Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
27/09/2023	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
27/09/2023	1	Appendix A – Swept Path Analysis
27/09/2023	1	Appendix B – Construction Site Arrangement Plan

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.**"

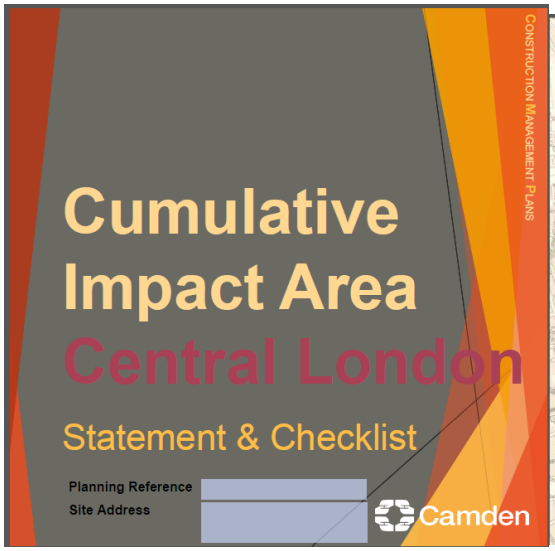
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

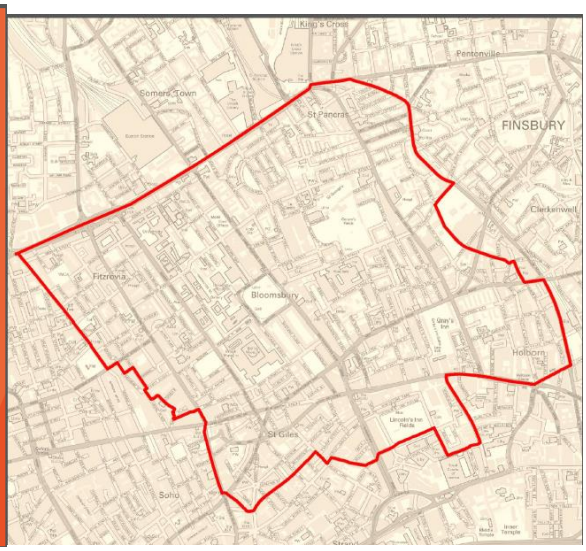
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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.

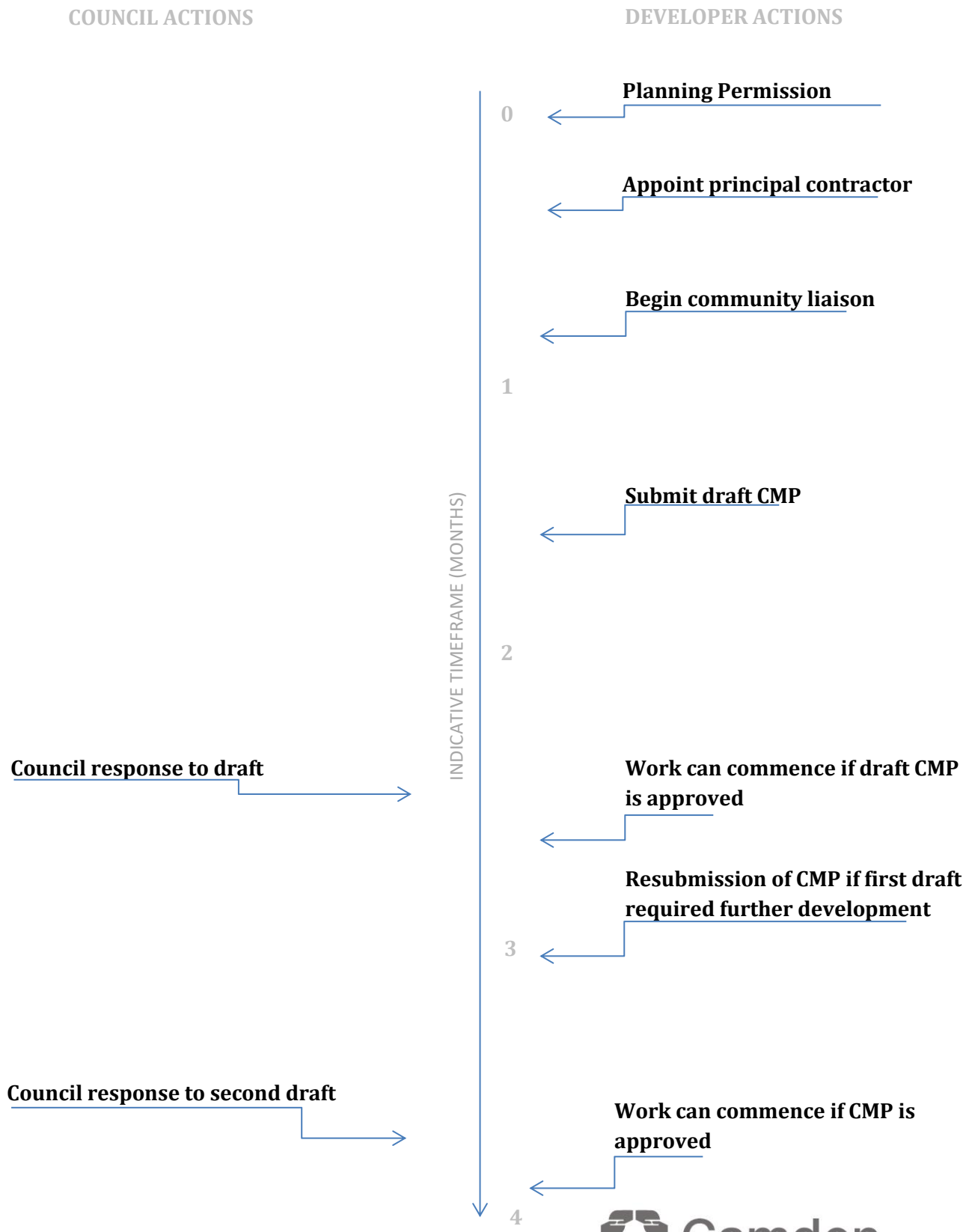
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans#sumf





Camden

Timeframe


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

Contact

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

Address: 25 Old Gloucester Street, Holborn, London, WC1N 3AN

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 site is situated on the western side of Old Gloucester Street, which is a one-way street, bar a short section at the southern end of the carriageway. To the north is Queen Square providing green open space. The square is bordered by a number of neurological institutions, as well as Great Ormond Street hospital. Although Old Gloucester Street runs parallel with Southampton Row and situated between Russel Square and Holborn underground stations, it receives relatively low pedestrian activity and traffic flow.

The proposal seeks to create two residential units and an office, through extension at basement level, and therefore results in an approximate 50sqm decrease of F1 & F2 floor space.

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 will involve demolition, excavation and new construction that will present challenges in terms of limited space on site and the close proximity of neighbours, including residential. Issues of particular significance will be disposal of excavated material, access for large items of plant and machinery, prevention of nuisance due to noise, vibration, dust, etc and the location of temporary site facilities for contractors.

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).

This information will be provided once advice has been received from a prospective Contractor and when the programme of works has been estimated.

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 adjacent to the site as outlined below. Notwithstanding this, there will be appropriate hoarding installed which will assist in reducing noise, vibrations and dust.

11. Consultation

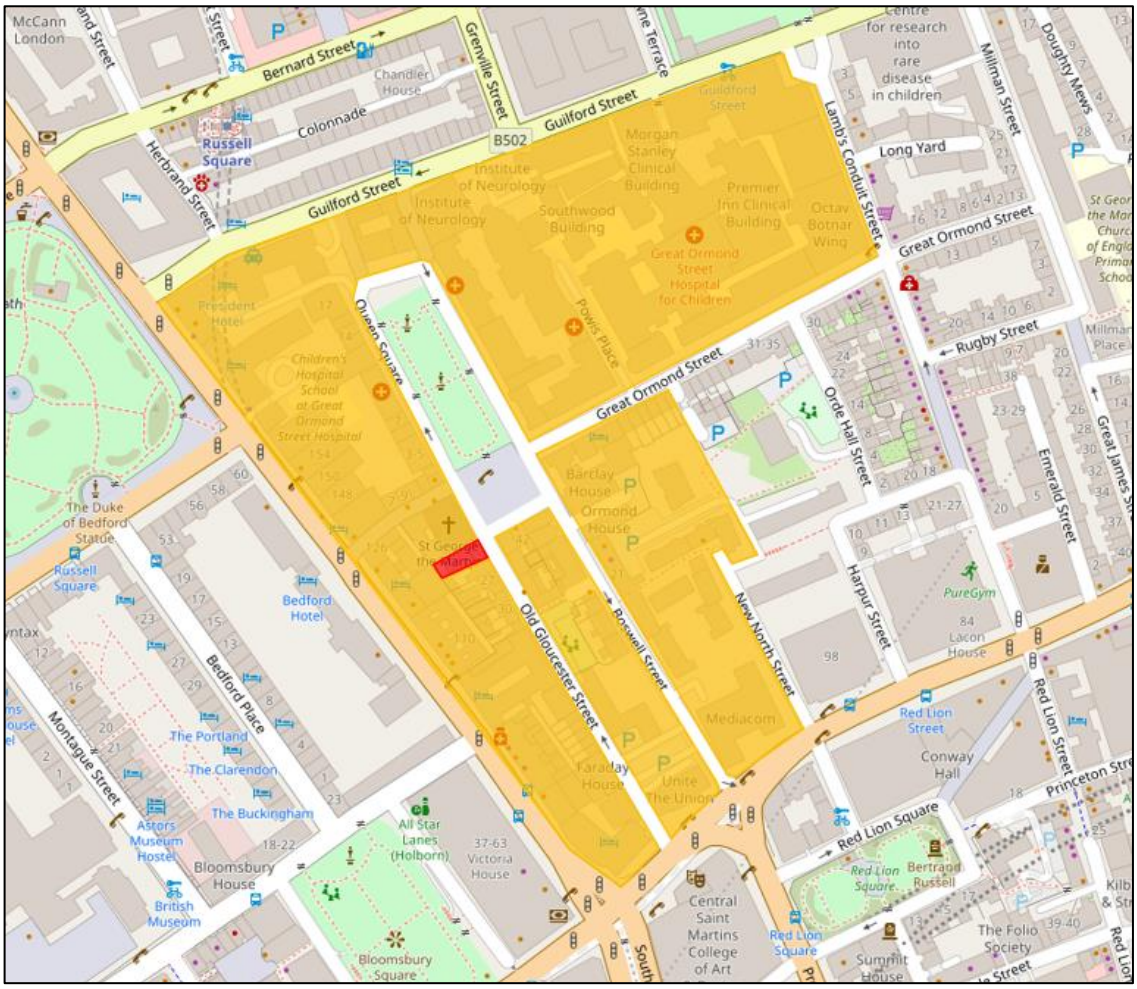
The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

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.

The below catchment area plan illustrates the range of residential addresses and business, in context of the site, that will be approached as part of the consultation process for the proposed works.



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 Old Gloucester Street 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.

The planning portal 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 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 outlines 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 accessing the site via A4200-A40, directly into Old Gloucester Street, or via A401 Theobalds Road – A40 Drake Street (one way system), A40 High Holborn back onto A4200- A40 and then directly into Old Gloucester Street. As illustrated in Question 18.

All deliveries / vehicles will egress the site via Queen Square on to Boswell Street and then onto Theobalds Road.

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)

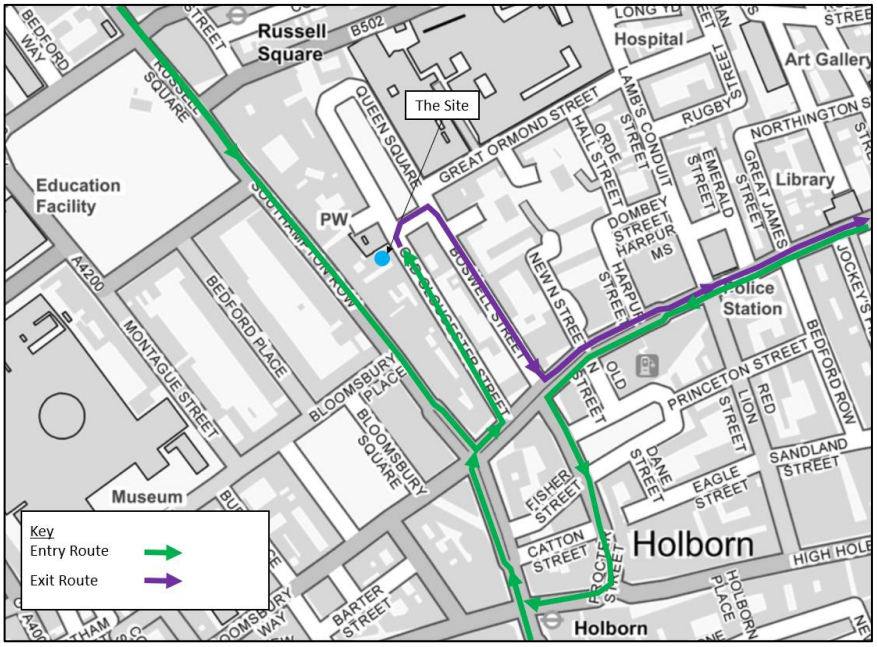
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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

It is anticipated the site will receive a maximum of 5 deliveries per day, Monday to Friday and a maximum of 4 deliveries on a Saturday. The size of vehicles will be confirmed once a detailed Construction methodology has been prepared and a contractor is appointed.

Due to width of Old Gloucester Street the project manager will ensure that construction vehicles no larger than 10 metres in length are used for the proposed works (it is anticipated that most vehicles will be up to 7.5Tonnes in weight). 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.

The project will adhere to the permitted construction vehicle hours of between 09:30 to 16:30 on weekdays and 08:00 to 13:00 on Saturdays.

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, whilst also demonstrating that vehicles can still pass the loading area on Old Gloucester Street.

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 Old Gloucester Street 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 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.

See **Appendix B** of proposed site arrangement.

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 **Appendix B.**

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.

The proposed works will require the use of a c.10 metre section of double yellow line road markings located on the western side of Old Gloucester Street for use as the site's construction loading bay. A dispensation from the existing loading duration of 40 minutes will be applied for to facilitate construction vehicle movements. No parking bays will require suspension and no other highway alterations are required.

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.

No external works are required on the existing highway to enable the proposed works to be undertaken.

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.

Pedestrian footways on both sides of Old Gloucester Street will continue to be available throughout the program of works. As shown in **Appendix B** vehicle movements currently available on Old Gloucester Street (i.e. northbound only) will be unhindered.

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 minimum footway width of 1.6 metres will be maintained once the hoarding and scaffolding are in place. Thus, there will not be the requirement to provide any diversions. The retained carriageway width of 2.4 metres will allow the free flow of traffic on Old Gloucester Street. These are illustrated in **Appendix A**.

All relevant lighting, signage, security measures and escape routes will be provided to the proposed structures in accordance with best practice standards.

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.

It is anticipated that the programme of works will be supported by scaffolding and an overhead gantry will be provided over the footway at first floor level. An employee welfare facility will be provided on-site.

Further site set-up arrangements will be set out in more detail once the main Contractor is employed to undertake the works.

27. Services

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

Requirements for utility and plant materials will be set out in detail once the main Contractor is employed to undertake the works.

Environment

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

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

The basement excavation and demolition of rear structures will be the main noise-generating operations. The use of impact guns and wrenches will not be permitted at the site to reduce noise levels.

A programme of works and regular updates will be given to neighbouring properties as appropriate.

Further details regarding any noisy works will be provided once the main Contractor is appointed to undertake the works.

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.

Mitigation measures will be set out within an Air Quality Risk Assessment report, which will be completed once a contractor is appointed and the construction methodology is known.

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.

This will be captured within the Air Quality Risk Assessment report, to follow once a contractor is appointed.

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): Y

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): This information will be provided when available.

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: This information will be provided when available.

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: This information will be provided when available.

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: This information will be provided when available.

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: 27/09/2023

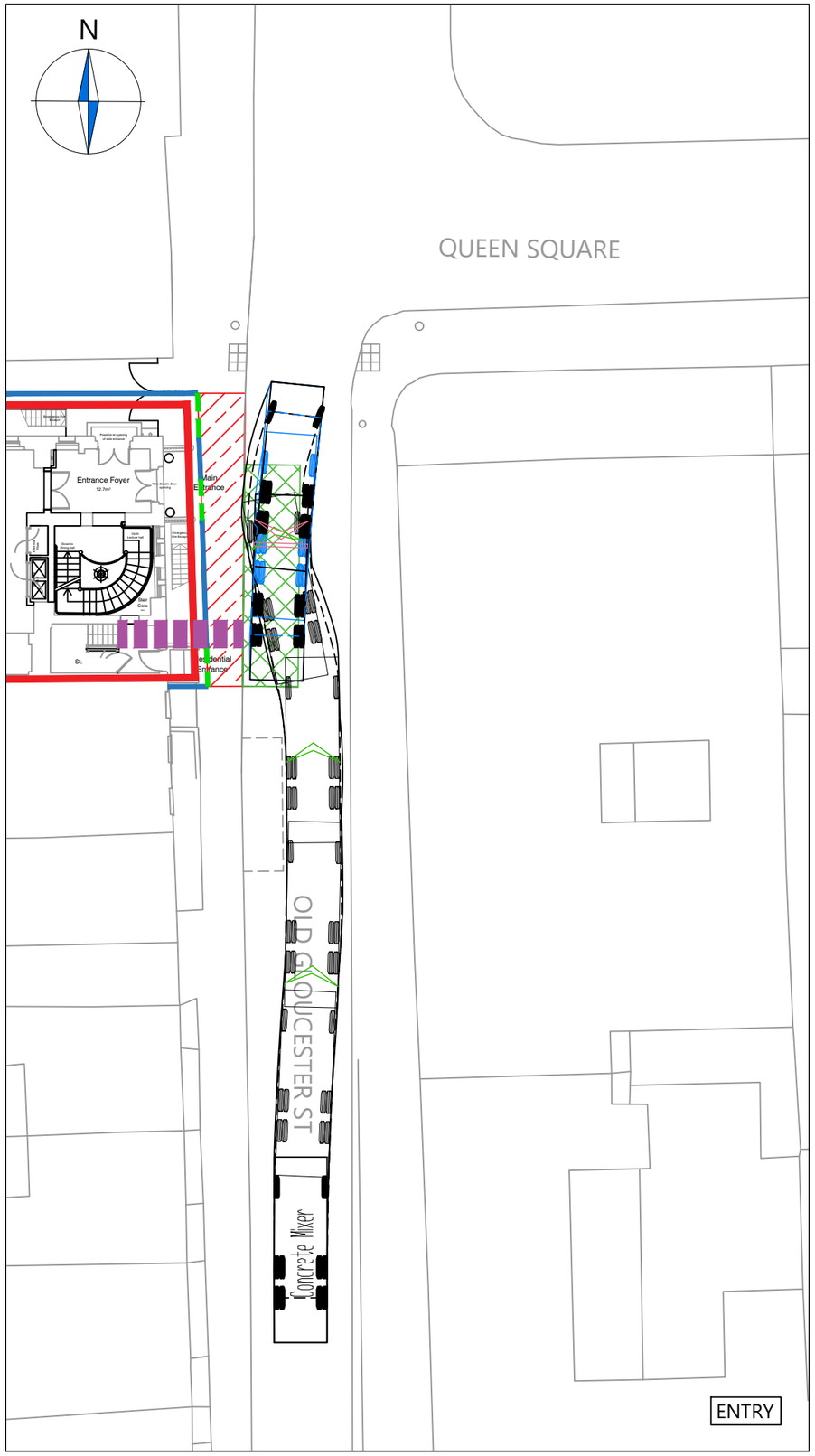
Print Name: JAMES TAYLOR

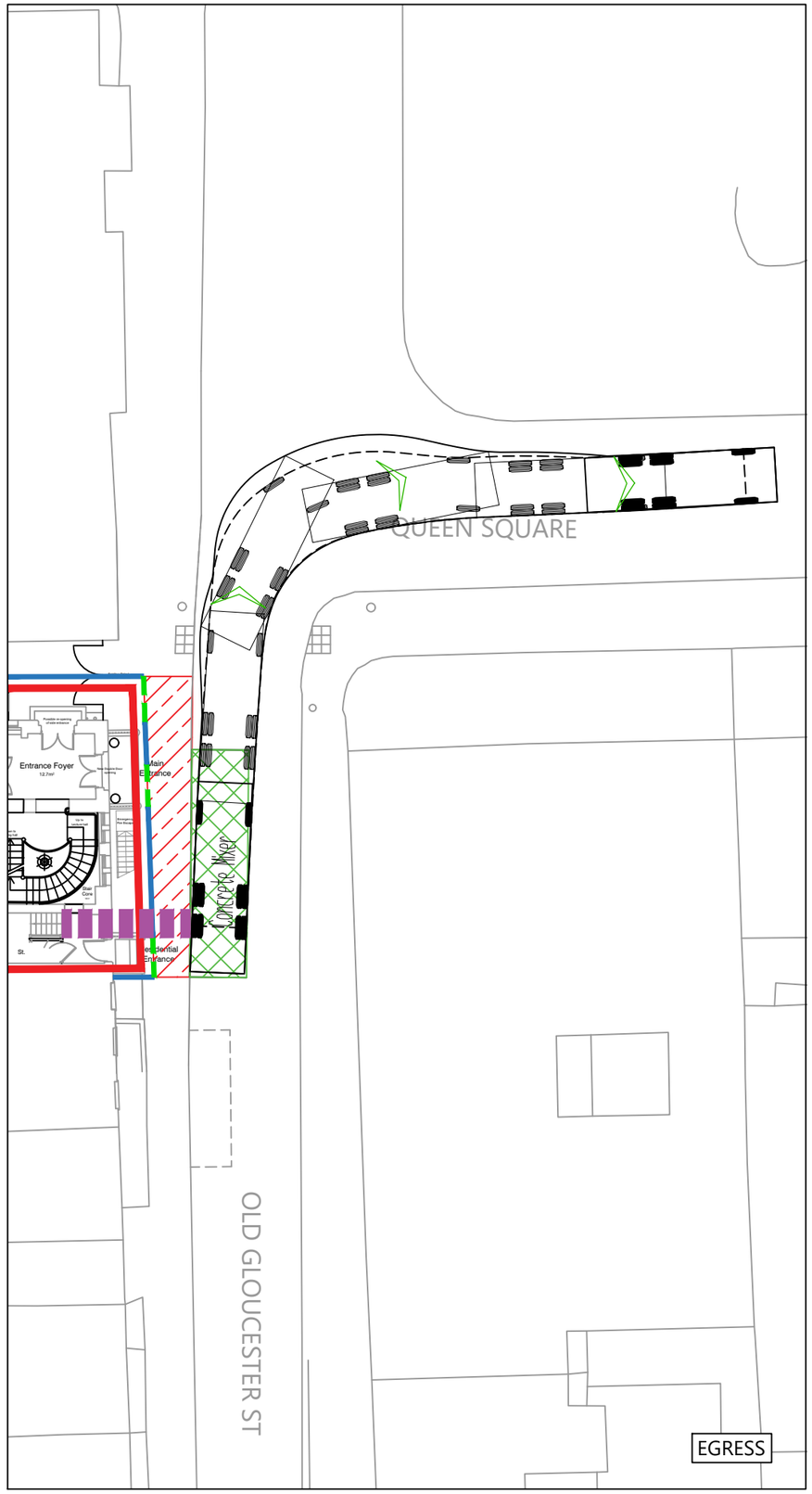
Position: PRINCIPAL TRANSPORT PLANNER

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A

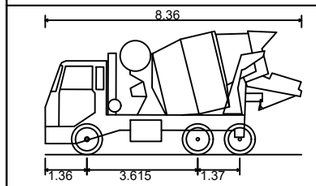




NOTES

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

CONCRETE MIXER



Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

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

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

REVISION HISTORY

Rev	Details	Drawn	Checked	Date

Status: ☑ Preliminary ☑ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Nilkanth Estates Limited

Project:

25 Old Gloucester Street

Drawing Title:

Vehicle Swept Path Analysis using a Concrete Vehicle

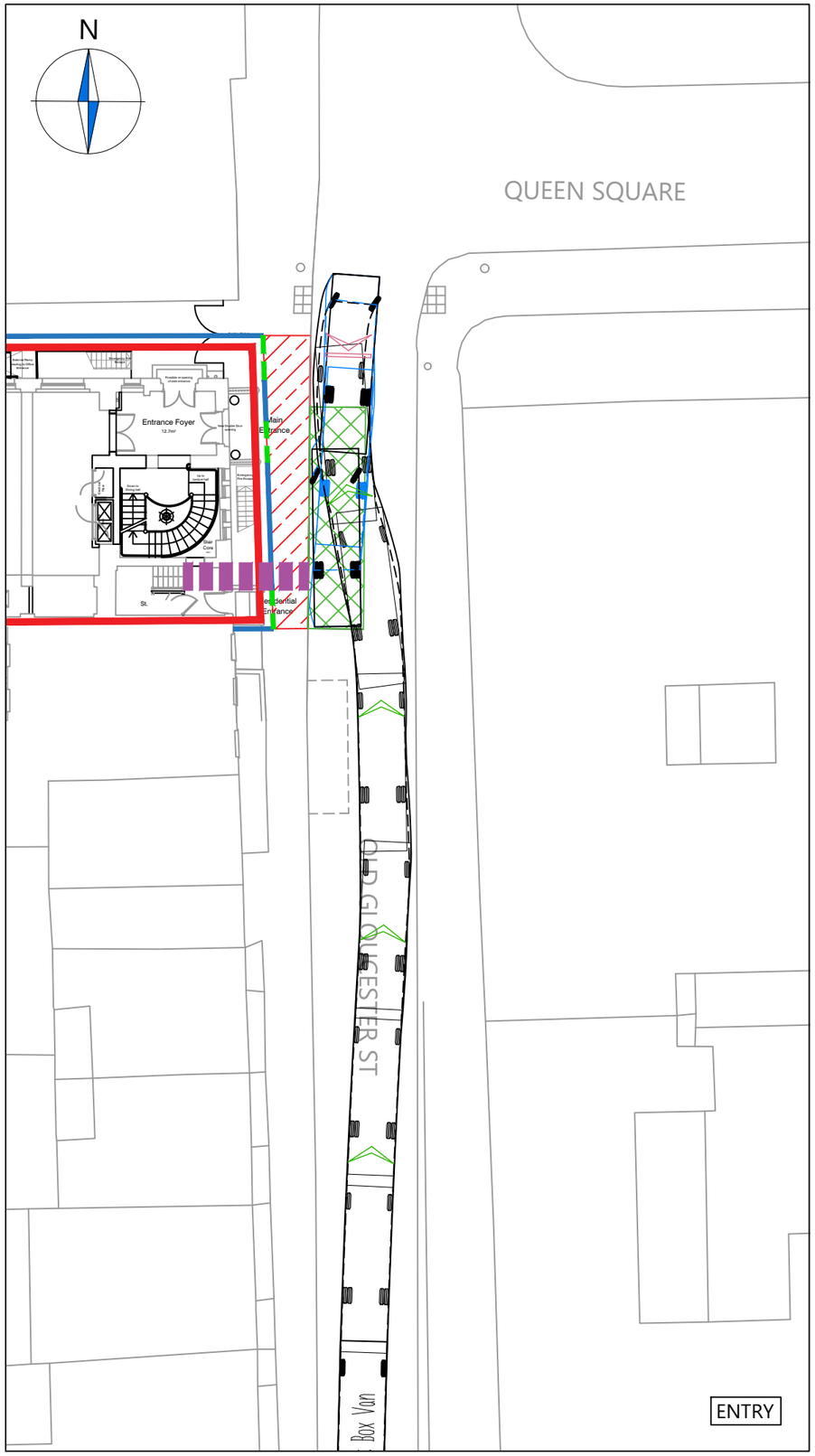
Scale:	Size:
1:250	A3

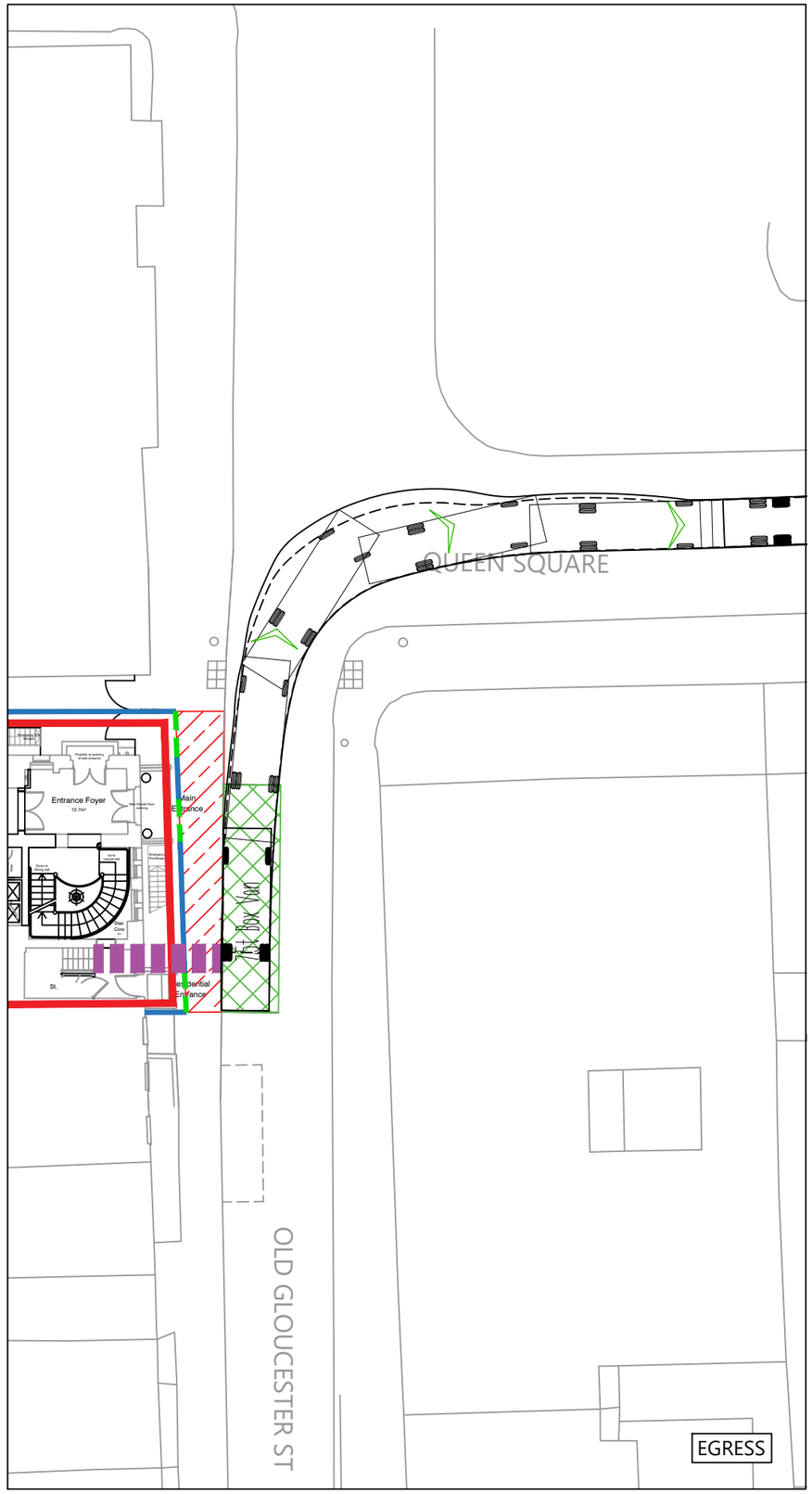
Drawn by:	Checked by:	Date:
RB	LD	08.07.2020

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4352	TR002	1 of 5	-

CA_4352_TR002 - VEHICLE SWEPT PATH ANALYSIS.DWG





NOTES

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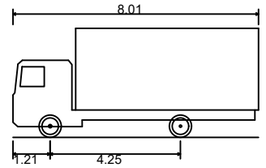
7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

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

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

REVISION HISTORY

Rev	Details	Drawn	Checked	Date

Status: ☑ Preliminary ☑ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Nilkanth Estates Limited

Project: 25 Old Gloucester Street

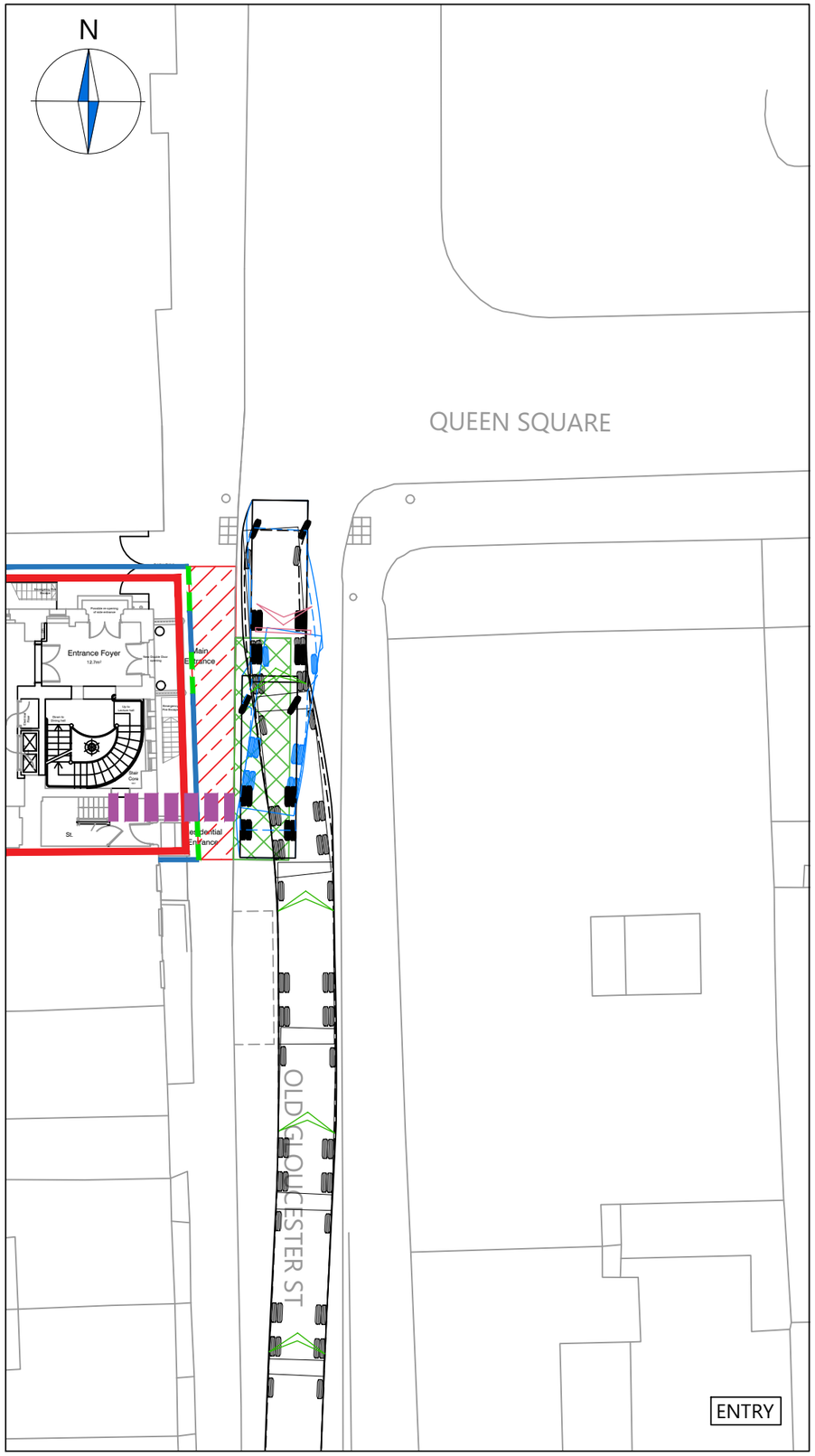
Drawing Title: Vehicle Swept Path Analysis using a 7.5T Box Van

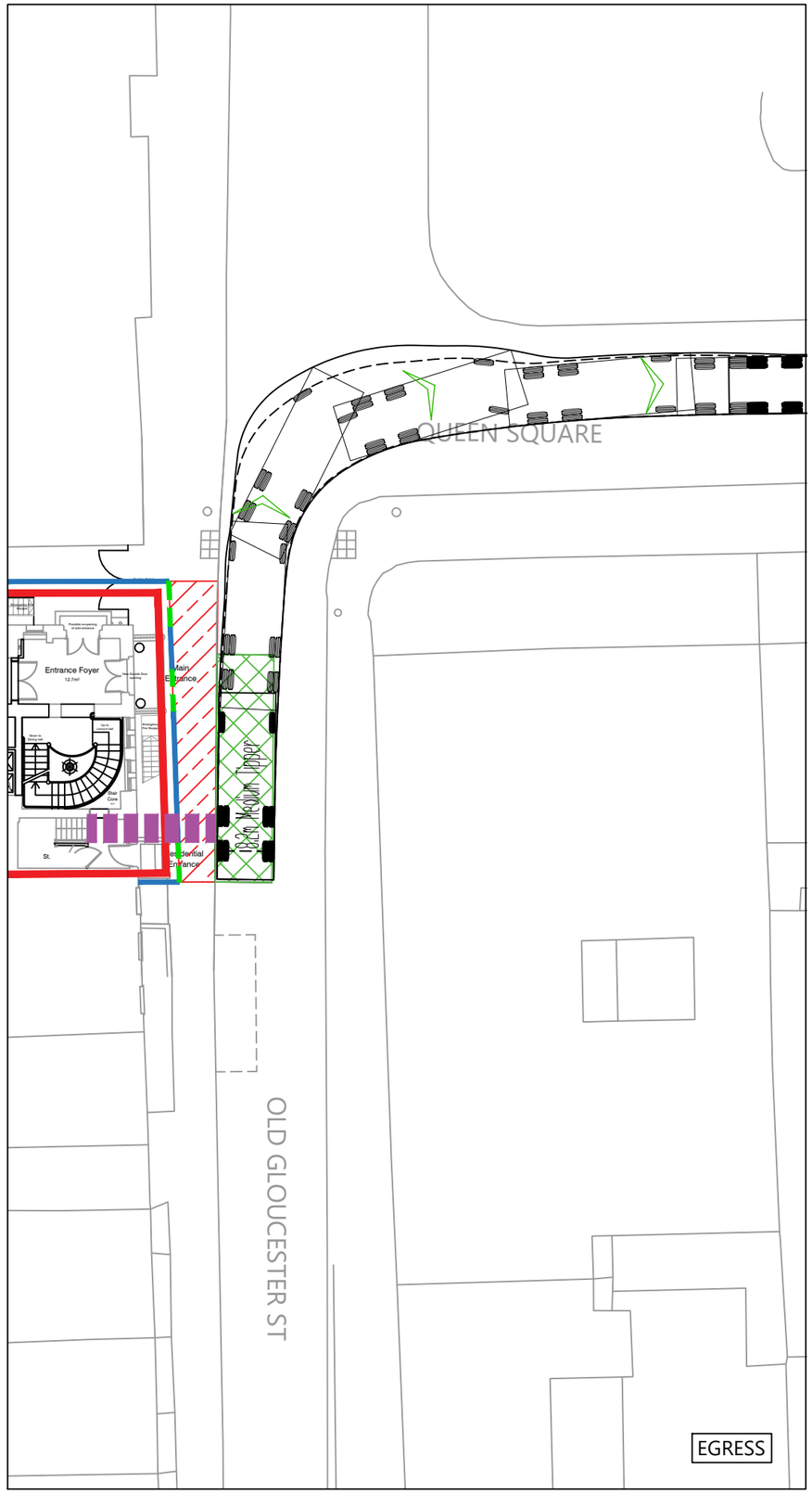
Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	RB	LD	08.07.2020

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4352	TR002	2 of 5	-

CA_4352_TR002 - VEHICLE SWEPT PATH ANALYSIS.DWG





NOTES

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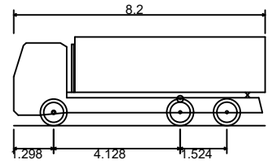
MEDIUM TIPPER



Overall Length	8.200m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.344m
Max Track Width	2.500m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	9.284m

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

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

Rev | Details | Drawn | Checked | Date

REVISION HISTORY

Status:
- [x] Preliminary
- [x] For Approval
- [ ] For Construction
- [x] For Information
- [ ] For Tender
- [ ] As Built

Client:

Nilkanth Estates Limited

Project:

25 Old Gloucester Street

Drawing Title:

Vehicle Swept Path Analysis using a Medium Tipper

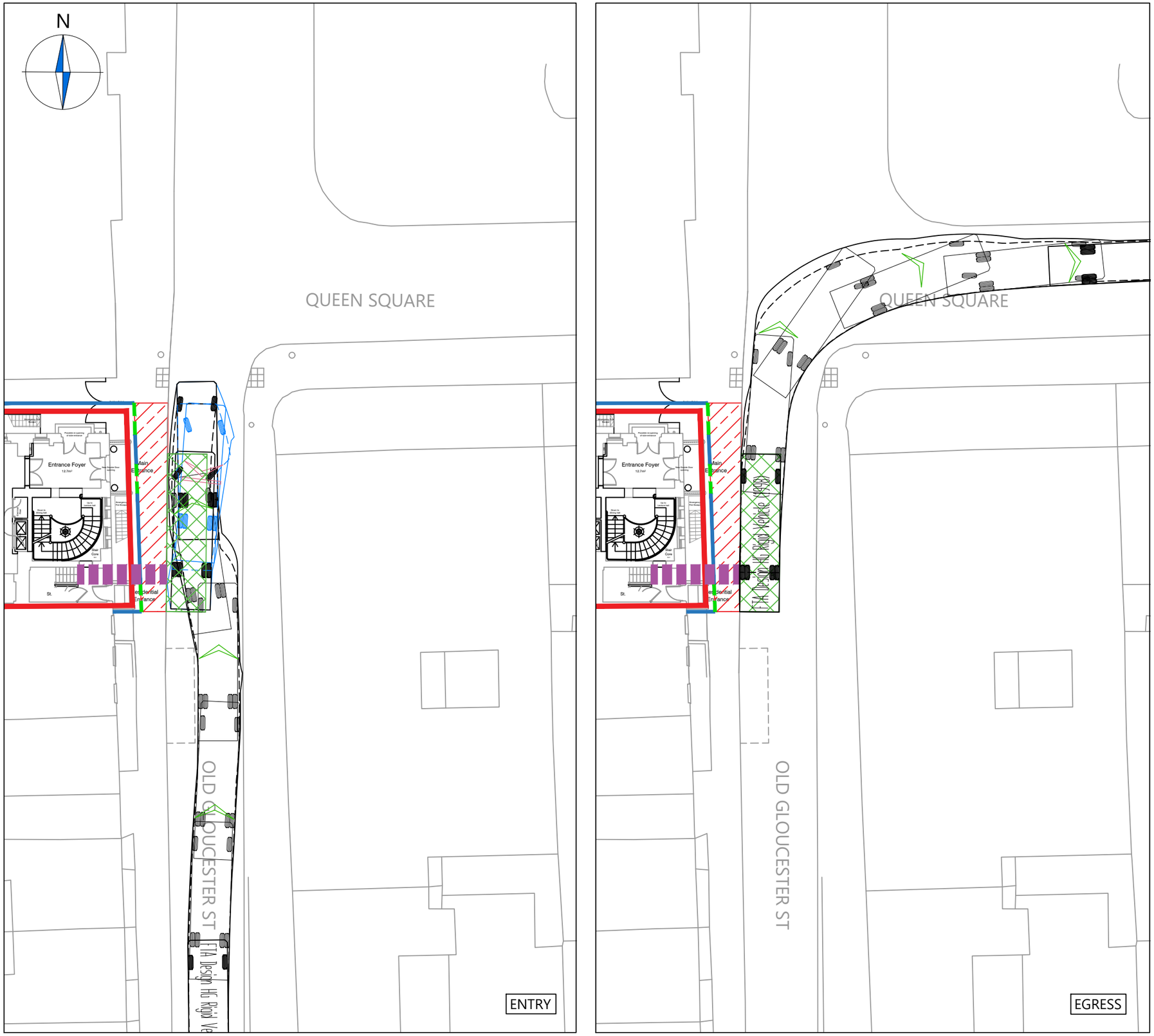
Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
RB	LD	08.07.2020

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4352	TR002	3 of 5	-

CA_4352_TR002 - VEHICLE SWEPT PATH ANALYSIS.DWG



NOTES

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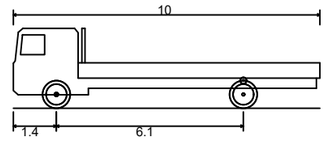
RIGID FLATBED



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	2.602m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

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

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

Rev	Details	Drawn	Checked	Date

REVISION HISTORY

Status:
- [x] Preliminary
- [x] For Approval
- [ ] For Construction
- [x] For Information
- [ ] For Tender
- [ ] As Built

Client:

Nilkanth Estates Limited

Project:

25 Old Gloucester Street

Drawing Title:

Vehicle Swept Path Analysis using a 10m Flatbed Vehicle

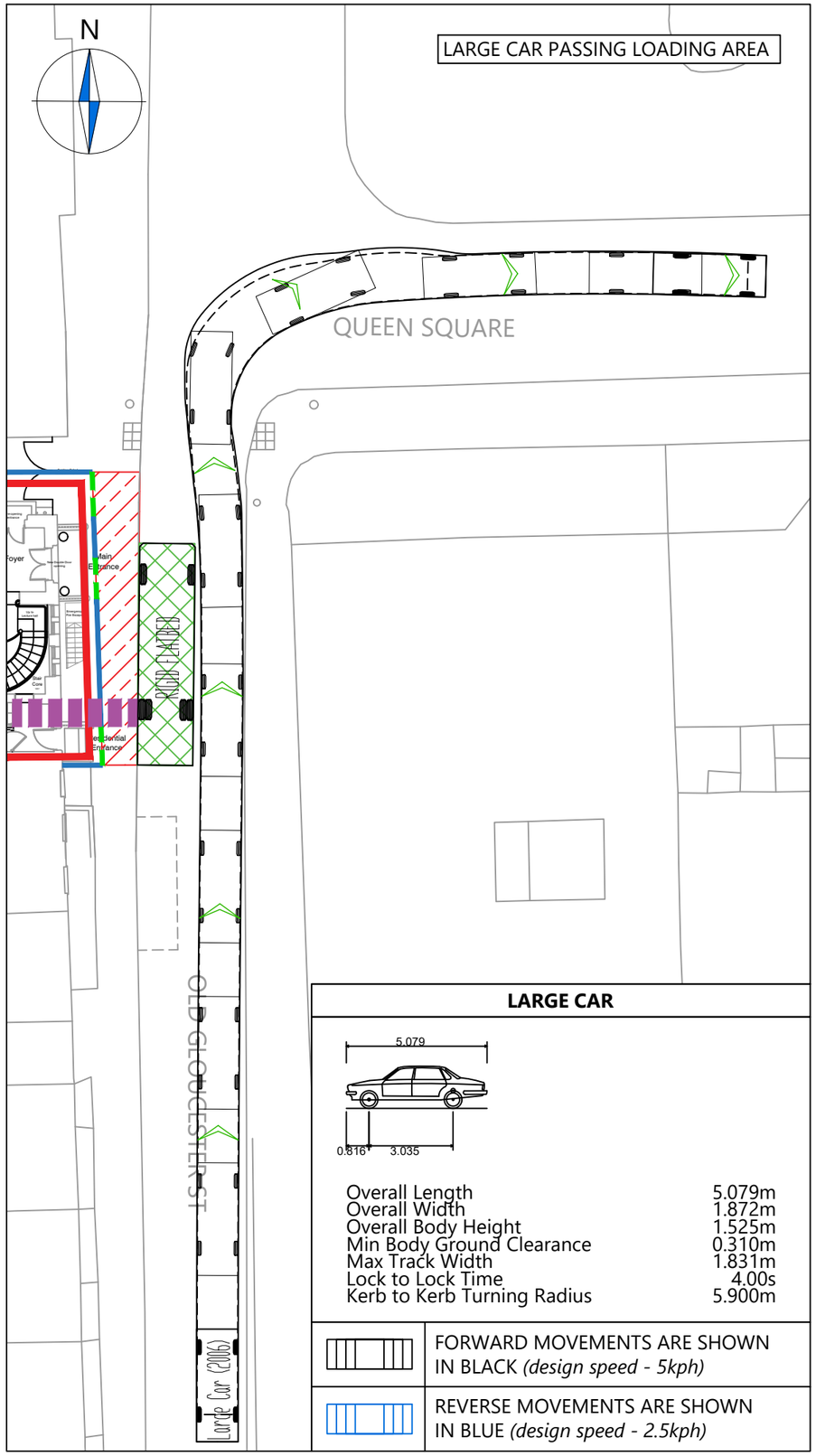
Scale:	Size:
1:250	A3

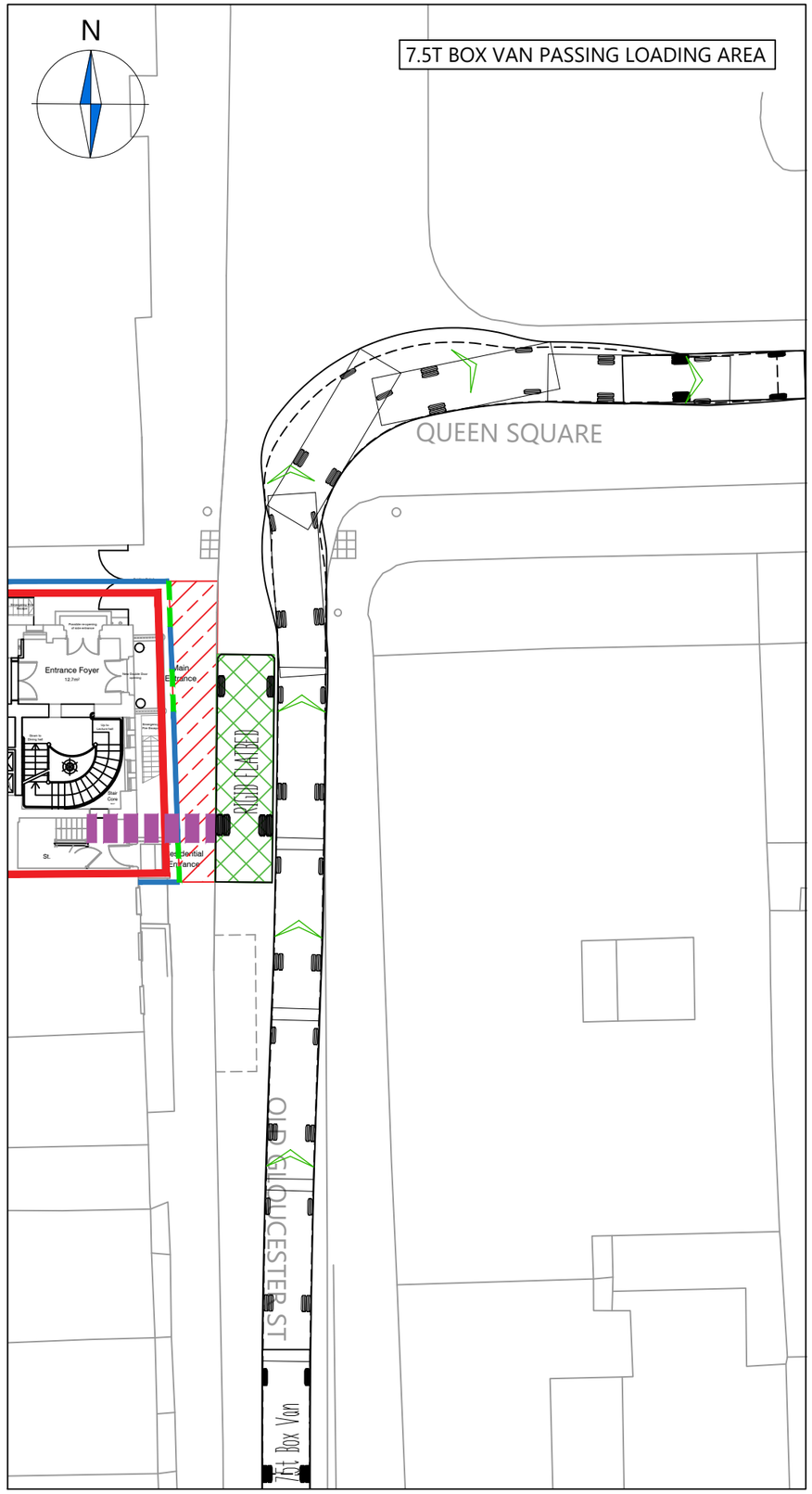
Drawn by:	Checked by:	Date:
RB	LD	08.07.2020

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4352	TR002	4 of 5	-

CA_4352_TR002 - VEHICLE SWEPT PATH ANALYSIS.DWG





LARGE CAR

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

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

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

NOTES

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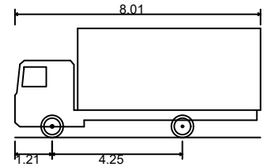
7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

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

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

REVISION HISTORY

Rev	Details	Drawn	Checked	Date

Status: ☑ Preliminary ☑ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Nilkanth Estates Limited

Project:

25 Old Gloucester Street

Drawing Title:

Vehicle Swept Path Analysis
(using a Large Car and a 7.5T Box Van)

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
RB	LD	08.07.2020

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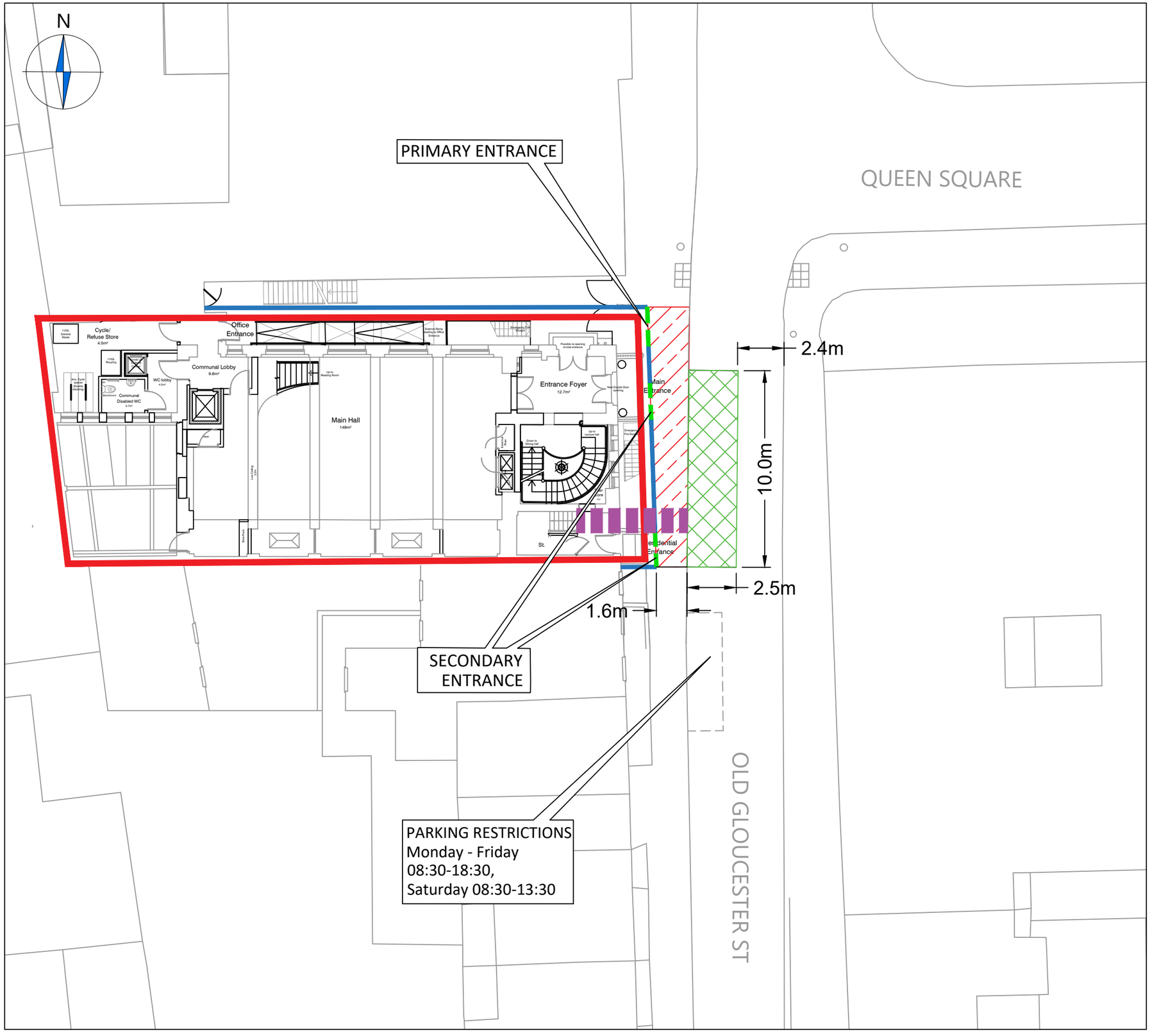
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4352	TR002	5 of 5	-

CA_4352_TR002 - VEHICLE SWEPT PATH ANALYSIS.DWG

Appendix B



NOTES

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3. This drawing is for illustrative purposes only.

KEY:

	SITE EXTENTS
	HOARDING
	CONVEYOR BELT (INDICATIVE LOCATION)
	GANTRY (INDICATIVE LOCATION) AND COVERED WALKWAY
	LOADING AREA

Rev	Details	Drawn	Checked	Date

REVISION HISTORY

Status:
- [x] Preliminary
- [x] For Approval
- [ ] For Construction
- [x] For Information
- [ ] For Tender
- [ ] As Built

Client:

Nilkanth Estates Limited

Project:

25 Old Gloucester Street

Drawing Title:

Proposed Construction Arrangement

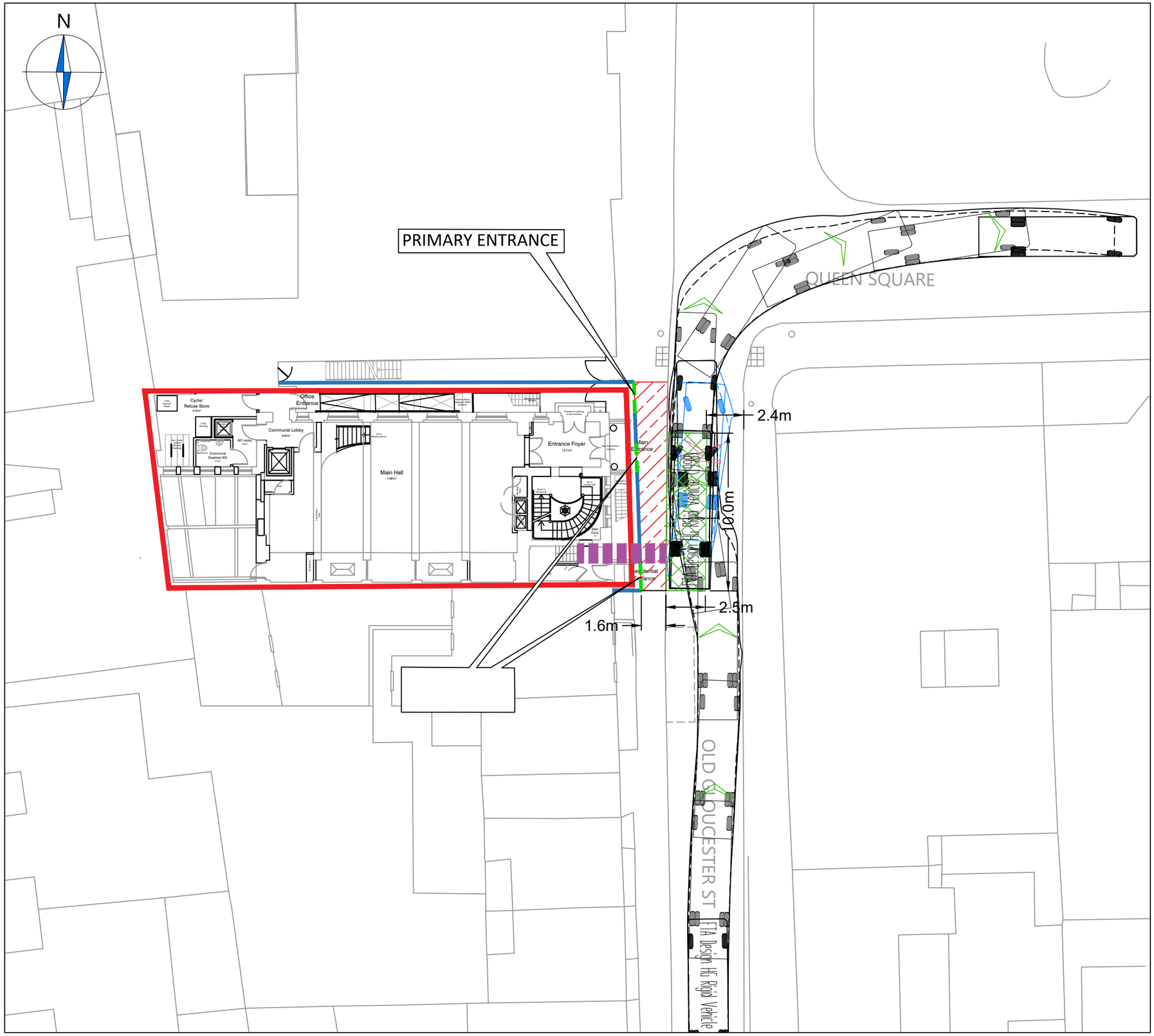
Scale:	Size:
1:200	A3

Drawn by:	Checked by:	Date:
RB	LD	08.07.2020

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4352	003	1 of 2	-

CA_4352_003 - PROPOSED CONSTRUCTION ARRANGEMENT.DWG



NOTES

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3. This drawing is for illustrative purposes only.

KEY:

	SITE EXTENTS
	HOARDING
	GANTRY AND COVERED WALKWAY

Rev	Details	Drawn	Checked	Date

REVISION HISTORY

Status:
- [x] Preliminary
- [x] For Approval
- [ ] For Construction
- [x] For Information
- [ ] For Tender
- [ ] As Built

Client:

Nilkanth Estates Limited

Project:

25 Old Gloucester Street

Drawing Title:

Proposed Construction Arrangement

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
RB	LD	08.07.2020

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4352	003	2 of 2	-

CA_4352_003 - PROPOSED CONSTRUCTION ARRANGEMENT.DWG