

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
16/01/2023	1	Caneparo Associates

Additional sheets

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

Date	Version	Produced by
27/09/22	1	Appendix A – Swept Path Analysis
05/10/22	1	Appendix B – Construction Site Arrangement Plan
26/09/22	1	Appendix C – Existing Highway Arrangement

Introduction

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

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

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

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

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

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

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

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

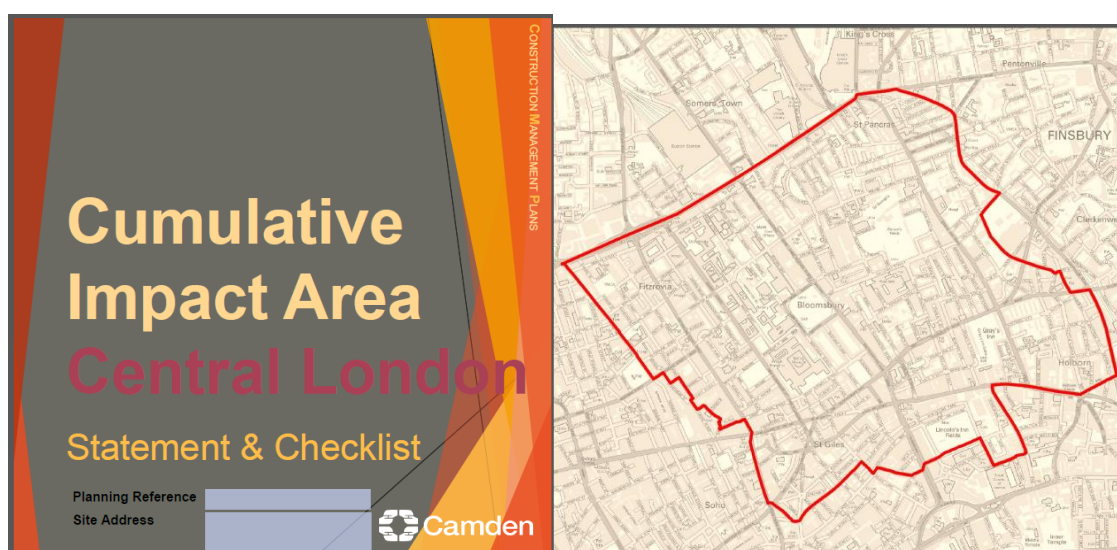
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

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

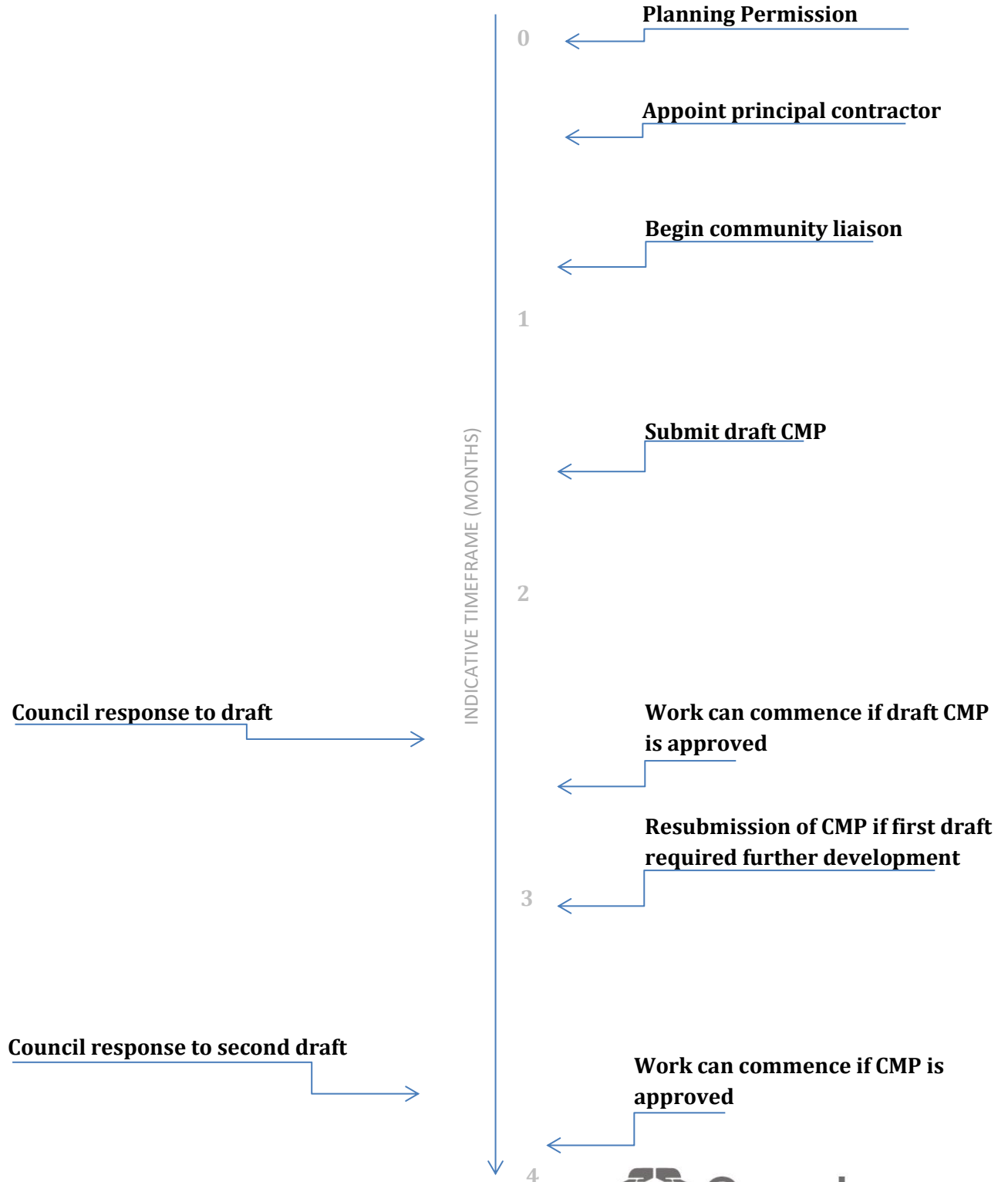
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans#sumf>



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: Harrington Square, NW1 2JH, London Borough of Camden

Planning reference number to which the CMP applies: TBC

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

Name: Caneparo Associates

Address: 21 Little Portland Street, London, W1W 8BT

Email: info@caneparoassociates.com

Phone: 0203 617 8200

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: To be confirmed

Address:

Email:

Phone:

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

Name: To be confirmed

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: To be confirmed

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.

The application site is located on the eastern side of Harrington Square and comprises an area of hardstanding. The site will attach to a row of terrace housing to the north, back on to car parking to the east and is located next to Hurdwick House which is to the south of the site.

The proposals are for the development of 11 residential units (2 x 1-bed, 3 x 2-bed and 6 x 3-bed) on the car park site. The development will be car-free with the exception of one disabled parking space provided on-street. Vehicle access onto Harrington Square will be retained so that the parking spaces to the rear of the site are still accessible. A site location plan is shown below.



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 construction of the building will be 5-storeys. The construction process will be able to occur with minimal challenges, as a vehicle loading area can be situated immediately adjacent to the site, however this will be next to the TfL Road network and therefore needs to ensure that buses can still pass. Residential properties are also located within the immediate vicinity, however through a site hoarding and mitigation measures, any potential impact will be limited.

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

A contractor has yet to be appointed to finalise the programme of construction. However, based on other project examples, consideration has been given to an indicative timeline for the construction process to occur. The exact start and end dates will be informed by the timing of granting planning permission and selection of a contractor:

- Site Set up – 2-4 weeks.
- Piling – 10-12 weeks.
- Substructure – 16-18 weeks.
- Super-Structure – 16-18 weeks.
- Cladding – 20-22 weeks.
- Fit-out & commissioning – 22-24 weeks.

As such, based on the above, the proposed construction could be expected to take 24 months in length, upon commencement.

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

Camden's standards working hours will be adhered to as set out above.

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 key affected receptors will be the residential properties to the north and to the east of the site. Notwithstanding this, there will be a clear boundary between the residential properties and the proposed building line and therefore appropriate hoarding will be installed. This will assist in reducing noise, vibrations and dust.

Further details on how the site will be set up will be included within the final CMP once a Contractor has been appointed.

11. Consultation

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

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

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

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

It is recognised that consultation is a key part of a draft CMP that is prepared following the granting of planning permission as indicated in the timeline outlined towards the beginning of this CMP. The need for community liaison is identified as being required following the granting of planning permission and the appointment of a contractor which has yet to occur.

Upon the granting of planning permission and the commencement of preparing a final CMP, the following stakeholders are anticipated to be consulted upon:

- Occupiers of the dwellings to the north, east and south of the site, as well as commercial properties to the east.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

A construction working group will not be set-up for this scheme. Contact details of the Main Contractor will be provided at the site entrance on Harrington Square so that any local residents/businesses can get in contact to discuss any queries.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

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

This is acknowledged and agreed.

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.

A review of the planning portal confirms that there are no works taking place along Hurdwick Place, Harrington Square, Eversholt Street and Hampstead Road. This will continue to be monitored and will be reviewed as part of the final CMP. The Contractor will discuss the proposed works with any other construction sites that may come forward in the vicinity of the site so that construction vehicle activity can be coordinated as far as possible.

Transport

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

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

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

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

To be confirmed.

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

The development works will be registered on the 'Considerate Contractors Scheme' in order to obtain the 'Exceptional' score. While FORS and CLOCS standards will also be adhered to.

Contracts

CLOCS Compliance will be included as a contractual requirement. The FORS Bronze accreditation will be the minimum contractual requirement, FORS Silver or Gold operators will be appointed where possible.

Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).

Desktop Checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site Checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Where the contractors' own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

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 principal contractor will confirm that all contract orders for this project will include that all sub-contractors and suppliers will abide by the CLOCS Standard. Confirmation will also be provided for the formal sign up and registration for the CLOCS community.

It will be confirmed that all deliveries / vehicles will access the site via the A501 Euston Road onto A4200 Euston Square / Eversholt Street, Millbrook Place, Hurdwick Place and then stopping outside of the site on Harrington Square. Vehicles will exit the loading area running south and west along Harrington Square, turning left onto Hampstead Road and then onto the A501 Euston Road. This route is illustrated in Question 18.

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

Site Traffic

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

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

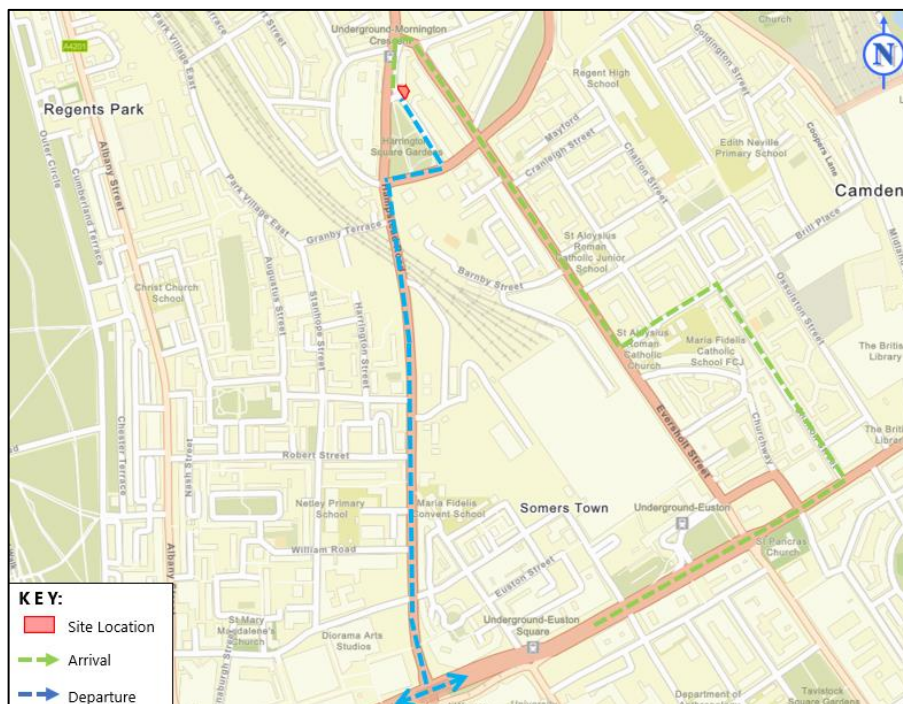
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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

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

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

The proposed routing arrangement is illustrated in the image below.



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.

Suppliers and delivery companies will be made aware of the agreed access and egress routes, site restrictions in terms of time limits, maximum vehicle width, length and height, site contact details and any relevant information which we may impact the drivers and other road users. This will be regularly reviewed and monitored to ensure compliance.

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:

Plant and tower crane delivery at start of project

Articulated vehicles: 2 deliveries per day

Large Tipper: 40 deliveries per day during substructure and superstructure works

Concrete / Skip Lorries: 15 deliveries per day average

3.5t van: 5 deliveries per day average

As a contractor has yet to be appointed, there is no information available on the size of vehicles or the approximate number of associated vehicles. An illustrative number and breakdown of vehicles across the stages of construction are outlined below to provide an indicative understanding of the type and volume of traffic:

- Site Set up – 2-4 weeks – 4-8 vehicles per day.
- Piling – 10-12 weeks – 5-10 vehicles per day.
- Substructure – 16-18 weeks – 5-10 vehicles per day.
- Super-Structure – 16-18 weeks – 5-10 vehicles per day.
- Cladding – 20-22 weeks – 5-10 vehicles per day.
- Fit-out & commissioning – 22-24 weeks – 4-8 vehicles per day.

Based on the above, it is expected that approximately 7-8 deliveries will be made to the site per day on average.

The anticipated size of vehicles that will attend the site will include the following:

- 10m large tipper
- 10m rigid
- Concrete mixer
- 7.5T Panel Van
- 3.5T Panel Van.

Allocated time slots will be given 48 hours before planned delivery. All construction delivery movements will be controlled via a Logistics Framework / 'Booking In' system.

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

As set out in Question 14, it is apparent that there are no major works proposed nearby at present. Accordingly, coordination is not currently required. However, the planning portal will be regularly reviewed, prior to and throughout the program of works, in order for suitable mitigation measures to be implemented if / when necessary.

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

The Swept Path Analysis included at **Appendix A** shows the arrival manoeuvre for the largest anticipated vehicles expected to visit the site, routing along Hurdwick Place / Harrington Square. There is also tracking which demonstrates that bus access is retained along the route.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

Most vehicle activity will take place on-street, with space for one construction vehicle to wait within the proposed loading area. Banksman will be available to assist with all manoeuvres to ensure that safety is maintained.

The use of off-site holding areas or waiting points will be reviewed prior to and during the programme of works.

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

Upon the appointment of a contractor, they will use their supply chain to identify the potential to use methods to reduce construction traffic on local roads, including the measures outlined above (e.g. consolidation centres, and/or delivery by water/rail if appropriate).

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

Instructions will be issued to all contractors and subcontractors setting out the requirements they must abide by throughout their contract. This will include instructions to ensure that vehicles are not idling for any material length of time i.e. engines must be switched off when vehicles are stationary.

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

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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

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

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

All vehicles will enter / exit the proposed loading area on Harrington Square in forward gear under banksmen control. This arrangement allows vehicles to stop immediately adjacent to the site with all materials transferred in/out the site across the covered walkway.

The arrangement also requires the 'turn right' sign to be temporarily removed in order to allow for a covered walkway. To ensure that vehicles do not try and turn left onto Hurdwick Place, 'No Entry' paint will be temporarily installed on the carriageway to make this clear.

The site arrangement plan is included at **Appendix B**.

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

Traffic Marshalls will be provided to stop cyclists/pedestrians and bank the vehicle out during all vehicle movements. A total of 2 banksmen will be in position to assist with all manoeuvres.

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

As outlined previously, swept paths of construction vehicles entering the site are included within **Appendix A**.

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.

Specific details will be provided following the appointment of a Contractor.

It is envisaged that wheel washing facilities would be provided adjacent to the site by the loading area so that all vehicles leaving the loading area will be cleaned before doing so. This process will also be supported by continuous road sweeping to ensure that there is no impact on the local road network.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

All vehicles will load/unload from the proposed loading area on Harrington Square, immediately adjacent to the site.

A plan has been prepared and included within the appendices, which demonstrates the length of single yellow line (14m) that will need to be utilised for the proposed loading area, which ensures that there is no impact on the TLRN (Transport for London Road Network).

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

No further details have been provided within this section in addition to Q20, as loading and unloading will occur on-street. The proposed covered walkway ensures that all pedestrian movements will be protected, with banksmen ensuring that cyclist safety is maintained.

Street Works

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

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

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

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

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

22. Site set-up

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

See Existing Highway Arrangement Plan in **Appendix C**

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

As outlined previously, a 14m stretch of single yellow line will need to be utilised in order to provide a loading bay. This ensures that there is no impact on the TLRN, whilst ensuring that access for buses and other larger vehicles can still be maintained along Harrington Square.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

No occupation of the highway is proposed or anticipated, with all site facilities being accommodated within the site red line boundary.

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

The 'turn right' sign will need to be temporarily removed in order to allow for a covered walkway. 'No Entry' paint will be temporarily installed on the carriageway to ensure that vehicles do not try and turn left onto Hurdwick Place. Once construction is complete, the 'No Entry' paint will be removed, with the 'turn right' sign reinstated.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

No diversions or disruptions to the public highway are expected as a consequence of the proposed construction.

Banksmen will be positioned either side of the proposed loading area, furthermore, the covered walkway will ensure that pedestrians walking along the eastern side of Harrington Square can continue to do so without disruption.

26. Scaffolding, hoarding, and associated pedestrian diversions

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

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

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

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

A gantry will partially cover the pavement in between the loading bay and the site.

A site hoarding is illustrated within the site Construction Arrangement Plan at **Appendix B**.

All relevant lighting, signage, security measures and escape routes will be provided to the proposed structures in accordance with best practice standards. All necessary licences for hoarding will be applied for following appointment of the contractor.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

A covered walkway is proposed between the site and the loading area. This will be 14m in length and appropriate in width to ensure that pedestrian access is maintained along Harrington Square.

27. Services

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

Full investigations will be required to be undertaken prior to the development of the CMP following the granting of planning permission. These will be set out in more detail once the main Contractor has been appointed.

Environment

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

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Noisy working shall include:

- Cutting using power tools;
- Breaking out using power tools;
- Moving of materials on site;
- Loading of material into waste removal vehicles; and
- Delivery of materials and vehicle movements.

The timings of works will be developed upon the appointment of a Contractor.

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

A noise survey will be undertaken prior to any construction works at the site. The date for this is not yet known and will be confirmed once a Contractor is appointed.

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

Predictions for noise levels will be made available once the plant list has been reviewed from the main contractor.

Vibration levels throughout the proposed works are innately impossible to predict to any degree of certainty. Owing to the nature of construction works it is inevitable that a temporary increase in vibration will be experienced during this time. However, it is not anticipated that the vibration levels would have implications on nearby properties as there is no demolition involved and there is clearance between where the building will be positioned and any neighbouring properties. It is acknowledged that there will be a need to comply with the recommendations of BS 5228-1, in particular clause 7.3, to minimise noise levels during the execution of the works.

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.

Noise and vibration monitoring will be undertaken by the main Contractor.

Fit compressors, percussion tools and vehicles with effective silencers of a type recommended by manufacturers of the compressors, tools or vehicles.

Dust monitoring will also be undertaken by the main Contractor.

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

This will be provided once the main Contractor is appointed, with a copy of the Code contained within the site office.

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

This will be provided as part of a detailed CMP pursuant to condition/obligation if LBC grant permission.

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.

This will be provided as part of a detailed CMP pursuant to condition/obligation if LBC grant permission. Measures for dust suppression should be investigated as required including water spray techniques and best practice, including regular road sweeping.

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

Baseline monitoring will be carried out prior to the works commencing. Following commencement of the works, Noise, Dust and Vibration monitoring will be carried out on a weekly basis at the sensitive receptors of the project.

36. Please confirm that a 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 2104 \(SPG\)](#), that the risk level that has been identified, and that the

appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Details of dust and emissions will be confirmed as part of a detailed CEMP pursuant to condition/obligation if LBC grant permission. The Risk Assessment and Mitigation Checklist should be provided as part of the input by an appointed contractor and would be premature at this stage.

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

Details will be confirmed as part of a detailed CEMP pursuant to condition/obligation if LBC grant permission.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The need for robust and appropriate dust management and monitoring is acknowledged and understood.

This CMP has been prepared to support the planning application process and the start date on site is not yet fixed or agreed. Consideration will be given to the need for appropriate monitoring that will need to be agreed by LBC to ensure appropriate timing is allowed for in the construction programme.

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).

It is envisaged that the appointed contractor will utilise bait traps to prevent rodents spreading out from the site. This will be confirmed as part of a detailed CMP pursuant to condition/obligation if LBC grant permission.

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

There are no buildings currently on-site and therefore it has been assumed that there is no asbestos present. Notwithstanding this, a contamination survey will be undertaken of the existing ground where appropriate as part of the post-permission works and will be included as part of the CMP prepared accordingly.

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.

In the event of a complaint from a neighbour, a member of the public or Camden Pollution Control Team in relation to any site activity, it will be recorded in a designated logbook, stating the nature of the complaint, the cause and, where appropriate, the remedial action taken. Sub-contractors shall immediately notify the Main Contractor should they receive any complaints.

Should complaints about odour, noise, dust or vibration be received, they will be addressed directly by the Main Contractor to enable results at the time of the complaint to be reviewed, and where appropriate immediate actions employed to rectify the problem.

All complainants will be contacted by the Main Contractor or their representative for further discussion and identification of a mutually acceptable resolution if the problem persists. Where a valid grievance is raised, measures will be put in place where practicable to avoid recurrence of the complaint.

The Main Contractor will provide regular updates to the Project Manager with regard to complaints received and subsequent resolutions.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period (mm/yy - mm/yy): To be confirmed following granting of planning permission and appointment of a Contractor.
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Y
- 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: Y
- 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: Y

The above will be confirmed by the appointed contractor in due course, and the requirements met.

• 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.

To be completed by the main Contractor **[TO FOLLOW]**

Signed: CANEPARO ASSOCIATES

Date: 18/08/2023

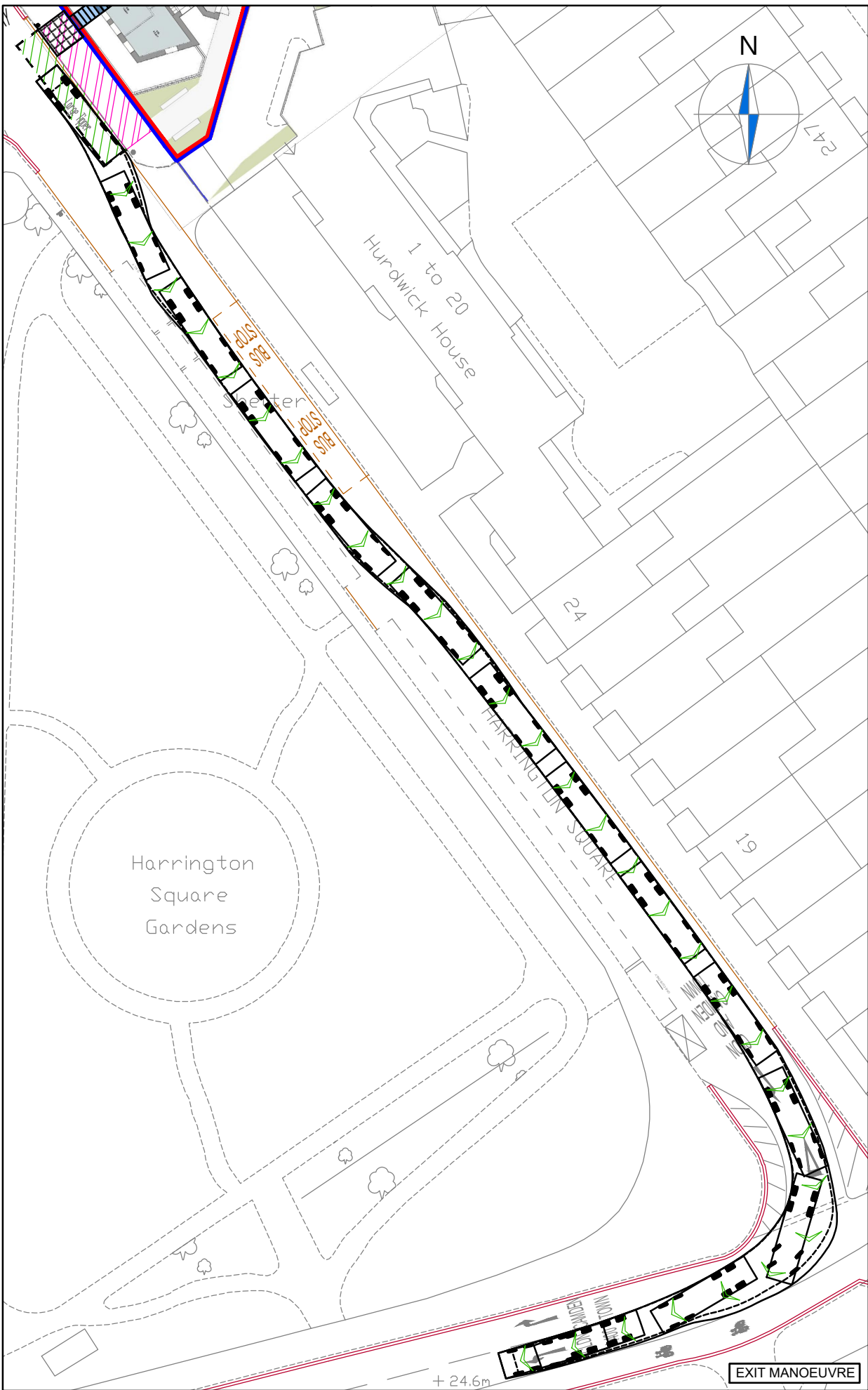
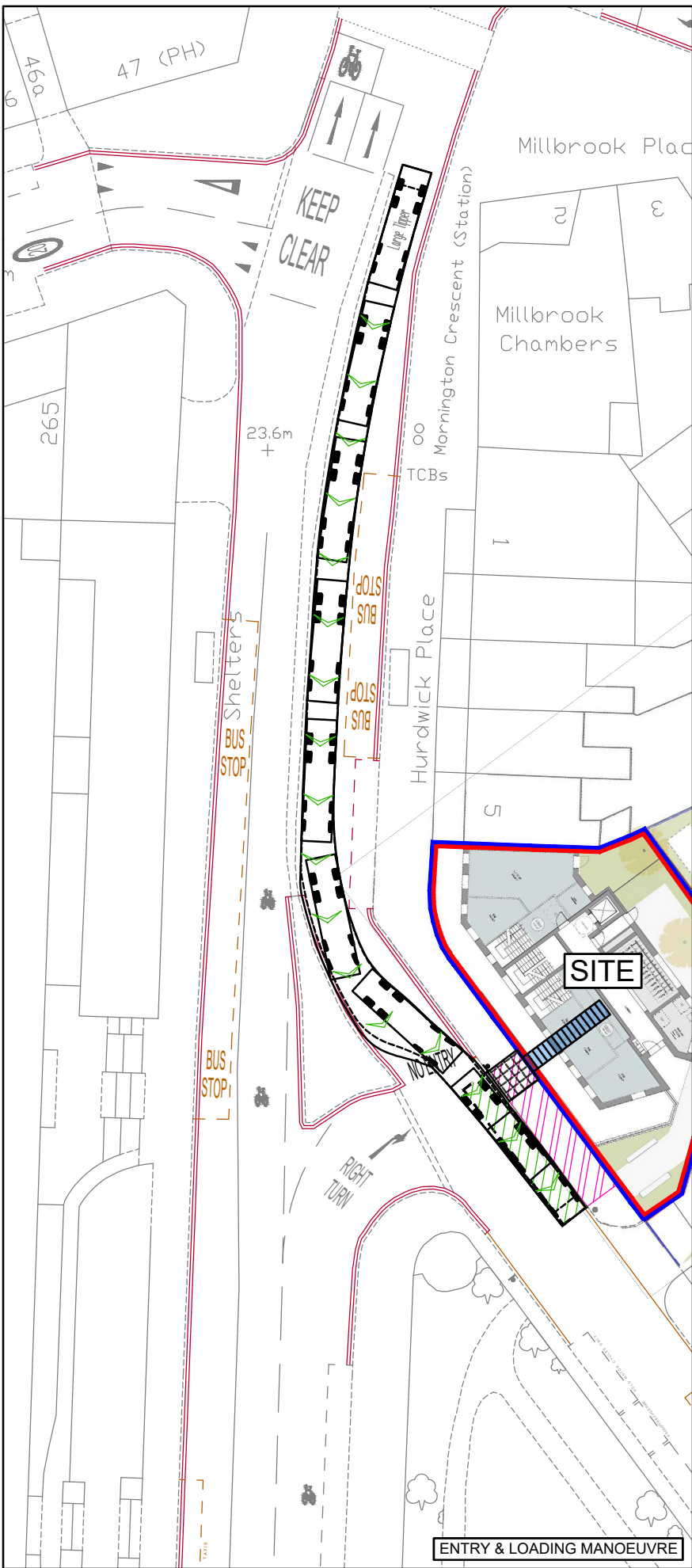
Print Name: JAMES TAYLOR

Position: PRINCIPAL TRANSPORT PLANNER

Please submit to: planningobligations@camden.gov.uk

End of form.

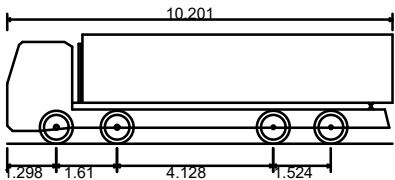
Appendix A



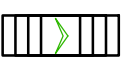
NOTES

- 1. Do not scale from this drawing.
- 2. This drawing to be read & printed in colour.
- 3. This drawing is for illustrative purposes only.

LARGE TIPPER



Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to Lock Time 6.00s
Kerb to Kerb Turning Radius 11.550m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (design speed - 5kph)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (design speed - 2.5kph)

A	Revised temporary layout.	HE	JT	12.12.2022
Rev	Details	REVISION HISTORY		
Status:		<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
		<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client: Salboy Limited

Project: Land Adjacent to Harrington Square Camden

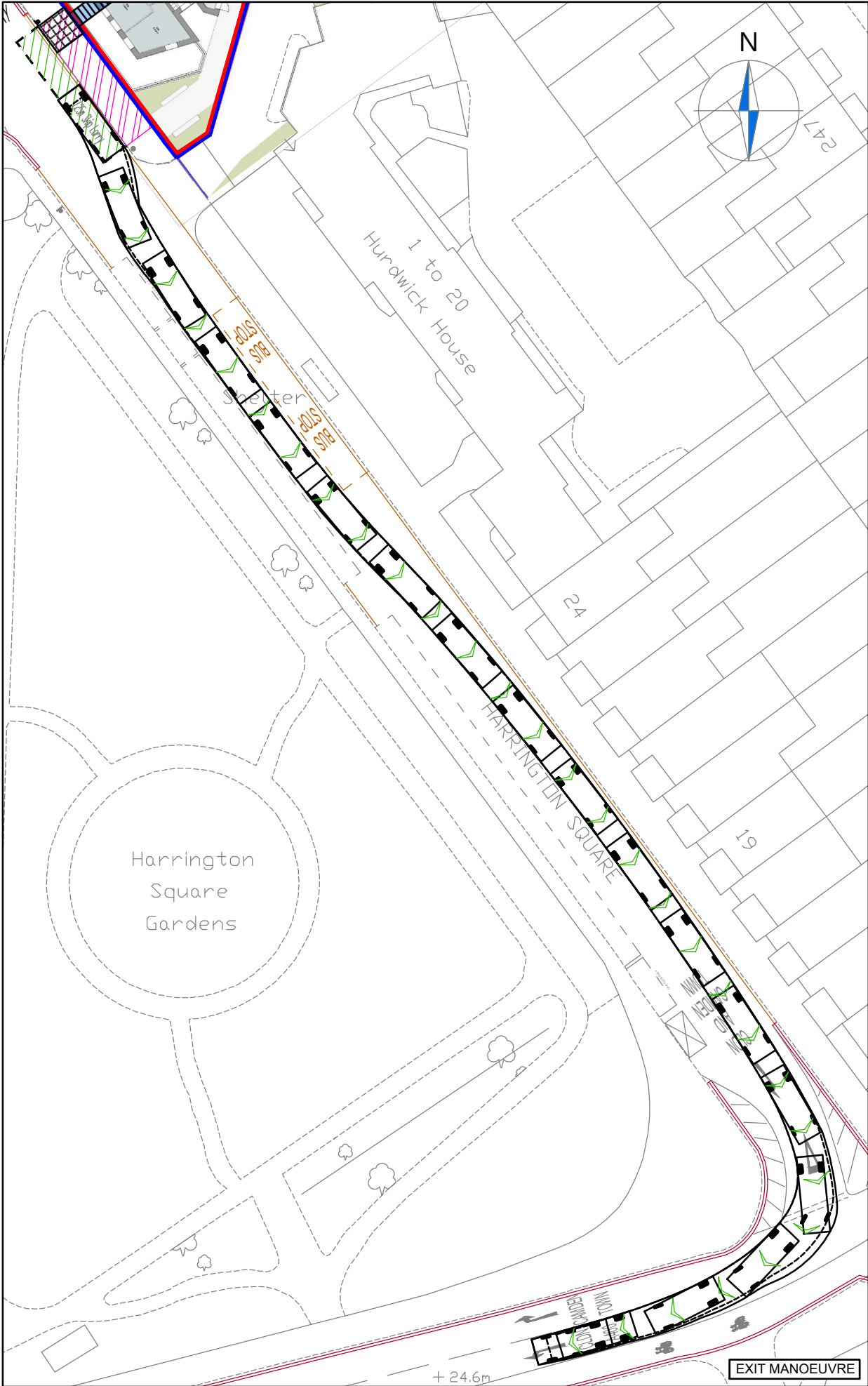
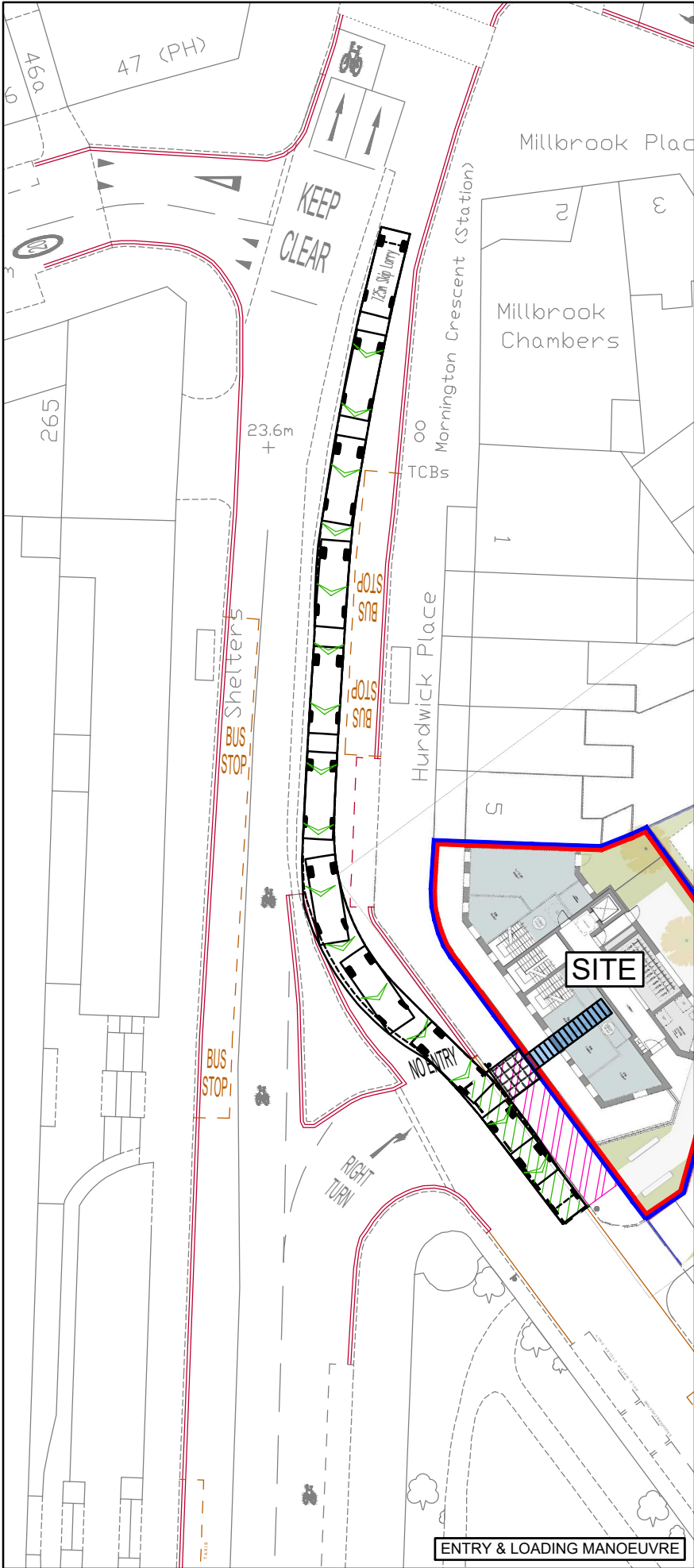
Drawing Title: Swept Path Analysis using a 10.2m Large Tipper

Scale: 1:500 Size: A3

Drawn by: HE Checked by: JT Date: 27.09.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

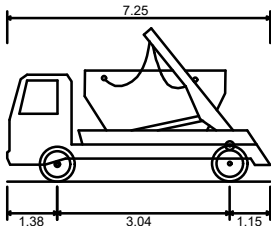
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4975	CT004	1 of 4	A



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.25m MEDIUM SKIP LORRY



Overall Length	7.25m
Overall Width	2.48m
Overall Body Height	3.65m
Min Body Ground Clearance	0.396m
Max Track Width	2.48m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.905m



FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)



REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

A	Revised temporary layout.	HE	JT	12.12.2022
Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction	
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client: Salboy Limited

Project: Land Adjacent to Harrington Square Camden

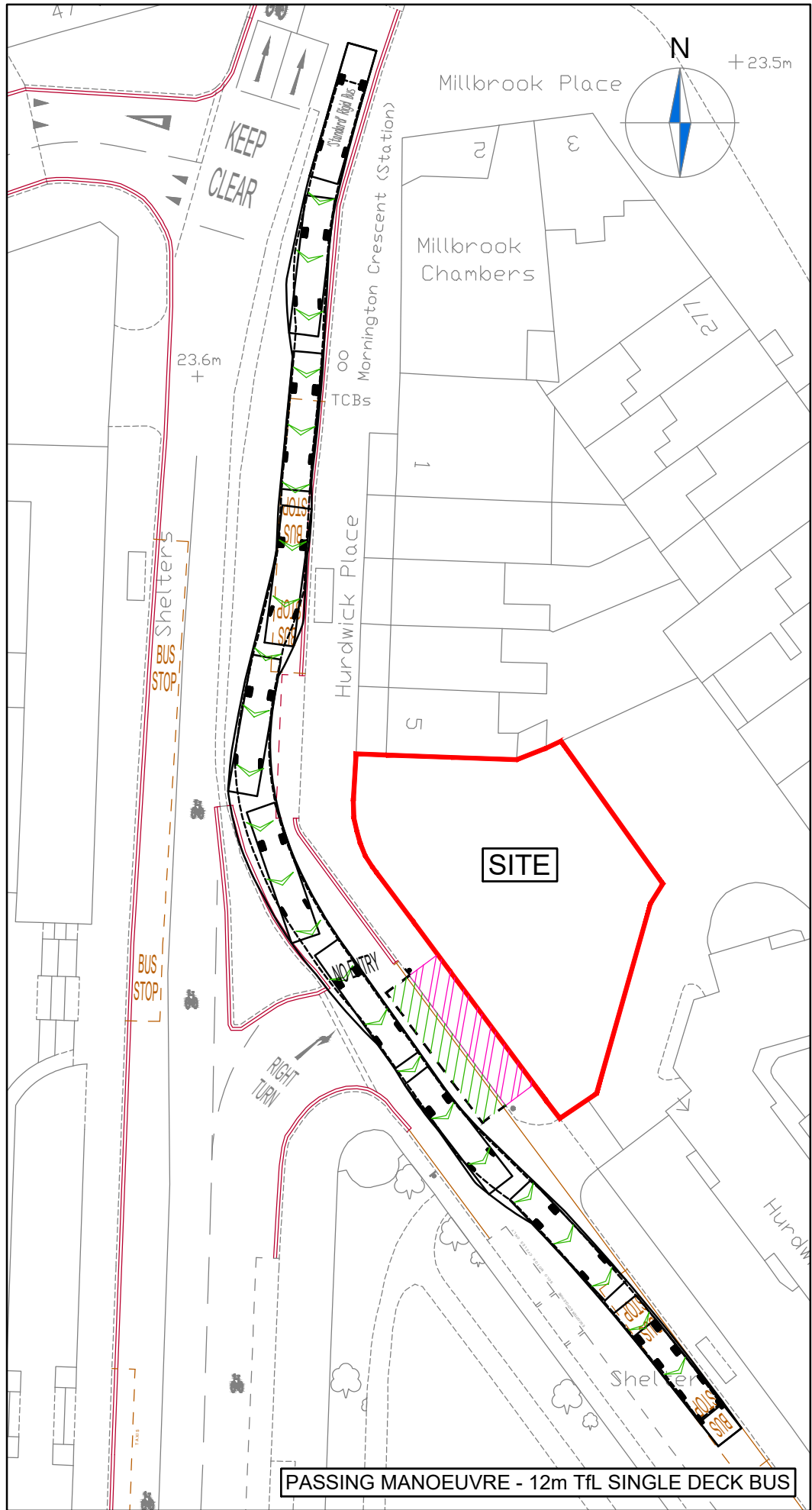
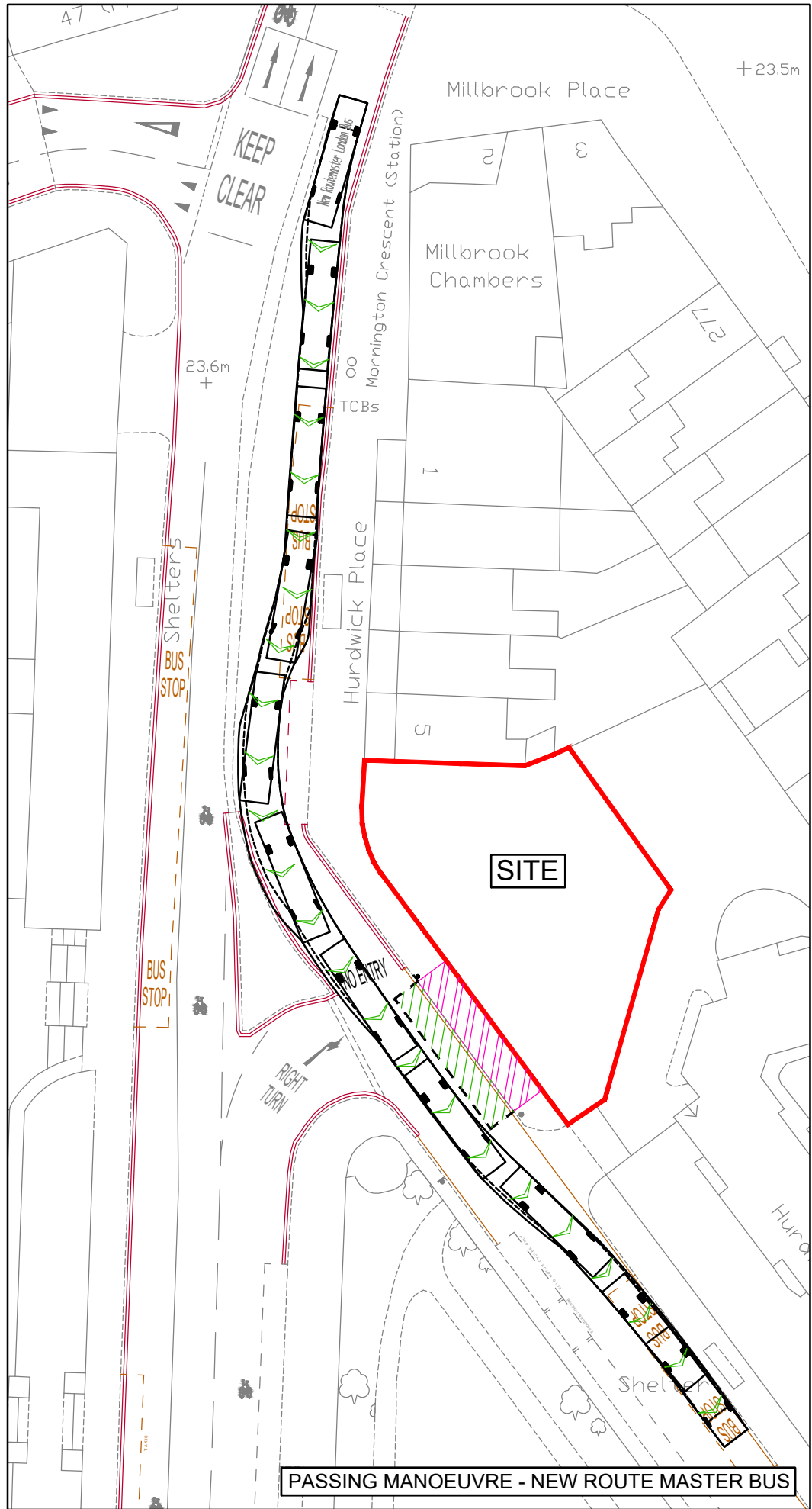
Drawing Title: Swept Path Analysis using a 7.25m Medium Skip Lorry

Scale: 1:500 Size: A3

Drawn by: HE Checked by: JT Date: 27.09.2022

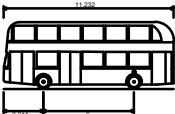
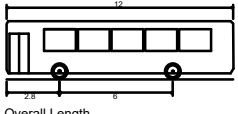
CANEPARO ASSOCIATES
Transport Planning & Highway Design
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Scheme Ref: CA4975 Drawing No: CT004 Sheet: 4 of 4 Rev: A



NOTES

1. Do not scale from this drawing.
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3. This drawing is for illustrative purposes only.

New Routemaster London Bus	TfL 'STANDARD' RIGID BUS
	
Overall Length Overall Width Overall Body Height Min Body Ground Clearance Track Width Lock to lock time Wall to Wall Turning Radius	12.000m 2.550m 3.069m 0.309m 2.350m 4.00s 10.771m
FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)	FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)
REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)	REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

A	Revised temporary layout.		HE	JT	12.12.202		
Rev	Details		Revision History		Drawn	Checked	Date
Status:							
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Client: Salboy Limited

Project: Land Adjacent to Harrington Square Camden

Drawing Title: Swept Path Analysis using a New Route Master Bus and a 12m TfL Single Deck Bus

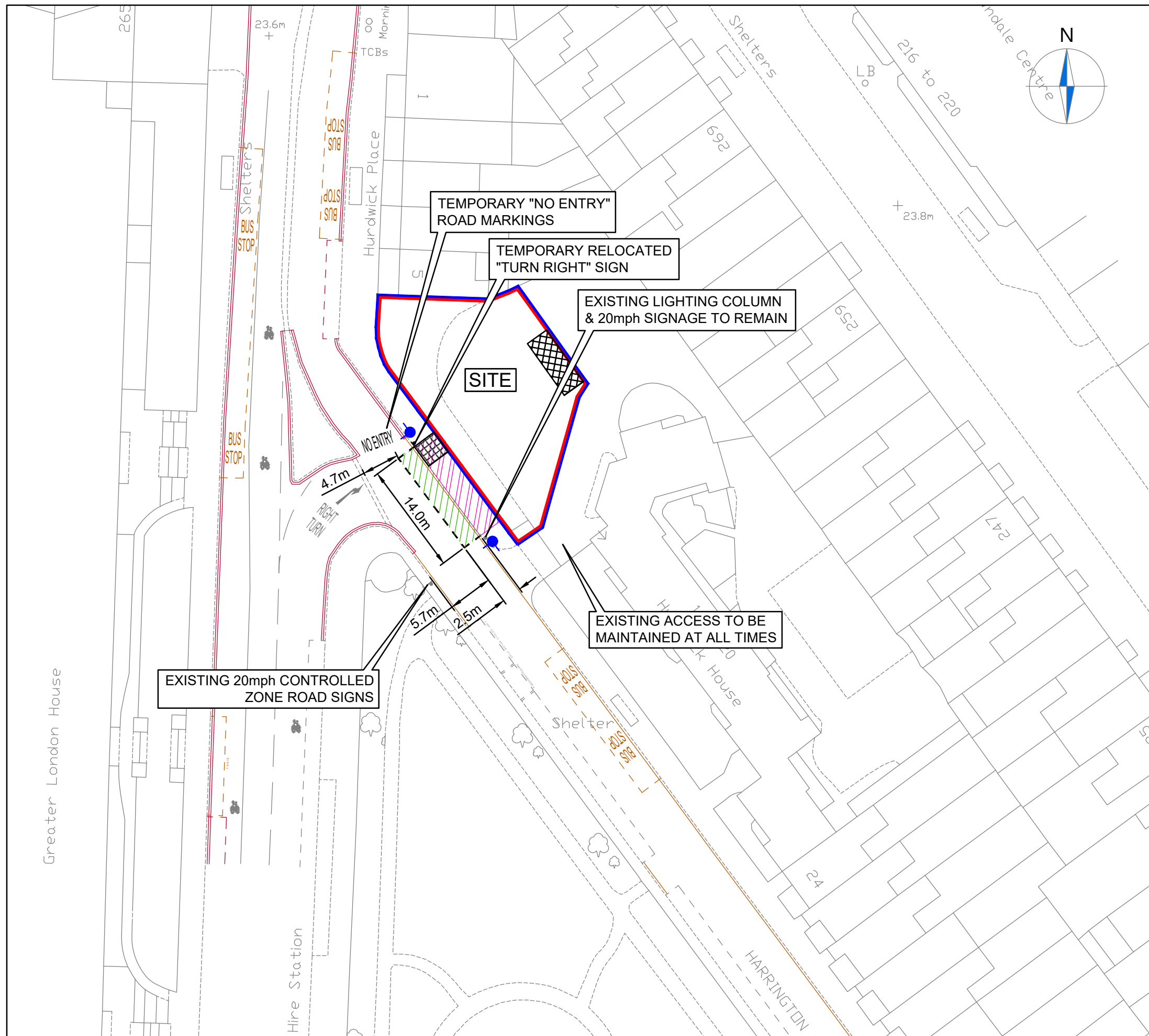
Scale: 1:500 Size: A3

Drawn by: HE Checked by: JT Date: 05.10.2022

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Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4975	CT005	1 of 1	A

Appendix B



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

- SITE BOUNDARY
- SITE HOARDING
- LOADING BAY
- GANTRY/COVERED WALKWAY
- STORAGE AREA
- APPROXIMATE HOIST LOCATION
- BANKSMAN

A	Revised temporary layout.	HE	JT	12.12.2022
Rev	Details	Drawn	Checked	Date

REVISION HISTORY

Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client:

Salboy Limited

Project:

Land Adjacent to Harrington Square
Camden

Drawing Title:

Proposed Temporary
Construction Highway Arrangement
Phase 1

Scale:

1:500

Size:

A3

Drawn by:

HE

Checked by:

JT

Date:

27.09.2022

CANEPARO ASSOCIATES

Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

CA4975

Drawing No:

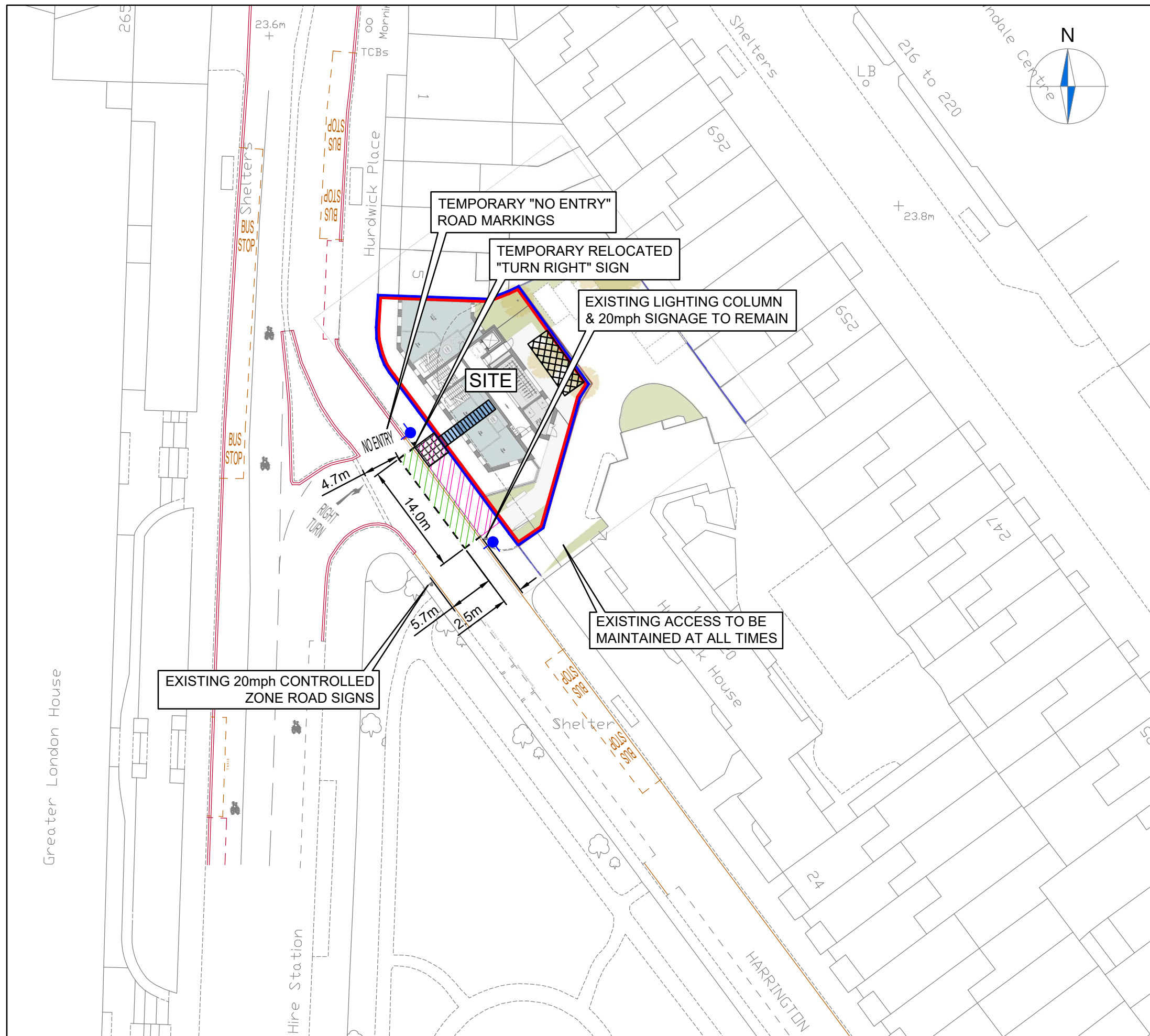
CT002

Sheet :

1 of 1

Rev:

A



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

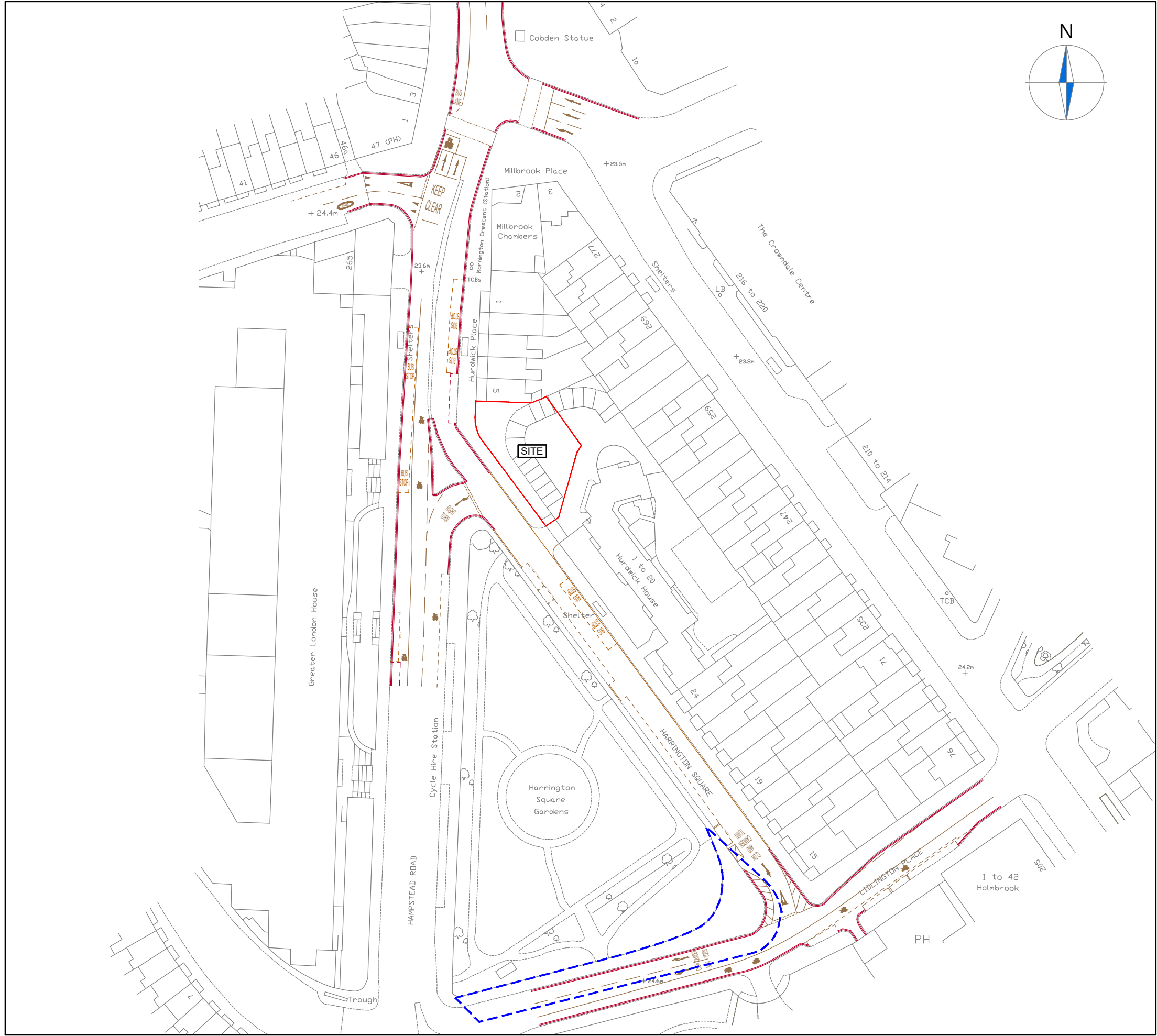
- SITE BOUNDARY
- SITE HOARDING
- LOADING BAY
- GANTRY/COVERED WALKWAY
- STORAGE AREA
- APPROXIMATE HOIST LOCATION
- ILLUSTRATIVE CONVEYOR BELT
- BANKSMAN

A	Revised temporary layout.	HE	JT	12.12.2022
Rev	Details	REVISION HISTORY		
		Drawn	Checked	Date

Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client:			
Salboy Limited			
Project:			
Land Adjacent to Harrington Square Camden			
Drawing Title:			
Proposed Temporary Construction Highway Arrangement Phase 2			
Scale:		Size:	
1:500		A3	
Drawn by:	Checked by:	Date:	
HE	JT	05.10.2022	
CANEPARO ASSOCIATES			
Transport Planning & Highway Design			
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200			
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4975	CT003	1 of 1	A

Appendix C



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

- SITE BOUNDARY
- HS2 ROAD CLOSURE
(COMPLETION BETWEEN
SEPTEMBER 2022 & MARCH 2023)

Rev	Details	Drawn	Checked	Date
...
REVISION HISTORY				
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction	
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client:

Salboy Limited

Project:

Land Adjacent to Harrington Square
Camden

Drawing Title:

Existing Highway Layout

Scale:	1:1000	Size:	A3
Drawn by:	HE	Checked by:	JT
		Date:	26.09.2022



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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4975	CT001	1 of 1	...