs) 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 four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

22. Site set-up and occupation of the public highway

Please provide detail drawings of the site up on the public highway. This should be presented as 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 all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised.

Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

A preliminary site set-up plan is shown in Appendix F of this report.

Spoil and material storage areas will be confirmed when a contractor is appointed prior to commencement.

Welfare & office facilities are to be provided within the existing building. The location will be confirmed when a contractor is appointed prior to commencement.

A traffic marshal will be present at the site's frontage on Bedford Row to ensure that any disruption caused by loading/unloading is kept to a minimum and pedestrian safety is maintained.

Spoil removal is to be carried out via a wait and load method. Spoil and material waste will be transferred from the site to a waiting 3 axle tipper within the proposed suspended parking area.

A gantry system will be in place to allow for collection and delivery material to be transported across the footway without disrupting pedestrian movements.

b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set up. Alternatively this can be shown as part of the above drawings if preferred. Please note that this must conform to the Safety at Street Works and Road Works Code of Practice.

Vehicles will be able to pass on Bedford Row whilst the suspended bay is in use for loading/unloading. Therefore, no temporary traffic management measures will be required as part of the site set up.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are allowed for a maximum period of 6 months only. Information regarding parking suspensions can be found here. For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a Temporary Traffic Restriction (TTR) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal obligations as a highways authority. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

A space cannot be suspended for convenience parking, a trade permit is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the

highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

In order to accommodate a temporary vehicle loading area, 10 metres of resident parking. permit bays will be suspended on the eastern side of Bedford Row, directly in front of the site.

This suspension will be required over the entire duration of the works and all relevant licenses will be applied for by the CPM.

24. Motor vehicle/cyclist diversions/pedestrian diversions

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

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar temporary facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide 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 and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

A Gantry system will be installed above the footway for the safe transfer of material and waste between the site and the suspended parking area. this is shown in Appendix F.

All required licences will be applied for prior to commencement by the CPM.

A traffic marshal will be present during the loading and unloading of vehicles to ensure pedestrian safety is maintained.

25. Services

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

N/A

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC).**

28. Please list all noisy operation and the construction methods used, and provide details of the times that each of these are due to be carried out.

Due to the large amount of the existing structure, which is to be maintained, demolition will be fairly limited. Demolition will be undertaken mostly by hand tools and low-vibration drills. Noisy work will be minimized as much as possible.

Noise from construction will be limited to:

- 8am – 6pm, Monday to Friday

No noisy work will take place on weekends or bank holidays. Exceptional work may be allowed outside of these times, when there is:

- An emergency
- A risk to public safety

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A noise survey has not yet taken place at the site. If required, details of the noise survey will be provided by the contractor prior to commencement.

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

Details of this will be provided by the contractor prior to commencement if/when baseline surveys have been conducted.

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.

Mitigation includes using cutters, low vibration drills and hand tools to reduce noise and vibration. Noise and vibration will be measured and if there are cases that exceed the predicted levels other than mitigation will take place and an alternative found.

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

It is anticipated that staff will have been trained on BS 5228:2009.

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.

No vehicles will enter the site; therefore dirt or dust will not be transferred onto the highway through movement of vehicles.

The site boundary will be secured and hoarding installed where required, which will significantly aid the reduction of dust spreading onto the highway.

Water suppression will be used to reduce the amount of dust going onto the Highway if / where needed.

All demolition works shall be carried out in accordance with British Standard 6187: Code of Practice for Demolition. All demolition and construction works shall be in accordance with 'The Control of Dust & Emissions from Construction and Demolition Best Practice Guidance'.

Dampening down will take place during all site activities that have the potential to create dust and during windy or dry weather, damping sprays will be used to prevent dust from causing nuisance to neighbouring premises. All mechanical cutting and grinding will be done in conjunction with water suppression.

Where there is visual evidence of airborne dust from the activities on the site, the contractor shall carry out an assessment and where necessary undertake ambient monitoring to identify those activities creating dust above acceptable levels.

Work areas shall be suitably and sufficiently enclosed using temporary screens to prevent transition of dust to other areas. Tasks producing dust will be identified and control measures included within task specific risk and method statements. Before works commence we shall look at ways to reduce the amount of dust created; this will include reducing cutting of materials, using a less powerful tool or a different method of work when possible.

Dust monitoring will take place throughout the build, providing alerts when the dust reaches a certain level which will be investigated and mitigated.

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.

No vehicles will enter the site; therefore, dirt or dust will not be transferred onto the highway through movement of vehicles.

As much of the works are internal and the site having a preexisting boundary wall, the spread of dust onto the public highway will be significantly reduced.

Water suppression will be used to reduce the amount of dust going onto the Highway if / where needed.

35. For medium or high impact risk level sites, please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Noise, Dust and Vibration will be monitored by a Monitoring Contractor.

One vibration monitor, one noise monitor and one dust monitor will be provided within the site.

The vibration, noise and dust equipment will be pre-programmed with event alarm warning levels if breached. Monitoring Services will continuously monitor the alarm levels and will report any breached alarms to the Site Manager to all works to be stopped and re-assessed.

Instrumentation will be the following:

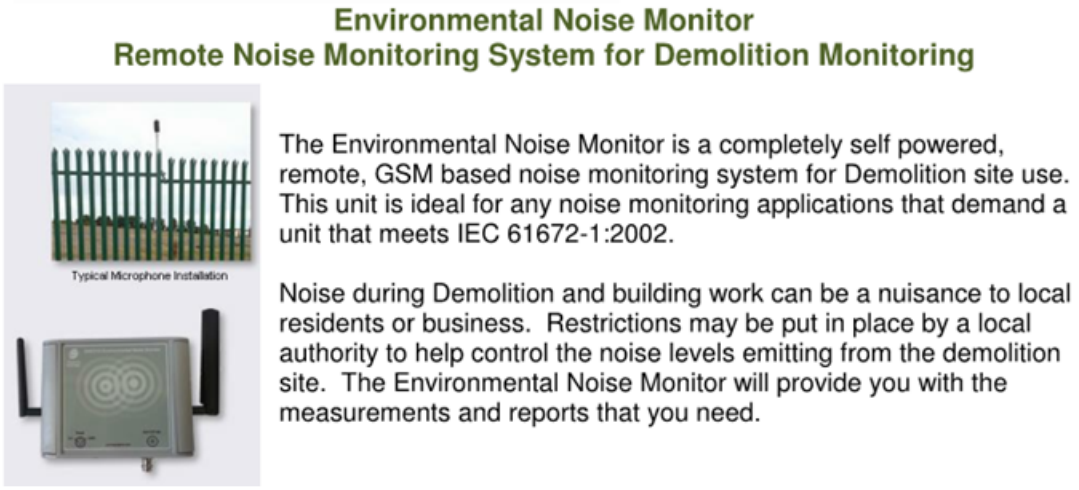
Vibration Monitoring:

Data acquisition	Direction	X,Y,Z
	Range frequency	0.5 - 250 Hz
	Range velocity	0.2 - 50.0 mm/s (0.00787 - 1.9685 in/sec)
	Resolution	0.01 mm/s (0.00039 in/sec)
	Dominant frequency determination	FFT
GPS location	Sensor type	GPS receiver
	Accuracy	10 meter CEP
Sensor tilt	Maximum velocity level	50 mm/s (1.9685 in/sec)

Logging interval time	Range	2 - 6000 s
Trigger level (minimum logging level)		0.2 - 50.0 mm/s (0.00787 - 1.9685 in/sec)
Applicable standards		SBR-A DIN4150-3 BS7385
Alarm settings	Alarm level curve	SBR curve; DIN curve, Straight Line
	Type of message	E-mail, SMS and personal dashboard

Dust Monitoring:

Noise Monitoring:



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**.

Due to the scale of the development, an air quality assessment is not required.

Dust will be continuously monitored and if alerted, preventative measures will take place in order to ensure that the build is in line with GLA policy.

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.)

All of the highly recommended measures from the SPG document within the low-risk column have been / will be addressed. These include the following:

1) Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.
2) Display the head or regional office contact information.
3) Record and respond to all dust and air quality pollutant emissions complaints.
4) Make a complaints log available to the local authority when asked.
5) Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.
6) Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out, and during prolonged dry or windy conditions.
7) Record any exceptional incidents that cause dust and air quality pollutant emissions either on or off the site, and the action taken to resolve the situation is recorded in the log book.
8) Plan site layout: machinery and dust causing activities should be located away from receptors.
9) Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as stockpiles on site.
10) Avoid site runoff of water or mud.
11) Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.
12) Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.
13) Ensure all vehicles switch off engines when stationary – no idling vehicles.
14) Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where possible.
15) Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing.
16) Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
17) Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
18) Use enclosed chutes, conveyors and covered skips.

19) Minimise drop heights from conveyors, loading shovels hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
20) Reuse and recycle waste to reduce dust from waste materials.
21) Avoid bonfires and burning of waste materials.
22) Ensure water suppression is used during demolition operations.
23) Avoid explosive blasting, using appropriate manual or mechanical alternatives.
24) Bag and remove any biological debris or damp down such material before demolition.

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

Note: **real-time dust (PM_{10}) 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 (PM_{10}) 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.

As stated previously, one dust monitor, one noise monitor and one vibration monitor will be used. These will be monitored for the duration of the works, starting a week before the works to produce background monitoring and reports. These initial reports will be provided to the Council which will include trigger levels. Ongoing monthly reports will be provided to the Council thereafter. These will be made readily available online also.

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).

Appropriate mitigation measures will take place throughout the site in order for this to be prevented. Where required, site inspections will be undertaken, and receipts will be provided.

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

An asbestos survey has yet to be carried out at the site. Once conducted, details of this will be provided by the contractor prior to commencement.

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.

Bad language and shouting will not be tolerated on site.

Details of a suitable smoking area will be provided by the contractor prior to commencement.

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 (mm/yy - mm/yy): To be confirmed upon appointment of a contractor and subject to planning consent.

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: Confirmed

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: Confirmed

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: Confirmed

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.

Vehicles will only arrive one at a time, manoeuvring into the suspended loading/unloading parking bay and then turning engines off whenever possible in order to avoid idling.

The appointed contractor will be committed to 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.

Mental Health Training

44. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the "Building Mental Health" charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining Mates In Mind, which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

The scheme will be signed up to the Building Mental Health Charter, and an appropriate number of trained Mental Health First Aiders will be available on-site during construction hours.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

APPENDIX A
Cumulative impact Area Statement & Checklist

CONSTRUCTION MANAGEMENT PLANS

Cumulative Impact Area Central London

Statement & Checklist

Planning Reference	N/A
Site Address	9 Bedford Row, London, WC1R 4BU

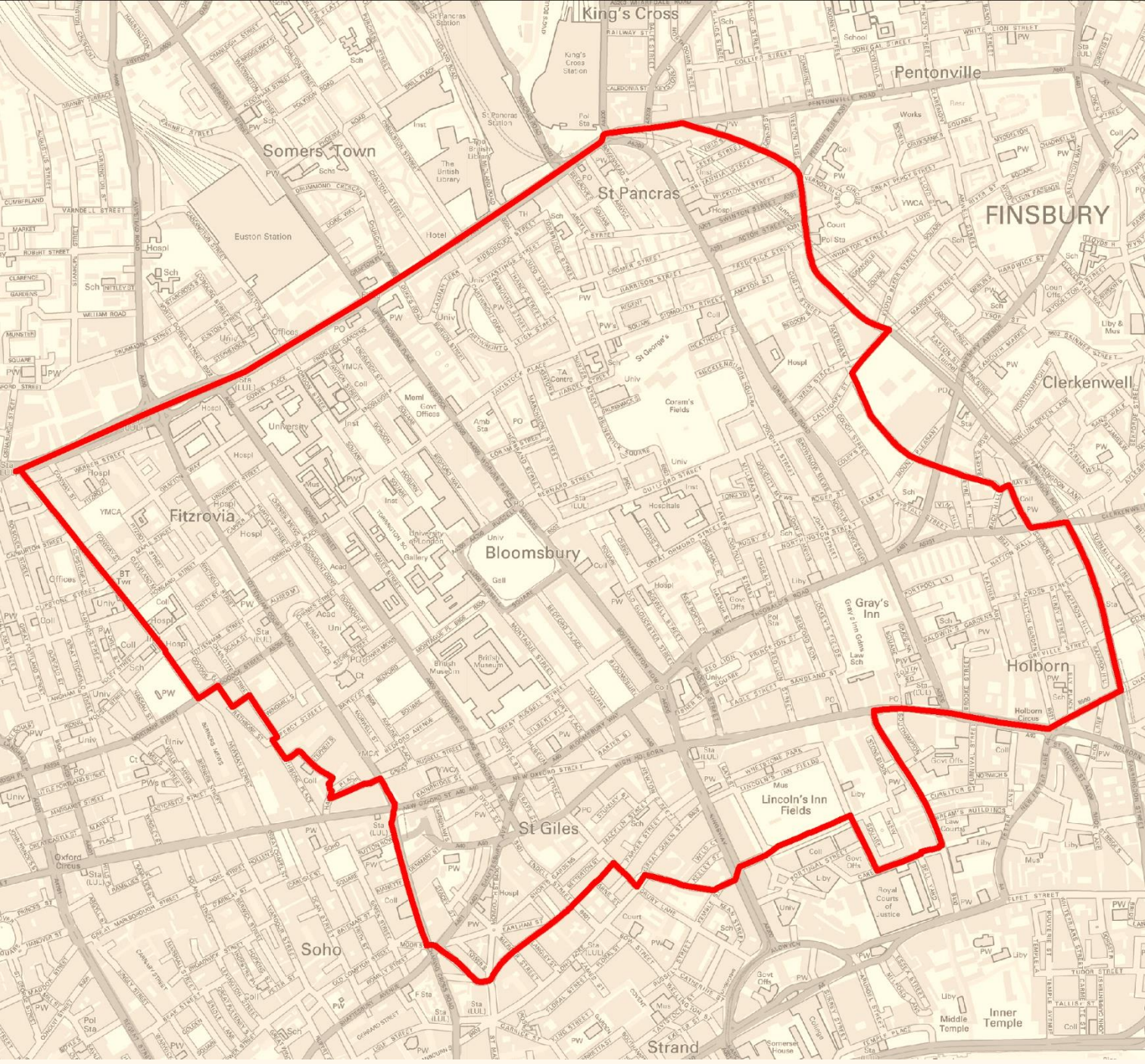
Camden

Statement

The Central London area represents just under a quarter of the total planned development activity in the borough despite only representing 13% of the geographical area. In addition to activity related to the redevelopment of sites, there is a significant amount of commercial buildings that undertake refurbishment works that have similar impacts but are not controlled by planning consents. The interaction of high levels of construction and construction traffic with established business/residential travel patterns is giving rise to heightened community concerns and mean that there is an increased need for careful management of construction activities and their potential impacts

The area is characterised by historic buildings with narrow streets alongside high density modern developments, with residential and commercial operations sitting side by side - the area also attract a lot of tourism, and as such the movement of people is much greater than just residents and employees. The busy nature of this area means that even the smallest redevelopment may give rise to complications with traffic and reports of public nuisance.

Noise and vibration from construction sites has the potential to give rise to significant adverse effects on health and quality of life. Based on our experience we know that some of these impacts can be effectively managed. However, this potential is affected by the challenges posed by Cumulative Impacts where the impacts of various construction sites create effects of greater significance than or different to that of each individual construction site. Managing the impacts of various sites in one area and ensuring a consistent approach to noise and vibration mitigation can be a major challenge in its own right.


King's Cross
Pentonville
Somers Town
St Pancras
FINSBURY
Euston Station
Clerkenwell
Fitzrovia
Bloomsbury
Gray's Inn
Holborn
Lincoln's Inn Fields
St Giles
Soho
Strand
Middle Temple
Inner Temple

Statement

Redevelopment proposals need think carefully how a site will be delivered, considering issues well beyond the site boundary, in particular:

- The proximity of properties, in particular the potential for structure borne noise and dust control
- Co-ordination with neighbouring sites, considering both construction traffic and business that require deliveries
- Communication and availability of data to a wider audience who may not be in close proximity to the development but nonetheless will be impacted, such as those who work in the area.
- The area is a designated Air Quality Management Area (AQMA) and the Council has made a commitment to reduce particulate air pollution to levels recommended by the World Health Organisation. In response, all sites in the Central London area will be required to undertake the following additional obligations as part of their Construction Management Plan. Developers/ Contractors will be required to justify (and for such justification to be made public) why any of the following elements cannot be achieved:-

WORKS

- Assumption of no working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works
- Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site.
- Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities.

COMMUNICATION

- CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage
- All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view
- Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required.
- Construction Working Groups will be conducted jointly with neighbouring sites
- All environmental monitoring data to be made available on-line and on site boards

DELIVERIES

- A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis.
- Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible.
- No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and vehicles will not be permitted to circulate the highway to avoid this requirement)
- A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken

Statement

MITIGATION AND RESPITE

- Adoption of localised mitigation measures such as washing the windows of neighbouring properties.
- Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor
- Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council
- Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)

SITE CONDUCT

- A firm disciplinary policy, such as a two strike warning before removal from site must be operated
- Contractors must attain the Considerate Contractors Scheme 'Exceptional' score
- Contractor must employ an enforcement process to ensure that contractors vehicles do not idle
- A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated
- CLOCS compliance monitoring results need to be reported to council
- All sites must ensure that Traffic Marshalls /Banksmen are appropriately trained, and that there is at least one operative on duty at any given time that has at least has 1+ year of experience in that role.
- The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.
- Weekly 'toolbox talks' should be conducted with all site operatives to advise of the requirements expected by the Council.
- Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.

MACHINERY AND EQUIPMENT

- All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment
- NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers
- The site must connect to mains prior to works commencing to remove the need for diesel generators
- At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives
- Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies.
- Environmental monitoring summary reports should be sent to Camden officers on a monthly basis

CHECKLIST

All development sites in the Cumulative Impact Area which are required to submit a Construction Management Plan (CMP) or Demolition Management Plan (DMP) are required to complete this checklist.

The checklist will need to be presented for comment to the local community as part of the pre-submission CMP/DMP. The Council will not accept the submission of the CMP/DMP unless it receives both the completed CIA checklist . If a particular requirement cannot be met, stipulate the reason why and propose an alternative solution to achieve the objective

	Requirement	Response
WORKS	No noisy working at weekends – any proposals for weekend working will be considered on a case by case basis and communicated to local residents 14 days in advance of works	Agreed
	Prior to proposing any road closures, weekend working or oversize deliveries (to which all require express approval from the Council) the contractor must provide evidence that they have approached neighbouring sites and attempted to coordinate any proposals with those of the neighbouring site	Agreed
	Prior to connecting a site to utilities (Gas, Water, Electric, Telecoms) the contractor must provide evidence that they have approached neighbouring sites (and the utilities providers) and attempted to coordinate connection between neighbouring sites and the various utilities	Agreed
COMMUNICATION	CMPs will be made available online (both prior to approval and post approval) such as on a dedicated webpage	Agreed
	All logs (accident, complaint) will be made available online and a physical copy made available for residents to use and view	Agreed
	Where there are neighbouring site or sites in close proximity that effect the local highway network, joint communication (i.e. Newsletters) will be required	Agreed
	Construction Working Groups will be conducted jointly with neighbouring sites	Agreed
	All environmental monitoring data to be made available on-line and on site boards	Agreed

	Requirement	Response
DELIVERIES	A delivery log, specifying the type of vehicle, its purpose, registration number and time on site must be maintained online and updated at least on a weekly basis	Agreed
	Contractors will be required to provide evidence that they have communicated their proposed deliveries with neighbouring construction sites and any other business, and have coordinated the deliveries where possible	Agreed
	No deliveries shall be scheduled that will require the driver to wait outside the site before 8.00am (and Vehicles will not be permitted to circulate the highway to avoid this requirement)	Agreed
	A pre-booking system for managing deliveries must be operated. All deliveries must contact site at least 20min before arrival to allow the necessary checks to be undertaken	Agreed
MITIGATION AND RESPITE	Adoption of localised mitigation measures such as washing the windows of neighbouring properties	Agreed
	Developments will be required to pay a Construction Impacts Bond to the Council to support the cost of Council officers addressing matters that should have been addressed by the contractor	Agreed
	Dedicated wheel washing with rumble grids must be utilised unless agreed otherwise by the Council	Agreed
	Green infrastructure, such as green screens/hoarding, should be utilised. Installation of filtration units, particularly where the site is near (within 250m) vulnerable receptor facilities (such as schools, nursing homes and hospitals)	Agreed

	Requirement	Response
SITE CONDUCT	A firm disciplinary policy, such as a two strike warning before removal from site must be operated	Agreed
	Contractors must attain the Considerate Contractors Scheme 'Exceptional' score	Agreed
	Contractor must employ an enforcement process to ensure that contractors vehicles do not idle	Agreed
	A plan and process to encourage site operatives to arrive at the site by sustainable methods (including car sharing / pooling) must be presented and communicated	Agreed
	CLOCS compliance monitoring results need to be reported to council	Agreed
	All sites must ensure that Traffic Marshalls / Banksmen are appropriately trained, and that there is at least one operative on duty at any given time that has at least has 1+ year of experience in that role.	Agreed
	The site must be kept damp at all times, proposed equipment for this purpose must first be agreed to by the local authority.	Agreed
	Weekly 'toolbox talks' should be conducted with all site operatives to advise of the requirements expected by the Council.	Agreed
	Site operatives should be identifiable by the public to the site, such as using a uniformed colour of work jackets or branding.	

	Requirement	Response
MACHINERY AND EQUIPMENT	All heavy goods vehicles (HGVs) are required to be Euro VI standard or better, and light duty vehicles (LDVs) are required to be Euro 4 petrol or Euro 6 for diesel, or better. Preference should be for zero to low emission equipment	Agreed
	NRMM should be to stage IV of EU Directive 97/68/EC as a minimum, and an up-to-date NRMM log must be kept on-site and shared with Camden officers	Agreed
	The site must connect to mains prior to works commencing to remove the need for diesel generators	Agreed
	At least four real-time PM10 monitors (certified to MCERTS standard) must be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the Council. Camden officers must be provided access to the raw data via an online platform, and automated exceedance alerts should be sent to AirQuality@camden.gov.uk in addition to the contractor/developer on-site representatives	Agreed
	Web-enabled monitoring equipment, allowing real time information accessible by the public should be deployed – including the use of emerging technologies	Agreed
	Environmental monitoring summary reports should be sent to Camden officers on a monthly basis	Agreed
	The use of powered, percussive breaking equipment should be avoided. Where this is considered not possible early discussions with the Council.	

APPENDIX B
Site Location

Date: 19-July-2023
Scale: NTS
Source: OpenStreetMap
Drawing No: P2877/CMP/B

N

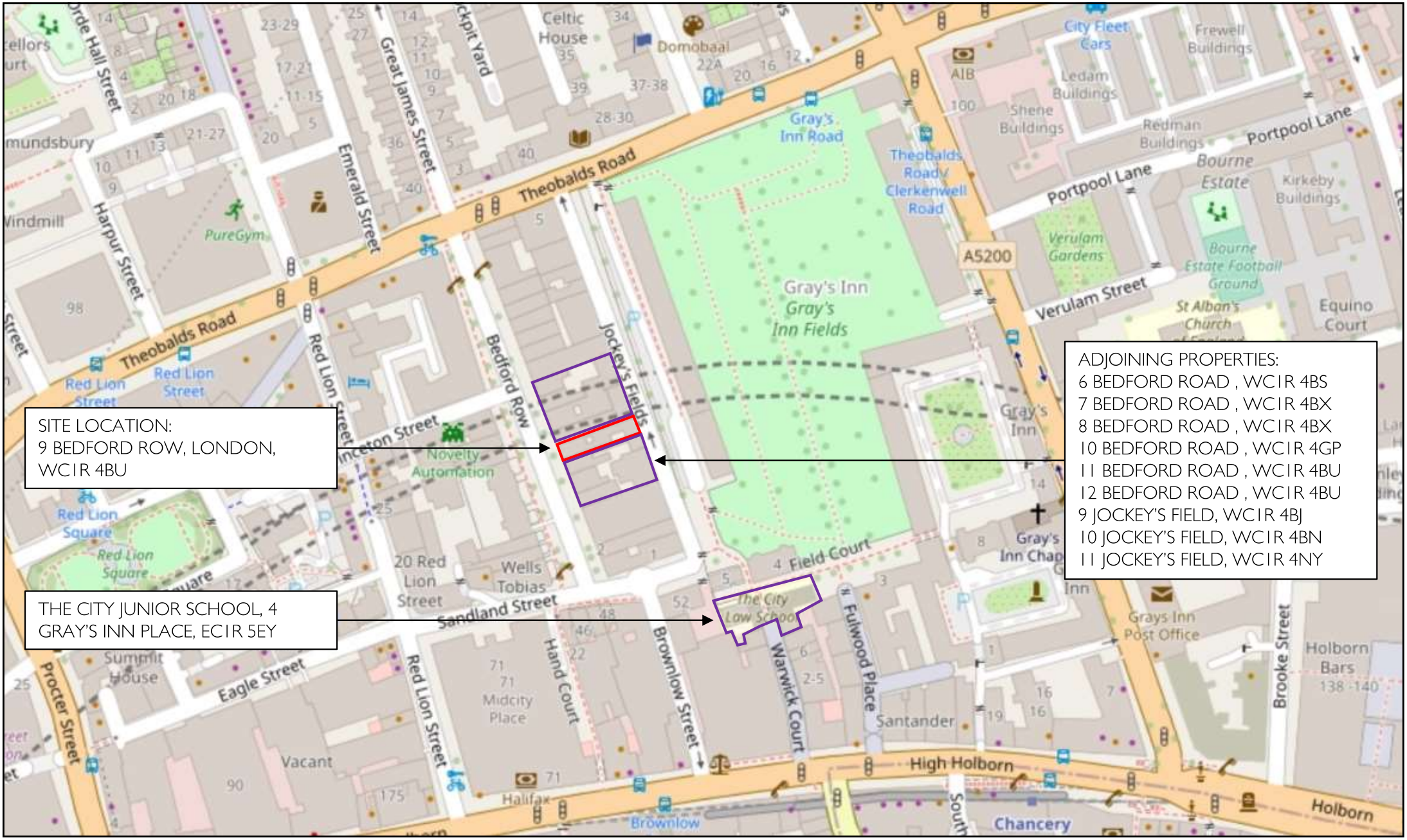
P2877: 9 BEDFORD ROW, LONDON, WC1R 4BU

Appendix B.

Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
T: 0208 780 0426 W: www.pma-traffic.co.uk

APPENDIX C
Community Considerations Plan



Date: 19-July-2023
Scale: NTS
Source: OpenStreetMap
Drawing No: P2877/CMP/C

N

P2877: 9 BEDFORD ROW, LONDON, WC1R 4BU

Appendix C.

Community Considerations Plan

PAUL MEW ASSOCIATES
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Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
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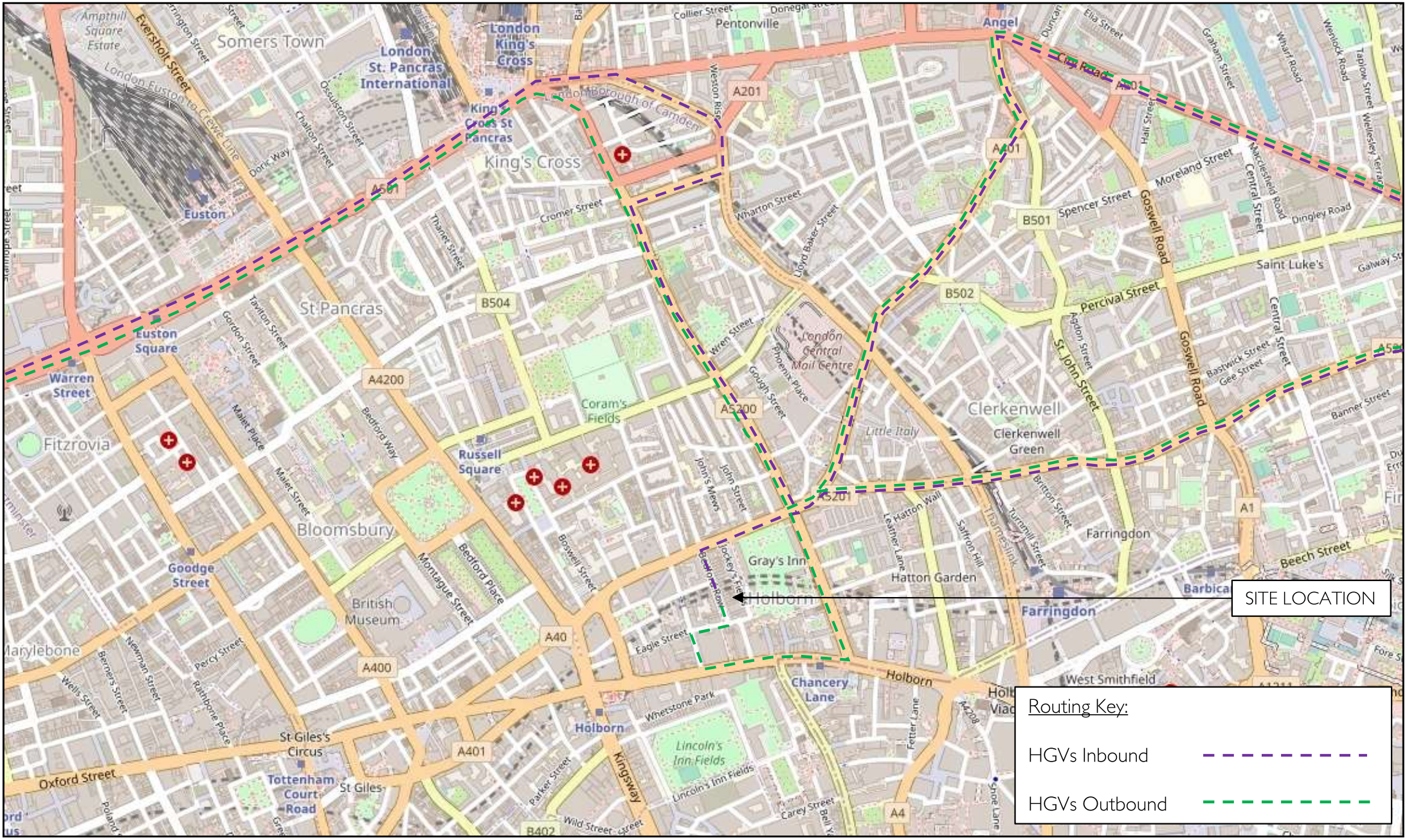
APPENDIX D
Preliminary Vehicle Routing Plan



Date: 19-July-2023
Scale: NTS
Source: OpenStreetMap
Drawing No: P2877/CMP/D

P2877: 9 BEDFORD ROW, LONDON, WC1R 4BU

Appendix D.

Preliminary Vehicle Routing Plan

PAUL MEW ASSOCIATES
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APPENDIX E

Swept Path Analysis : Most Constrained Manoeuvers Along the Proposed Route

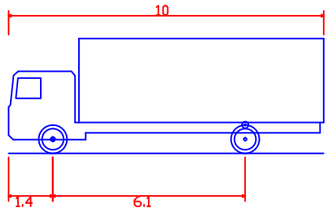
Plan Key

Site Boundary

Parking Bays

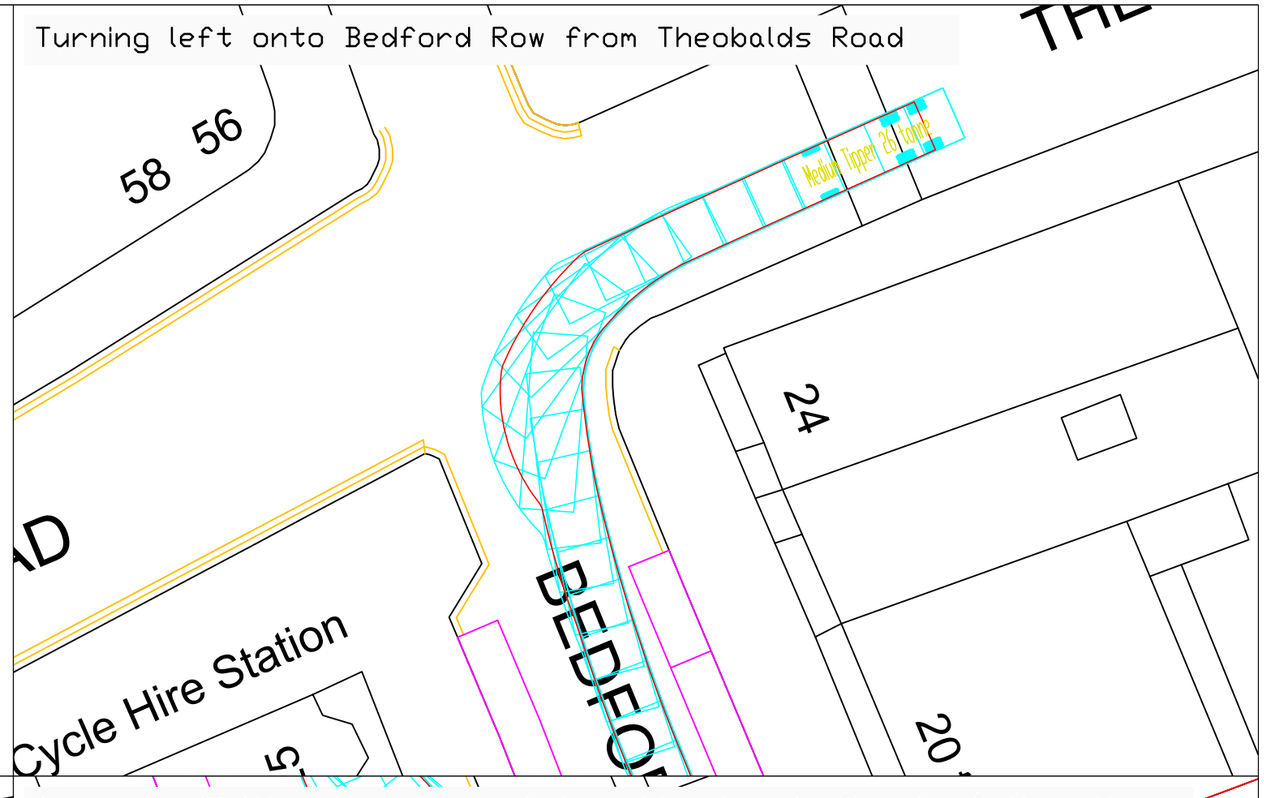
Suspended Parking

Double Yellow Line

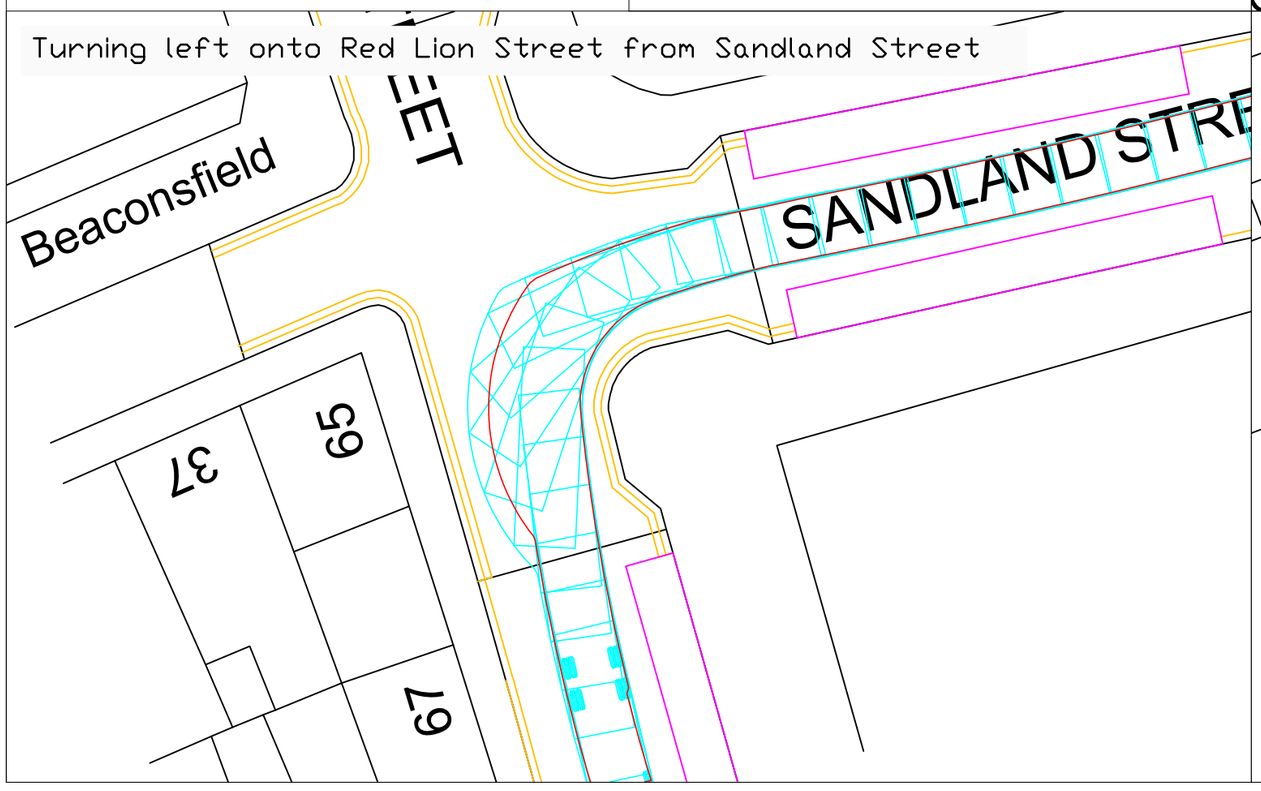


FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

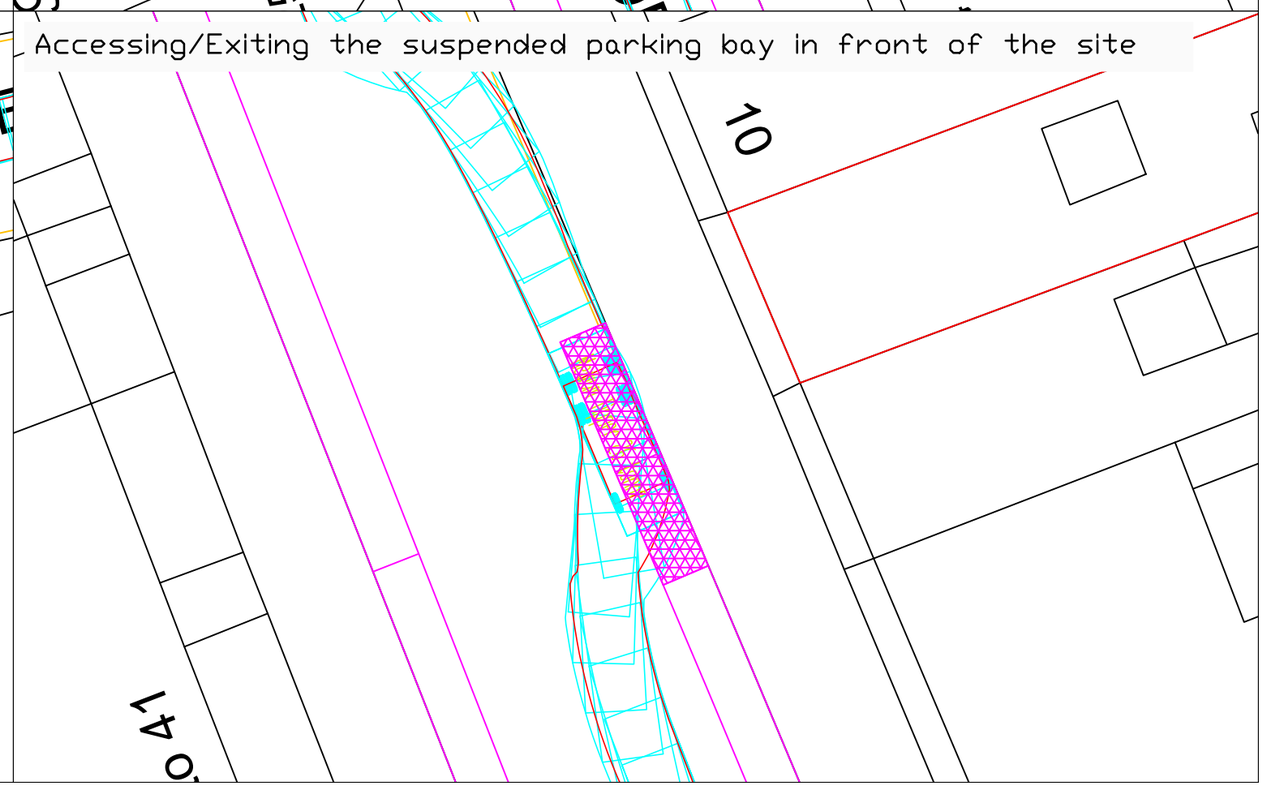
Turning left onto Bedford Row from Theobalds Road



Turning left onto Red Lion Street from Sandland Street



Accessing/Exiting the suspended parking bay in front of the site



Date: 19-July-2023
Scale: 1:250@A3
Source: OS/PMA
Drawing No. P2877/TS/E

N

P2877: 9 BEDFORD ROW, LONDON, WC1R 4BU

Appendix E.

Swept Path Analysis of Most Constrained Manoeuvers Along the Proposed Route (10m Rigid Vehicle)

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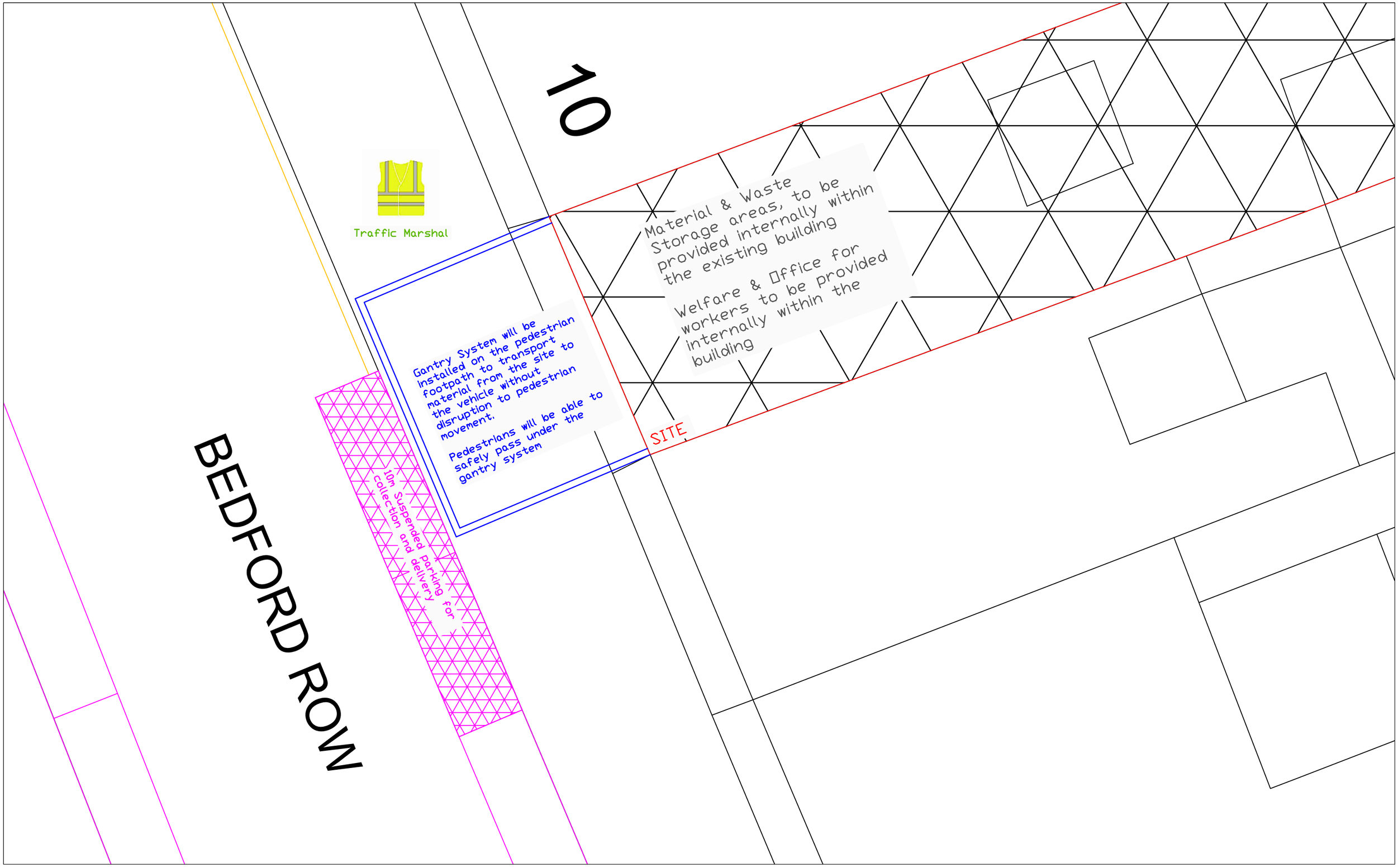
APPENDIX F
Preliminary Site Set-up Plan



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Source: OS/PMA
Drawing No. P2877/TS/F

N

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Appendix F.
Preliminary Site Set-up Plan

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