

Construction/Demolition Management Plan

pro forma

Contents

Revisions	3
Introduction	4
Timeframe	6
Contact	7
Site	9
Community liaison	12
Transport	14
Environment	26
Agreement	31

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
23/06/23	DRAFT V0.1	RC
27/07/23	V1.0	RC

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to 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

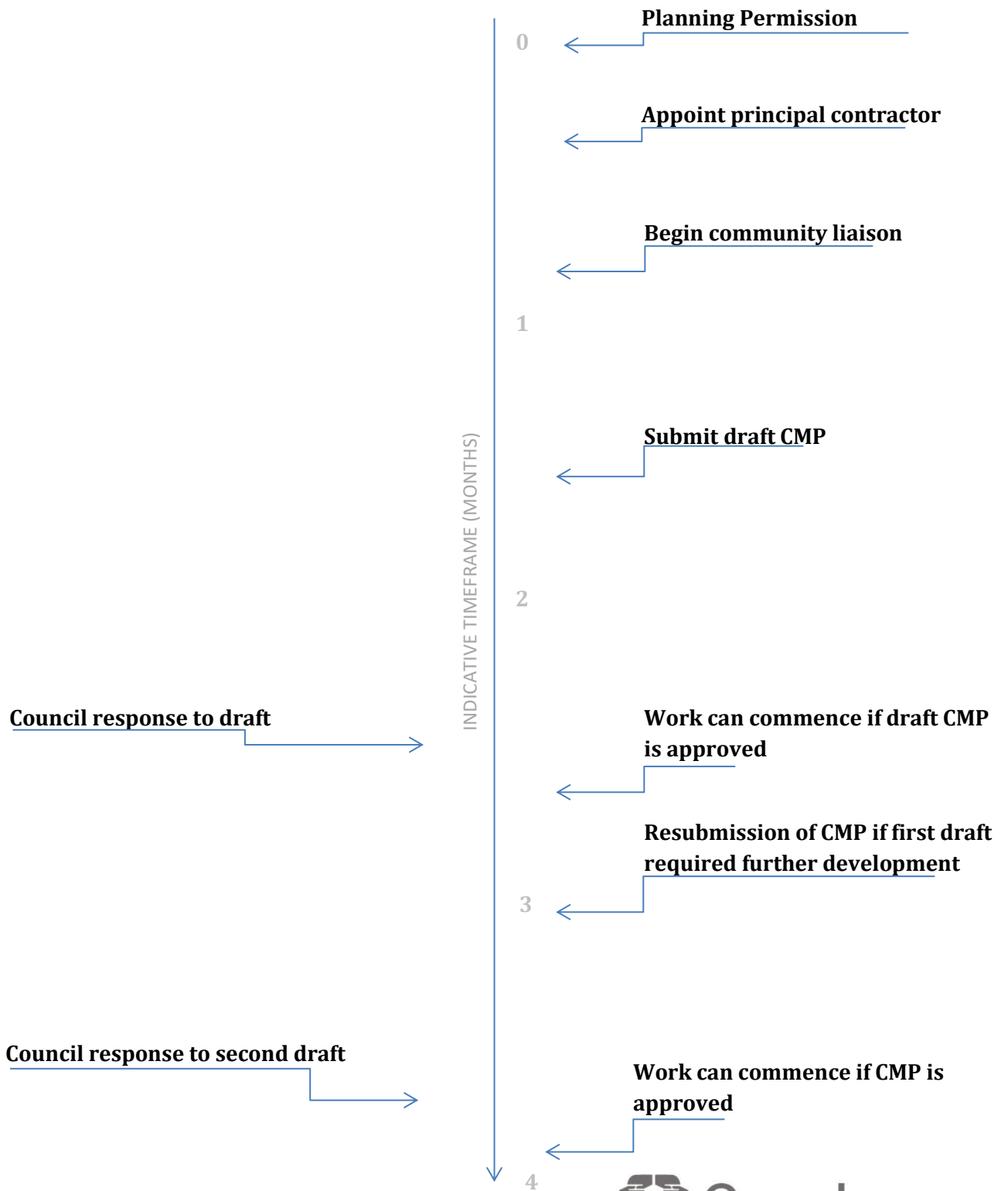
<https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 2 Waterhouse Square, London, EC1N 2ST

Planning reference number to which the CMP applies: TBC

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

Name: Ryan Cogan

Address: Unit B Tapers Studio, The Leather Market, London SE1 4GS

Email: Rcogan@velocity-tp.com

Phone: 0203 336 7310

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

Address: TBC

Email: TBC

Phone: TBC

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

Address: TBC

Email: TBC

Phone: TBC

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

Address: TBC

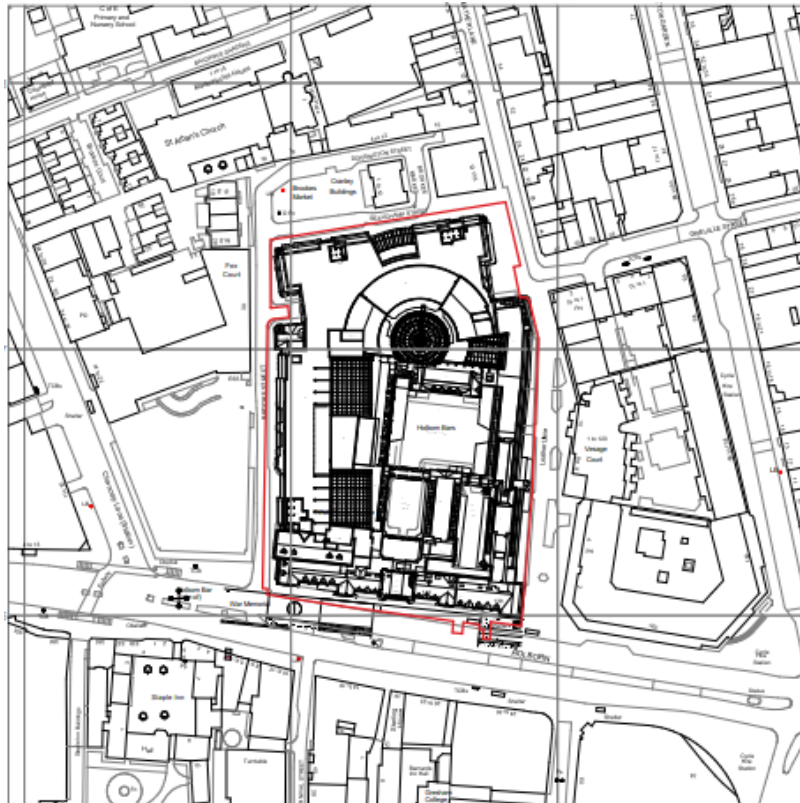
Email: TBC

Phone: TBC

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)

Site Location Plan



The Site forms part of the Grade II* listed 'Prudential Assurance Building, 142 Holborn Bars', as identified within the Historic England list description. The Site is also located within the Hatton Garden Conservation Area. The site makes a positive contribution to both conservation areas with the 19th century buildings fronting Holborn creating a strong visual relationship along Holborn streetscape.

In contrast to other parts of the former Prudential Assurance Building, the Site consists largely of a substantial, late 1980s to early 1990s office building. This was attached to the rear of the former Prudential building which was developed over the period between 1885 and 1932.

The Site has an excellent Public Transport Accessibility Level ('PTAL') with the highest rating of PTAL 6b. Chancery Lane underground station is located less than 100m to the west of the site at the junction with Gray's Inn Road. Farringdon underground and overground station is located within 500m of the Site, serving the Central, Circle, Hammersmith & City and Metropolitan line. There are also a number of nearby bus routes and networks that surround the site.

The existing Building 2 layout provides a total of 29,226 sqm (GIA) office floor area.

The proposed development is for an overall uplift in floor space of 627 sqm (GIA) to provide 29,853 sqm (GIA) of use Class E and commercial land-use.

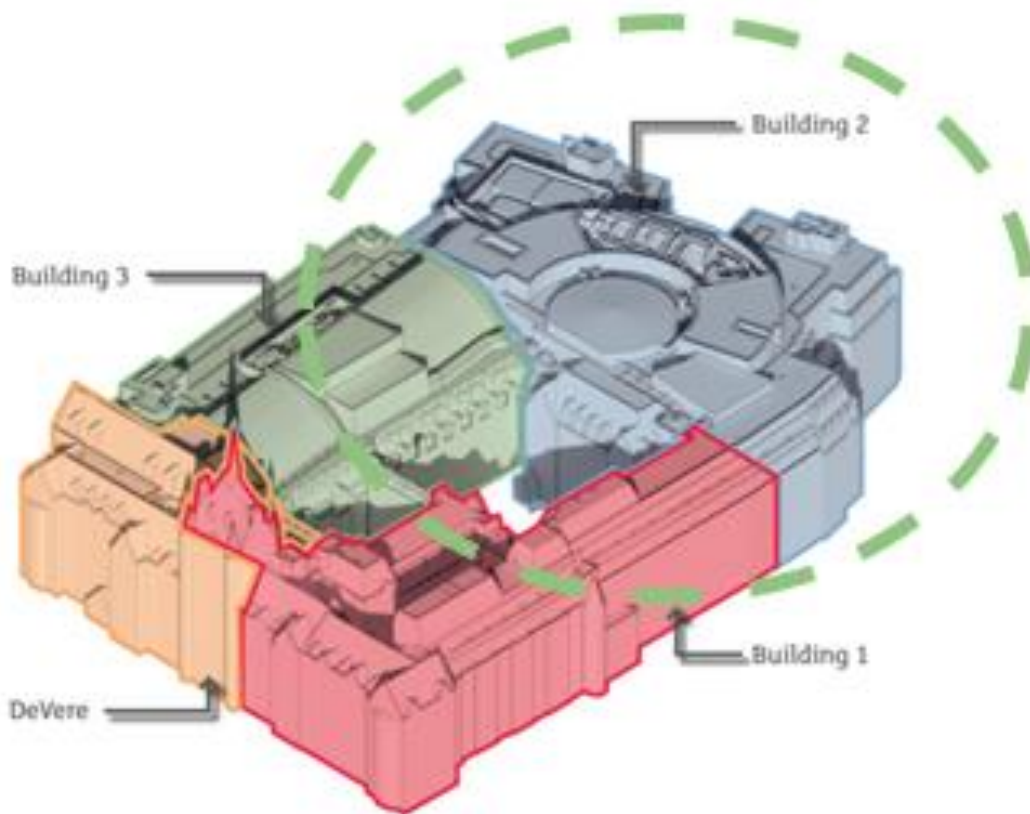
7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g., narrow streets, close proximity to residential dwellings etc).

Refurbishment and extension of the existing building at 2 Waterhouse Square comprising the delivery of Class E (commercial) floorspace and a flexible commercial (Class E) and bar (sui generis) unit, external alterations, reconfiguration of entrances and servicing arrangements, new hard and soft landscaping, provision of cycle parking and other ancillary works.

The proposal relates to Building 2 only:

- Located at the northern end of the Waterhouse Square estate.
- Accessed by vehicles from Waterhouse Square via Brooke Street, Dorrington Street and Brooke's Market, and additionally by pedestrians from Leather Lane.
- The vehicular access is arranged in a one-way loop system and is a narrow route lined with high density residential and commercial buildings.
- There are parking bays along the route

Building 2



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

Mobilisation: May 2025 - July 2025
Construction: August 2025 – March 2027

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 Site is located within the Cumulative Impact Area (CIA) as shown in the figure below. Therefore, Saturday working will not be permitted at the Site.



Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The Site is located on a busy street with a mix of uses including commercial offices, retail and residential. The properties that would likely be affected by the activities on site are highlighted in the figure below.



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.

PRE-APPLICATION CONSULTATION

The following table summarises the engagement which has taken place to date. A separate Consultation relating to highway impacts has been undertaken as part of this Draft Pro Forma:

Meeting	Date(s)	Notes / Actions
Camden Markets Team	Three meetings taken place on Tuesday 25 April, 11am-12pm, Wednesday 10 May, 10-11am, and Tuesday 6 June, 2.30-3.30pm	Multiple meetings held to help develop market offer with input of Markets Team.
Central District Alliance	Tuesday 25 April 3.30-4.30pm	Team to present follow-up based on the developing aspects for the Market offer – to also engage with on submitting a letter of support post-submission.
Consultation preview event with market traders from the Leather Lane Market	Wednesday 26 April, 3-4.30pm	Attendees included 13 traders plus J-P and Debbie from the Camden markets team (for 15 attendees in total). LCA to undertake analysis and issue summary once application ready to be submitted. To incorporate feedback into SCI.
Public consultation drop-in event	Wednesday 26 April, 4.30-7pm	11 attendees in total . This included three members of the Central District Alliance as well, with the others consisting of local residents, including a couple of residents representing the Gamage Tenants & Residents Association. LCA to undertake analysis and issue summary once application ready to be submitted. To incorporate feedback into SCI.
John Chamberlain, Camden Cyclists	Wednesday 24 May, 2-3pm	To share draft CMP with John at appropriate stage.
Cllr Awale Olad, Ward Councillor, Camden	Tuesday 6 June, 11am-12pm	No further follow-up at this stage- will continue to keep informed of project milestones.

PRE-APPLICATION NEIGHBOURHOOD CONSULTATION

A Neighbourhood Consultation Letter was hand delivered/emailed to the surrounding properties and relevant stakeholders on the 21st June 2023 to the following:

Appendix A contains the following:

- Neighbourhood Consultation Letter was hand delivered on the 21st June 2023
- Neighbourhood Consultation Letter Distribution Map



The 14-day neighbourhood consultation period is from 21st June 2023 – 5th July 2023. Responses received from the neighbourhood consultation are detailed below:

- **Comment 1: Paul Cutler (23/06/2023)**

Comment: *“Very small number of residents and GTRA have objected I understand on the grounds of the cumulative impact of noise pollution and disruption, to rents lives from multiple construction sites. One meeting with one ward councillor who hasn’t consulted residents’ views as their representative. No categorisation of risk under the GLA BP guidance on control of dust and emission. Several important sections blank or tbc which are relevant to residents who will be affected including noise and air unity/dust and emissions. Please confirm which neighbouring planned and current construction sites have been contacted thus far in terms of assessing disruption and impact to residents’ lives. What consideration has been made about the cumulative impact of 6 years ongoing and overlapping noise construction work for residents of the Gamages Estate from LBC, LBI and C of L sites. This is a source of ongoing complaints and requests for action a change by residents currently with both LBC and C of L Planning including committees owing to poor standards of consultation from officers and developers.”*

- **Comment 2: Gamages Tenants (26/06/2023)**

Comment: *“We are representatives of a local authority estate adjacent to 2 Waterhouse Square. We represent over 1000 residents, a vast amount who own vehicles and use the 9 CA-D bays in Brookes Market. In your letter you state that these bays will be reallocated to the basement area of Waterhouse Square. Firstly, can you please confirm this will be the case? As resident bays are at a minimum in the vicinity and our residents are concerned that when the bays are suspended they will*

have to travel further with shopping, etc. Also, the impact of site traffic in Holborn will have a massive effect on the overall traffic (already at a high) in the surrounding area. Has this been looked into in any great detail? We are also concerned that you are assuming that planning will be granted.”

- **Comment 3: John Chamberlain (23/06/2023)**

Comment: “As offered in the recent consultation letter, I would like to see a copy of the draft CMP for 2 Waterhouse Square. I am particularly interested in the HGV routing to and from the site and the potential impact on people cycling and walking. I had a very useful meeting with Harry Sorensen (cc'd) and representatives from Orms last month where we discussed the issues but would like to see how they being handled in the CMP; I note for example the proposal to loop around Brookes Market rather than make a hammerhead (3-point) turn. Also ccing David Harrison of London Living Streets who represents the interests of pedestrians and other non-motorised street users in Camden and Islington.”

- **Comment 4: Takeshi Osada (29/06/2023)**

Comment: “Hello, I hope this email finds you well. My name is Takeshi, and I am a resident of Leather Lane in London. I am reaching out to you regarding the recent letter I received about the redevelopment proposals at Two Waterhouse Square. I have a specific concern regarding the access to footways in the surrounding area. If the footways around the square are completely closed off, it will cause significant inconvenience for us residents. Therefore, I would like to request further details regarding your plan for the closure of the footways. In particular, I am interested in understanding how we will have access from Leather Lane to either Dorrington Street or Beachamp Street in order to reach Waterhouse Square. Clarifying this aspect will help us better prepare for any potential disruptions to our daily routines. I appreciate your attention to this matter and look forward to receiving more information about the footway closures. Thank you for your assistance. Kind regards, Takeshi”

- **Comment 5: Toni Piccolo (04/07/2023)**

Comment: “Hello, I live in Hatton Garden and while in the general area, am not in any way adjacent to the construction site. However, I am a car owner and am a user of residents parking bays in the area. You may or may not be aware that resident bays in the area are in very short supply and your proposal to suspend a significant number of the bays in the immediate area concerns me as it is difficult enough as it is to find a free bay. How do you propose to reduce the impact of the bay suspensions so that residents are not greatly inconvenienced by the works, which if I read your letter correctly will take 4 YEARS to complete ? I would also like to see details of the proposed work, especially the proposed retail units. Man thanks, Toni Piccolo”

Response to Comments: Any comments received will be reviewed to inform the next draft of the CTMP, which will be submitted with the proposed planning application. The planning application will then enter its own consultation period, where again you may comment on the draft CTMP.

If the planning application is approved, a principal contractor will be appointed. They will develop a full CTMP with another 14-day consultation process prior to submission of the CTMP to the council to enable construction to commence.

The purpose of this current consultation is to obtain constructive and valuable advice from local residents on how best to accommodate construction access for the development, in particular, whether there are any unique local characteristics that the principal contractor should be aware of in advance of preparing the full CTMP.

Summary: Generally, local residents were concerned with the impact of noise pollution and disruption, including air quality and dust, HGV routing to and from the site, any closures to footways that will inconvenience residents, and suspension of parking bays during construction.

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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma. However, the following may be included:

- Community Notice board to be displayed at the site boundary updating progress, notifying up and coming works, careers information, company profile, safety & environmental information
- Register with Considerate Constructors Scheme
- Contact details will be displayed at the site boundary for information and complaints.
- Regular newsletter drops to neighbours

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.

It is expected that the Considerate Constructors Scheme will be adopted for the entirety of works on site. Contact details will be affixed to the front site hoarding indicating details of who to contact. This contact list will include names and numbers of staff on site should neighbours / the public require the need to contact a staff member.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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:

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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

The appointed main Contractor is expected to use Sub Contractors and Suppliers that are members of the Fleet Operator Recognition Scheme (FORS) and accredited with a minimum of Silver standard. By only using such sub-contractors and suppliers we will be working with organisations that are CLOCS compliant.

The Main Contractor will ensure our contractors put in place the following checks:

1. Contractual

- a) At tender stage, seek to stipulate the requirement for contractors to be members of FORS and have a minimum of Silver standard
- b) At mid tender interviews with CMP is reviewed and the need for FORS accreditation and evidence of compliance with the CLOCS Standard
- c) Noncompliance with the CLOCS Standard and a lack of evidence that a contractors' vehicle fleet is FORS accredited at Silver will result in the contract not being awarded
- d) Essential Living and their contractors have made the amendment to include the need for FORS Silver

2. Site Set Up

- a) The CMP will be communicated to the sub-contractor(s) and supplier(s) at pre-contract order meeting and pre-commencement meeting to ensure that they are aware of specific constraints of the site in connection with; access routes, delivery times, booking deliveries, compliance with the traffic marshals' instructions and only parking in the designated loading and unloading areas
- b) Our construction phasing plan will be issued all subcontractors and suppliers

3. Site Operations

- a) There will be continued reinforcement of the requirements of the CMP in connection with delivery times and routes and non-compliance will be policed with a warning system and result in persistent offenders being barred from the site
- b) When there are requirements for any special deliveries to site such as early mornings or out of hours then permission will be sought from Camden and the residents informed via the Construction Working Group
- c) The Project Manager will keep a log of all deliveries with compliance check to ensure that delivery lorries are FORS registered – the log will be submitted to Camden on a monthly basis

4. Vehicle and Vehicle Operator Check

- a) All vehicles arriving at site will be checked to be at FORS Silver as a minimum and those that are not will be turned away
- b) At the site gate, the driver will be asked to present their certificate or card to confirm that they have had vulnerable road user safety training

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:

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

The appointed main Contractor will confirm that they will include the CLOCS Standard in all contracts with their contractors and suppliers.

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.

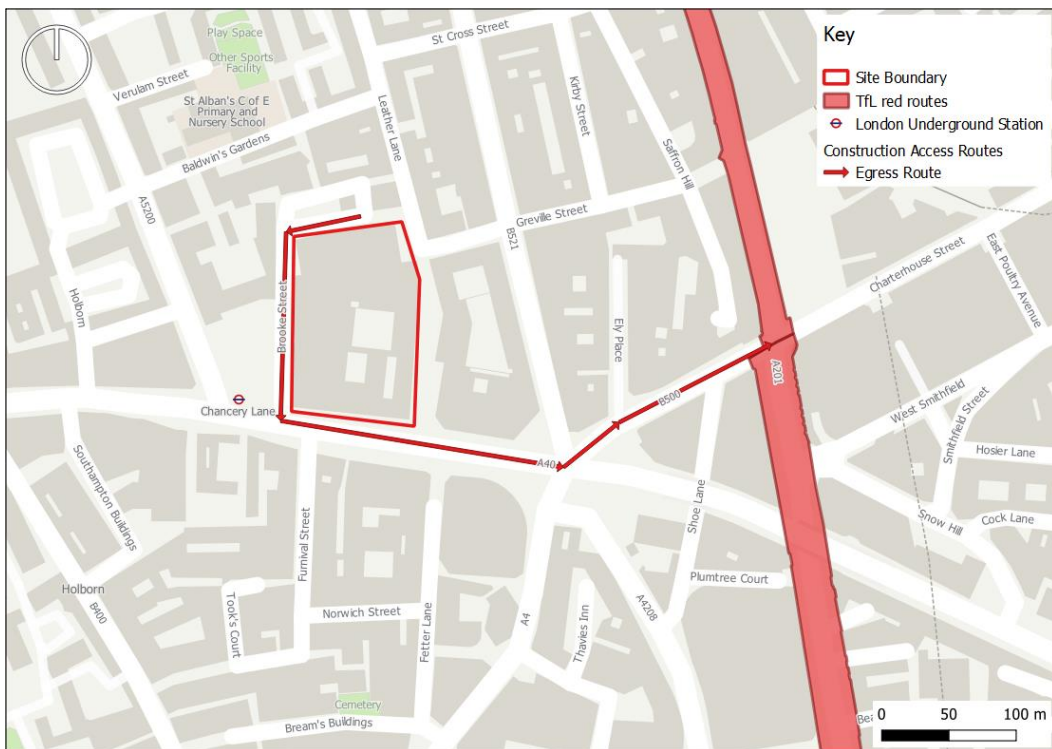
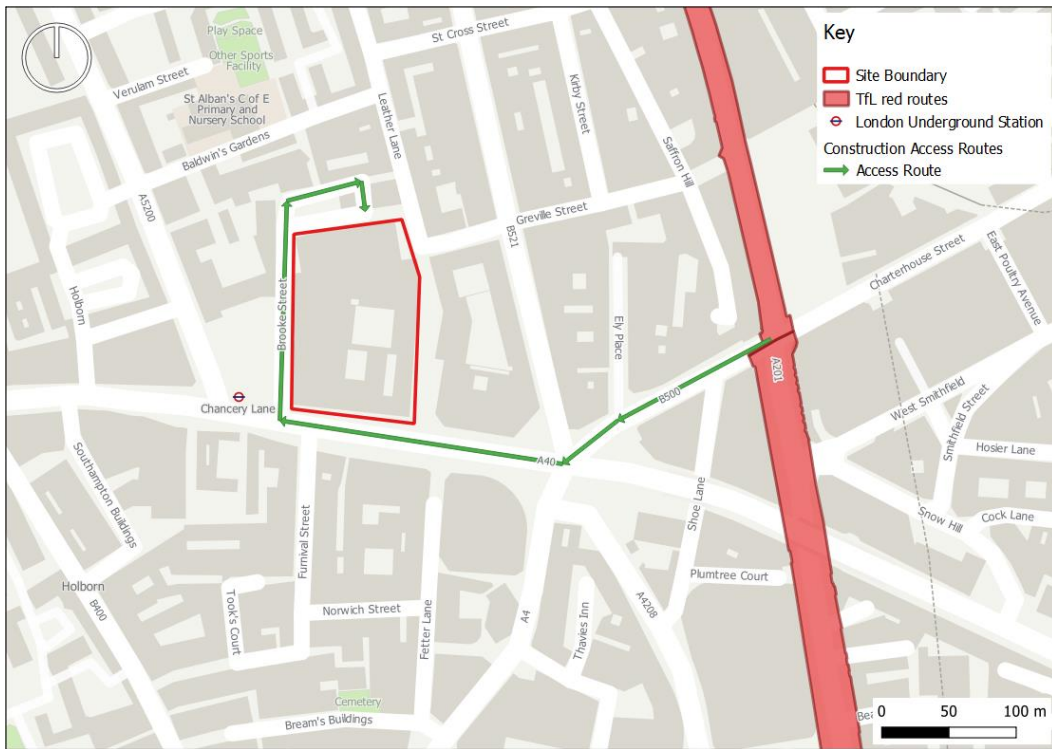
Consideration should also be given to weight restrictions, low bridges, and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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.

Figure 1 shows the Proposed Access and Egress Construction Routes

Figure 1: Proposed Construction Access and Egress Route



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.

As part of the contractor procurement process all contractors, sub-contractors and suppliers will be informed of the routes to and from site at in our tender enquiry, at pre order meeting and prestart meetings to reinforce the need to use the prescribed routes.

We will also establish with each type of delivery vehicle at each stage of the project which site entrance to approach.

Site Phasing plans indicating the site entrance points and the detailed drawings prepared by the main contractor.

The Main Contractor will ensure that all sub-contractors and suppliers that are part of the supply chain who have to make deliveries to site will be members of Transport for London's Fleet Operator Recognition Scheme (FORS) or similar to a minimum of Silver level. The Main Contractor will use contractor selection process and procurement process to only select contractors who are members of FORS (or similar), by doing this will be using drivers who are aware of the demands of driving large vehicles in central London in particular the awareness of cyclists and pedestrians.

Any lorries waiting to enter the site will not be allowed to idle and will be instructed to turn engine off. By using suppliers and subcontractors who are FORS (or similar) members, then all delivery vehicles will have:

- a) Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- b) Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- c) Have a Class VI Mirror
- d) Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

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

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

b. Please specify the permitted delivery times.

All deliveries will be pre booked and all delivery times will be known. This will be controlled and managed by on-site Logistics Manager. This will be achieved via the use of subcontractor coordination meetings where the main contractor will implement short term look-a-head programmes that will include the booking of deliveries.

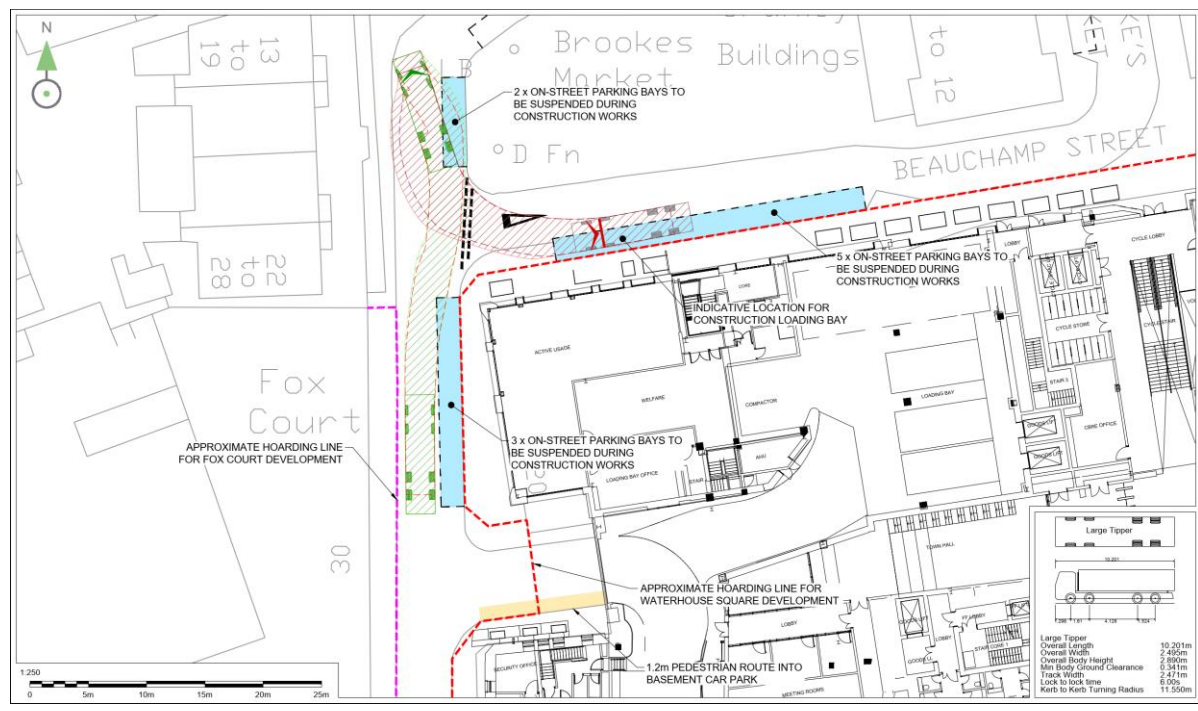
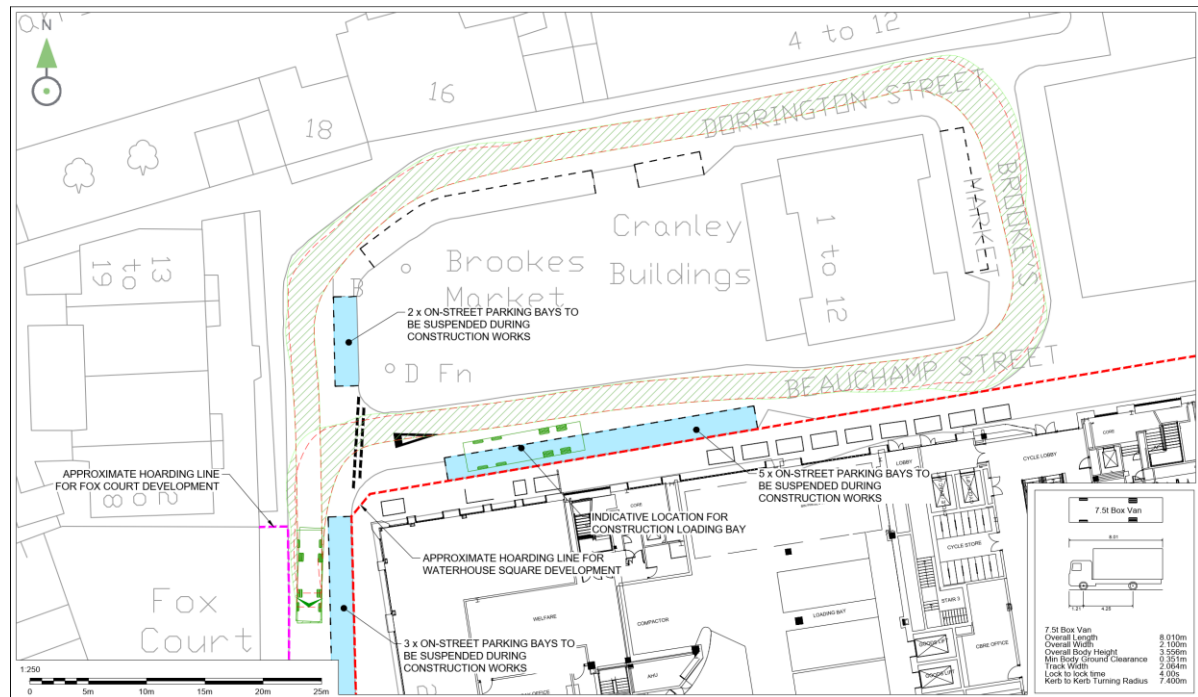
c. Cumulative effects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very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

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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

Swept path drawings below in Figure 2 (Also Shown in Appendix B) indicate two parking bays will require suspension on Brooke Street, five parking bays on Beauchamp Street, and three parking bays on Waterhouse Square. The suspended bays are Resident Permit Holder Bays within CPZ CA-D, which operates Mon – Fri 8.30-6.30 pm and Sat 8.30 am – 1.30 pm and CPZ MKT, which operates Mon – Fri 8:30-6:30 pm. Residents will be able to park in other spaces in CPZ CA-D during the suspension period.

Figure 2: Swept Path Analysis



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.

As shown in the vehicle swept path drawings, two parking bays will be suspended on Brooke Street, five parking bays on Beauchamp Street, and three parking bays on Waterhouse Square. Residents will be able to park in other spaces in CPZ CA-D during the suspension period.

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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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).

Traffic marshals will ensure that all engines are switched off when manually off loading and signage will be displayed to reflect this.

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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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.

All deliveries are to be supervised by a traffic marshal and reported to the Site Manager. All deliveries will be pre booked so that the traffic marshal know when the delivery is coming and will take measures to ensure that the public are not affected by the delivery.

The traffic marshal must be obeyed, and no phones or hands-free kits are to be used whilst driving, either on site roads or on public roads. A walkie-talkie system will be used so that the traffic marshals can communicate throughout the site.

The Project Manager's will plan works including; vehicle movement, deliveries, temporary routes, and facilities to ensure that the safety of the public is maintained at all times. All deliveries will be co-ordinated and programmed to alleviate pressure on the road network. Deliveries will have to be pre-booked with site so that there is not any delivery vehicles waiting in the street. This will be achieved via the use of our weekly sub-contractor meetings where deliveries will be planned and booked.

For all access, construction vehicle movements will be scheduled to take place between 0930 and 1500 hours on Monday to Friday. During school holidays, construction vehicle movements be scheduled to take place between 0930 and 1630 hours on Monday to Friday.

The working time periods based on the London Borough of Camden's standard working hours for construction sites (0800-1600 hrs Monday to Friday) as the site is located within the CIA.

All suppliers and sub-contractors who are supplying materials to the site will be issued with a transport plan which will include a prescribed route into the site to deliver materials from the Transport for London Road Network.

As part of plans to mitigate the impact of the project and its deliveries on the road network we will in the first instance look to our supply chain to store materials off site and only deliver the materials when they are needed.

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.

Swept path analysis has been carried and attached at **APPENDIX B**. Site access points are accessible and can be safely served.

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.

If any mud or construction debris does get onto the street within the vicinity of the site, then these areas will be kept clean via the use of water hoses and manually swept. In addition, a mechanical road sweeper will be used to clear any debris, if required.

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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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](#).

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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 highway's 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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma.

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.

By its nature demolition and construction works can cause noise, noise being created by; mechanical plant, cutting, drilling, hammering, and sawing. All noisy work will be restricted to occur only after 8.30am and before 5.00pm Monday to Friday (excluding Bank Holidays). The activities that will create "noisy" operation are:

- The running of engines for; piling rigs, concrete lorries, screed pumps, etc
- Drilling & the use of nail guns during the fit out

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.

tbc

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

tbc

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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma. Measures may include the following:

- Damping down of demolition areas and skips
- Cover Skips.
- Wet cutting of concrete and masonry.
- Cat B extraction at point of cutting timber, dry masonry
- Dust cubes at site boundaries (internally)
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out.
- Wheel washing for vehicles exiting site.
- Use water-assisted dust sweeper(s) on access and local roads, to remove, as necessary, any material tracked out of the site.
- No dry sweeping of large areas.
- Sheeting to scaffolds.
- Provide information and training to the workforce.

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

tbc

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.

tbc

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.

tbc

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.

tbc

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.**

tbc

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.)

tbc

- 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.

tbc

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).

tbc

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

tbc

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.

At this stage a contractor has not been appointed, this can be confirmed within the final CTMP Proforma. Measures may include the following:

- All operatives and site staff will undergo a comprehensive site induction where all the clear site rules will be discussed.
- Smoking will be in a designated area within the site hoarding away from Non-smokers with the necessary fire precautions in place.
- Bad language is tackled in the induction and not tolerated with anyone offending being removed from site immediately.
- Unnecessary shouting will be avoided with the use of radios.

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):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

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.

tbc

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.

tbc

● 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