

Construction Management Plan

pro forma

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Revisions and Additional Material

Please list all iterations here:

Date	Version	Produced by
19 Oct 23	1 DRAFT	A Knott – Real PM Ltd
21 Oct 23	1	A Knott – Real PM Ltd

Additional sheets

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

Date	Version	Document
21 Oct 23	2	CMP - Appendix A - CIA Checklist Central London [RPM Ver2]
19 Oct 23	1	CMP - Appendix E - Construction Vehicle Route Risk Assessment [RPM Ver1]
19 Oct 23	1	CMP - Appendix J - Vehicle SPA Site Access and Egress [RPM Ver1]
19 Oct 23	1	CMP - Appendix K - Noisy Operations [RPM Ver1]
21 Oct 23	2	CMP - Appendix L - Noise Surveys [RPM Ver2]
19 Oct 23	1	CMP - Appendix M - Noise Receptors [RPM Ver1]

Introduction

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

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

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

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

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

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

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

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

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

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

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

Revisions to this document may take place periodically.

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

The CIA Checklist (editable pdf) can be found at

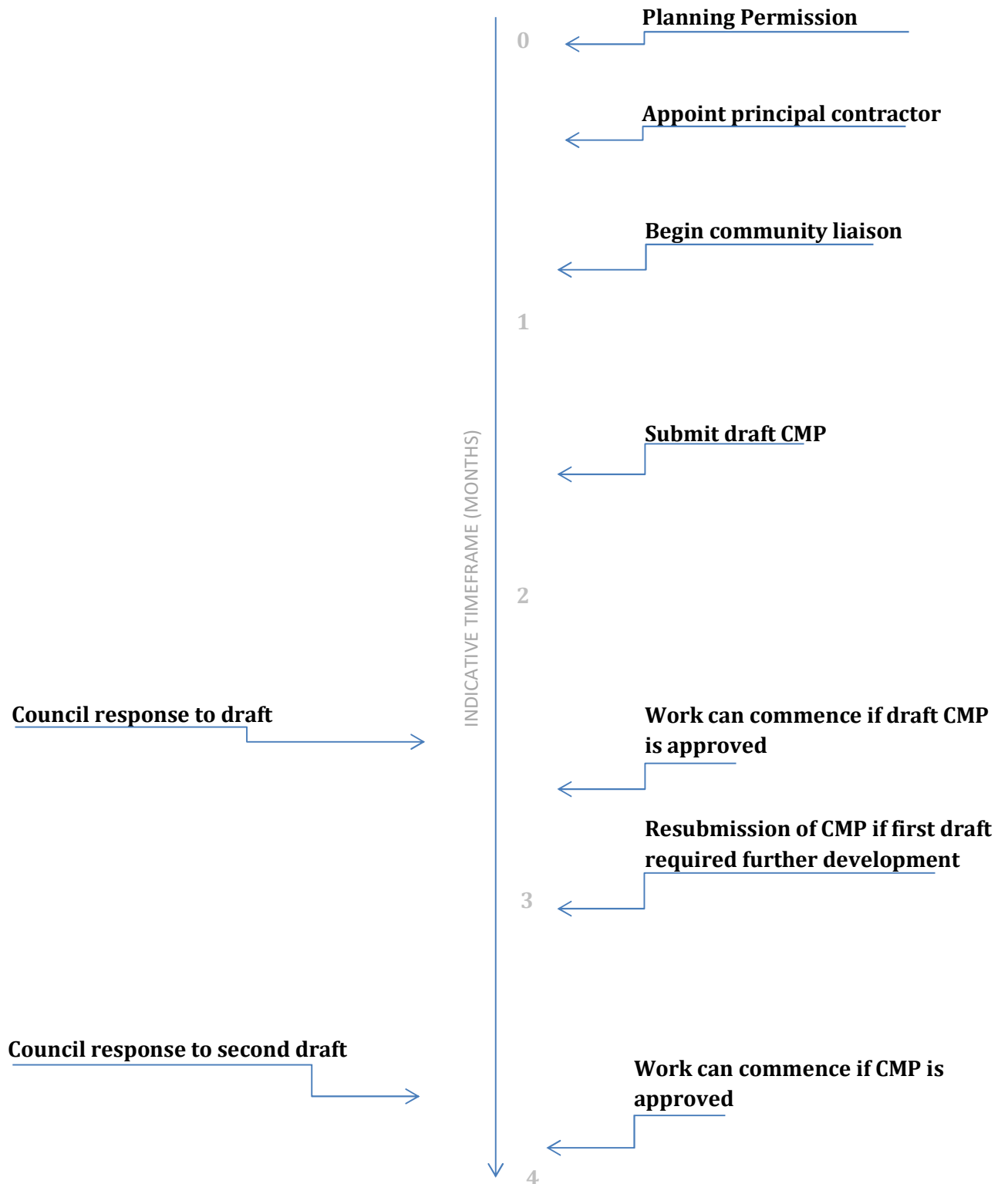
<https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address:

British Museum, Great Russell Street, London, WC1E 7JW

Planning reference number to which the CMP applies : PP-12413905

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

This is a draft CMP only. The full CMP will be issued post-planning once a Contractor is appointed.

This draft CMP is submitted by:

Name: Graham Allison

Address: Montague Evans LLP, 70 St Mary Axe, London, EC3A 8BE

Email: graham.allison@montagu-evans.co.uk

Phone: 020 7312 7421

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: TBA – Principal Contractor yet to be appointed.

Address: TBA

Email: TBA

Phone: TBA

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

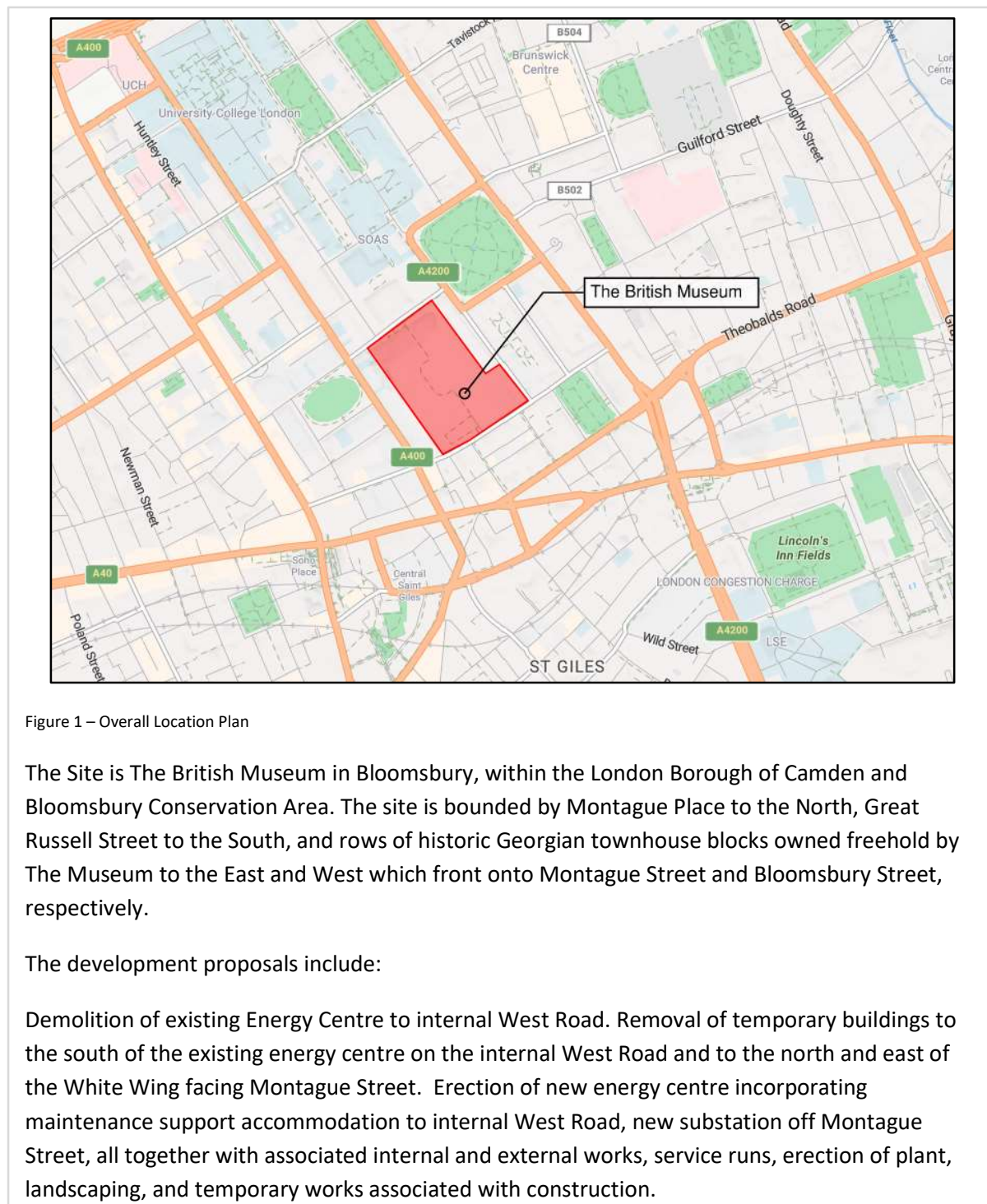
Name:	William Horton, Project Manager
Address:	Stace LLP, 1 Finsbury Avenue, London, EC2M 2PF
Email:	WHorton@BritishMuseum.org
Phone:	07872 858308

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:	TBA – The Principal Contractor is yet to be appointed.
Address:	TBA
Email:	TBA
Phone:	TBA

Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies. Please fill up [Cumulative Impact Area \(CIA\) checklist form](#) if site fall within the CIA zone (Central London).



The site boundaries are shown in Figure 2 below, with a solid red line indicating the planning application red line boundary, the blue line indicating other land in the Museums ownership and an orange line indicating the main areas of construction activity.

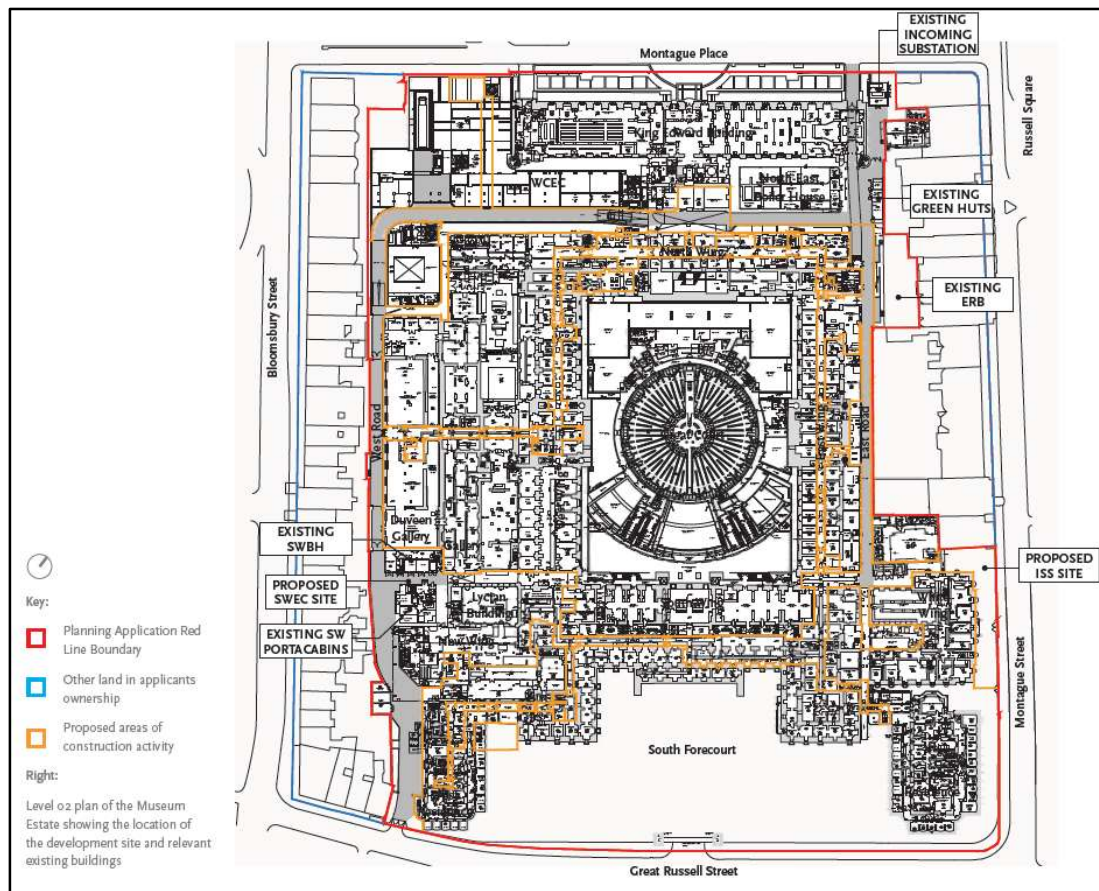


Figure 2 – Development Site Boundary Plan (Red Line)

The Cumulative Impact Area check list is attached in Appendix A.

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).

Description of Construction Works

The redline boundary in Figure 2 above covers an area of area of 47,520sqm / 4.75 hectares.

The scope of the development proposals includes:

- A new Energy Centre in the south-western corner of the Estate. This is referred to as the South-West Energy Centre or SWEC. Due to site constraints this building will be constructed in two phase.
- A new incoming switchroom in the south-eastern corner of the Estate. This is referred to as the Incoming Substation or ISS
- Infrastructure distribution which connects the new plant systems to secondary plant rooms/systems across the Estate
- Temporary and/or permanent enabling works required to other existing buildings/structures around the Estate to enable the development proposals to be constructed.

It should also be noted that approvals for part of the wider programme of work, referred to by the Museum as the Energy Centre Programme (ECP), were developed as an advanced package. This package is called the East Road Building (ERB) for which a Planning and Listed-building Consent Application was made in April 2023. Though referred to for general information within this document where relevant, for avoidance of doubt, the ERB does not form part of the proposals outlined in this application.

Main Issues and Challenges

The main issues and challenges are as follows:

- Access. Although the Museum has a road passing through it, from the north east corner to the south west corner, it is not suitable for standard construction vehicles, in particular articulated vehicles and concrete waggons cannot pass through.

Therefore, construction works happening in the south and west of the Estate will be serviced by vehicles using the south west gate; and construction works servicing the north and east of the Estate will be serviced by vehicles using the north east gate.

Construction vehicles entering through the south west gate will not be able to turn on site. They will reverse through the gate before off loading and exiting in a forward direction. Due to the narrowness of the south west gate, the anticipated number of vehicles and the poor sight lines, it is proposed that the existing gates are removed and the east pier carefully dismantled both for reinstatement after the completion of the project.

Similarly, construction vehicles entering through the north east gate will not be able to turn on site . They will reverse through the gate before off loading and exiting in a forward direction.

Additional temporary access is required from the east, off Montague Street, to build the incoming substation (ISS).

- Vertical Transportation. The main construction on site is the SWEC building located in the south west of the site. The building is five storeys plus roof plant and will require a tower crane to construct. Due to site constraints the crane will need to be located on the Museum forecourt. Loads will be lifted from the south west entrance area or adjacent to the building.

The crane has been positioned to not over sail adjoining land while ‘in-service’ or ‘out-of-service’.

- Noise, dust and vibration. The close proximity to residential properties and hotels, along with the Museums Grade 1 listing and the sensitive nature of its artefacts will require careful consideration of construction methodology at all stages.

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

Overall Construction Period	Aug 2024 to Sep 2028; 50 Months
Enabling Phase	Aug 2024 to Apr 2025; 9 Months
Construction Phase 1	May 2025 to Feb 2027; 21 Months
Construction Phase 2	Feb 2027 to Sep 2028; 19 Months

Enabling. The Enabling Phase happens in the in the location of the SWEC in the south west of the site. The scope includes; the removal of existing Port-a-cabins, early drainage and the diversion of existing services.

Construction Phase 1 consists of the construction of the southern half of the SWEC building on the site of the removed Portacabins (SWEC Phase 1). The building is steel frame with composite slabs and brick clad. In parallel with the SWEC Phase 1 construction, the LTHW and HV distribution systems will be upgraded, including a new incoming substation (ISS). SWEC Phase 1 will be operational before Construction Phase 2 commences.

Construction Phase 2 consists of the demolition of the existing SW Boiler House and the construction off the northern half of the SWEC building (SWEC Phase 2). The building is of the same construction as Phase 1. Again, in parallel with the SWEC Phase 2 construction, the remaining LTHW and HV distribution systems will be upgraded.

A summary construction programme can be found in Appendix B and Logistics Phasing in Appendix C.

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

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

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

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

The site is within the LB Camden CIA. The standard working hours for the site will be:

8.00am to 6.00pm on Monday to Friday
No working on Saturday, Sundays or Public Holidays

There may be a requirement for work outside these hours for activities such as:

Tower crane erection and dismantling works
Plant delivery
Utilities / Statutory Connections
Services shut down / changeovers and emergency repairs
Etc.

For the out of hours activities, applications will be made to the LB Camden. If necessary neighbours and other stakeholders will be notified in advance.

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.

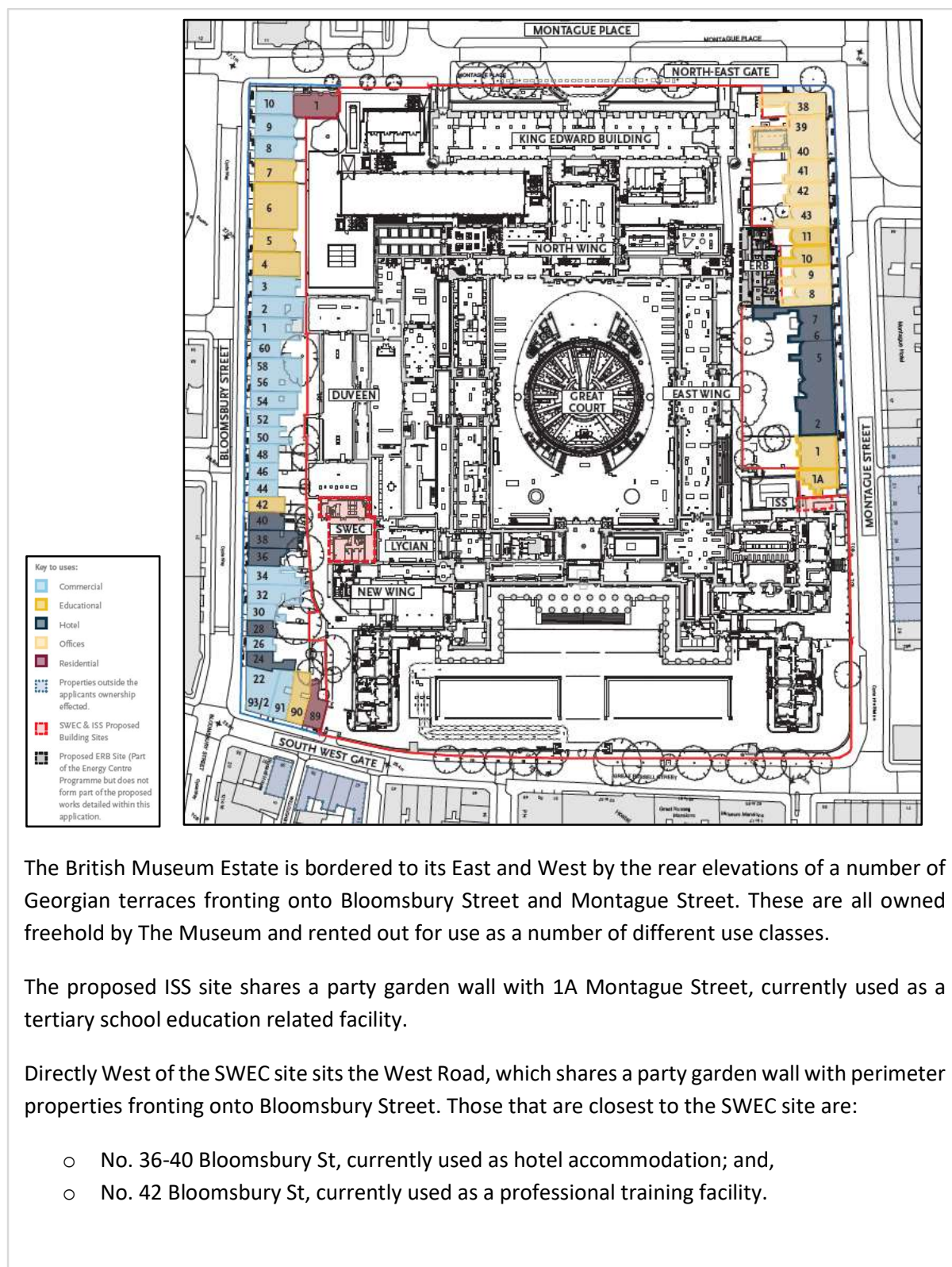
Cumulative impact

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.).



11. Consultation

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

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

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

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

The Museum is an integral part of the local area and therefore has a vested interest in it, and believes that the local community and other key stakeholders should be engaged to gain valuable feedback regarding the site and to ascertain their view on emerging proposals in order to consider them when developing the scheme. The Museum therefore implemented a comprehensive programme of community engagement which began in August 2023 and included the following:

Engagement with locally elected representatives

From the outset, the Museum sought to engage with the political leadership of LB Camden, and the site's ward members and neighbouring ward members from Camden Council.

Engagement with interested community stakeholders

From the outset, the Museum sought to engage with community representatives and invitations to briefing sessions and literature concerning the consultation was sent to 32 local Associations, Universities, Societies and Groups.

Direct liaison with residents and businesses

The Museum ensured that members of the project team were able to discuss the plans with residents and businesses who wished to be involved in the application process. This was achieved through the targeted delivery of consultation letters to 180 neighbouring addresses. The letters provided all the related contact details and the information for the public exhibitions.

In-person exhibitions

The Museum sought to widely engage with key stakeholders, residents, and community representatives in the area. The Museum hosted two public consultation events onsite.

Both events were well publicised in the museum with notifications for staff and visitors. The first event was held on 14 Sept 2023 between 13:00-17:00 at the Model Room of the British Museum. The second event was held on 16 Sept 2023 between 11:00-15:00 at the same room. In total, the events were attended by 326 people who provided feedback over the course of the sessions, with more information in Section 4. Overall, participants of the exhibitions were positive about the proposals, especially in relation to the prospect improving the sustainability element of the museum and understood the need for steps towards this direction. During the events participants had the opportunity to review a model of the museum that included the proposed development.

The Museum has sought to involve the local community and stakeholders extensively as part of a transparent and collaborative engagement process.

This process is in addition to ongoing correspondence and communication with the LB Camden as part of the formal pre-application process.

Further CMP consultation will commence after planning submission.

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.

The Construction Working Group will be formed of:

TBA. British Museum Liaison Manager. Primary Contact.

TBA. British Museum Project Manager.

TBA. Contractor(s) Project Manager(s).

TBA. Design and Construction Specialists (as Required).

The contact details will be shown on the newsletter, perimeter posters at community meetings.

The Liaison Manager will be available in working hours and will be the single point of contact for the neighbours. They will be responsible for communicating the upcoming works to the community, and addressing any concerns they have. They will also be responsible for the logging of complaints and ensuring appropriate action is taken and recorded along with steps to avoid recurrence.

The community will be updated on the upcoming works via a monthly newsletter, posters and monthly community meetings.

The community meeting will provide a forum for the community and project to communicate around upcoming activities, concerns and how they may be addressed. The meetings will be reflective of the sensitivity of the works at key stages through the programme. The meeting will follow LB Camden's document 'Construction Working Groups: guidance for developers and contractors'.

The posters will be displayed on the site boundary advising the following contractors' names, the name of the Liaison Manager, and a contact number and address for complaints, details of the Considerate Constructors Scheme registration, a 24hr contact number and confirmation that the site is working to the standards set out in the LB Camden's Minimum Requirements for Building/Construction/Demolition Sites.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#) for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

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

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

TBA – The Principal Contractor is yet to be appointed.

The Principal Contractor will be required to follow the requirements of the LB Camden’s ‘Guide for Contractors Working in Camden’ .

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.

Local committed development sites can be considered once this is identified by the council. A request for information was issued by email to Elaine Quigley 13 Oct 2023.

Transport

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

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

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

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

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

TBA – The Principal Contractor is yet to be appointed.

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

TBA – The Principal Contractor is yet to be appointed.

All Contractors will have a contractual requirement to abide by, comply and adhere to the CLOCS Standards for construction logistics throughout the duration of the contract.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

To Be Signed On Principal Contractor Appointment

Signed Tony Wilson
on behalf of the British Museum

To Be Signed On Principal Contractor Appointment

Signed
on behalf of the Principal Contractor

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

Site Traffic

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

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

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

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

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

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

A detailed Construction vehicle route risk assessment has been undertaken for the development, which is within **Appendix E**. This assessment and the recommended routes propose to use the strategic Network of Transport for London’s Road Network (TLRN) to get as close to the development utilising red routes and the high-capacity networks designed for HGV’s and construction traffic. The routes avoid any weight or height restrictions, and the associated maps highlight cycle routes, hospitals and schools. As part of this document a detailed review of the proposed principle routes was undertaken along 2.5 miles to assess the routes and highlight any risky areas for vulnerable road users and bring this to the attention of contractors and fleet operators.

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.

The Principal Contractor is yet to be appointed.

The Principal Contractor will be required to communicate the routes in sub contract tender and contract documentation, and discuss the routes in all pre-start meeting.

19. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

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

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

The SWEC Project overlaps with the East Road Building (ERB) Project. The ERB Project is subject to a separate Planning and Listed-building Consent Application made in April 2023. However, to ensure all the construction vehicles can be managed on the site, the cumulative effect of both projects have been modelled. For this section both projects will be referred to as ‘the Projects’.

The Projects will use three entrances to the Museum Estate, split as follows:

Entrance	Element of Works
North East off Montague Place	ERB and north, east and west infrastructure
South West off Great Russell St	SWEC Main Building and south infrastructure
East off Montague Street	Incoming Sub Station.

The entrances will be fully manned by competent traffic marshals at all times. Traffic will be stopped by the use of expanding concertina barriers and all areas in front of site gates kept safe when pedestrian traffic and cyclists are passing.

An analysis of the likely construction vehicles per entrance has been undertaken and can be found in Appendix F and the table below summarises the frequency of vehicles by type;

Construction Vehicle Type	Daily number of vehicles, averaged over a week.	Comment
Concrete Lorry	Average 1no Maximum 13no	During building sub and super structure works and alterations for infrastructure.
Articulated Lorry	Average <1no Maximum 4no	For erection of SWEC frame.
Flatbed Lorry	Average 8no Maximum 31no	Primary delivery vehicle. Frequency includes wait-and-load and unscheduled vehicles.
Skip Lorry	Average 2no Maximum 25no	Delivery / Removal of loose materials.
Other. Low Loader	Occasional	For delivery and collection of larger items of plant.
Other. Mobile Crane	Occasional	For erection and dismantle of tower cranes. Also for installation of plant at ERB and SWEC TBC.
Other. Concrete Pump	Occasional	Will be used for concrete placement.

b. Please specify the permitted delivery times.

The Museum Estate is within the LB Camden CIA.

A survey of the local primary and secondary schools around the Estate, Appendix G, has shown there are no schools in close vicinity to either the Estate or the proposed construction traffic routes. Delivery times have not been adjusted.

The standard delivery hours for construction vehicles on the Estate will be:

8.00am to 4.30pm on Monday to Friday

There will be no working on Saturday, Sundays or Public Holidays, unless by agreement with LB Camden. If necessary neighbours and other stakeholders will be notified.

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

Local committed development sites can be considered once this is identified by the council. A request for information was issued by email to Elaine Quigley on the 13th October 2023.

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

At this stage detailed swept paths have not been commissioned as the routes proposed are suitable for heavy goods vehicle uses. Should this be required going forward to the next stage swept paths can be provided for the agreed construction vehicle routing.

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

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

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



A holding area has been identified in Montague Place, shown above. A coach parking bay will need to be suspended for the duration of the works.

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

Due to the location of the site, it is not possible to undertake deliveries by rail or water.

At this stage a consolidation centre is not considered suitable. There is minimal storage on site and deliveries will be made on a just-in-time-basis. This will be reconsidered once the Principal Contractor has been appointed.

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

The Principal Contractor, once appointed, will be required to ensure that if vehicles are unable to enter the Estate they will be directed to the holding area and required to turn off their engine.

Once on site, or in the pit lane, they will be required to turn off their engine.

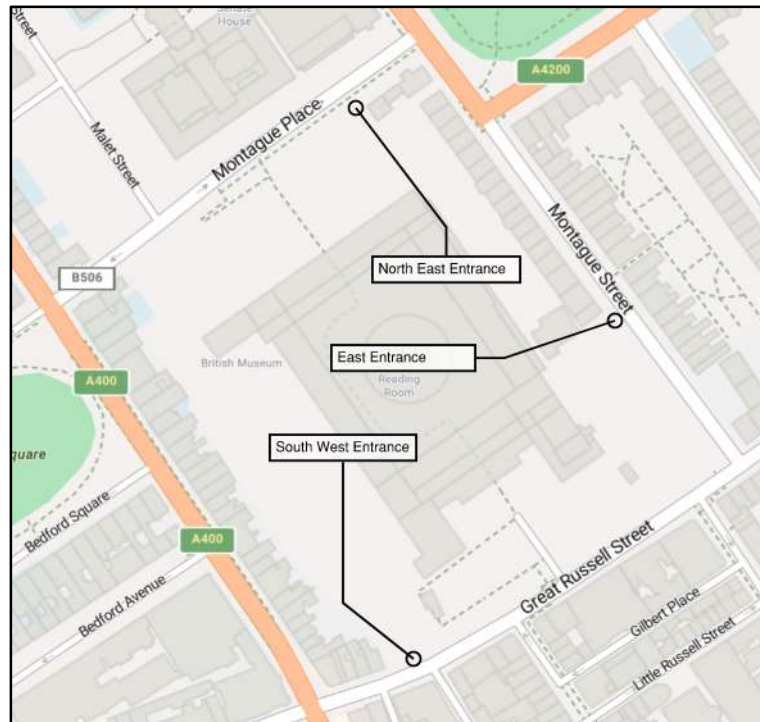
20. Site entry/exit: *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

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

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

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



The proposed site entrances are shown above. Details of the entrances, including traffic marshals are attached in Appendix I.

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

The proposed site entrances are shown above. Details of the entrances, including traffic marshals are attached in Appendix I.

In addition to the details shown on the drawing, the following measures will be adopted at the site entrances:

- Currently, the public queue across the south west entrance while waiting to enter the Museum. When the project commences the Museum security staff will ensure that the public queue in the other direction.
- The traffic marshals will always be readily identifiable by the public. They will wear branded safety clothing and equipment.
- All vehicles will be booked in using an electronic delivery management system. If they haven't booked in the vehicle will be turned away.
- Vehicles will phone 20 min ahead of their delivery to ensure they can enter site at their allotted time. If they cannot enter they will be directed to the holding location. When ready the vehicle will be called to the correct estate entrance.
- Prior to vehicles entering or exiting Estate, the traffic marshals will stop pedestrians and vehicles using concertina barriers to allow vehicles to safely manoeuvre.
- Appropriate signage will be fixed to the gates and all areas where it is possible for vehicles to encounter pedestrians and to denote vehicle and pedestrian crossover areas.
- Site radios will be used to keep all banksmen, traffic marshals and gatemen in constant communication.

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

It is anticipated that the following vehicles will be the one most regularly used to deliver construction materials to the Estate, and that any other vehicles will be smaller and therefore be able to make the turns.

- Articulated Lorry
- Large Tipper Lorry
- Flatbed Lorry
- Concrete Lorry
- Skip Lorry

The swept path analyses for the site entrances can be found in Appendix J.

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.

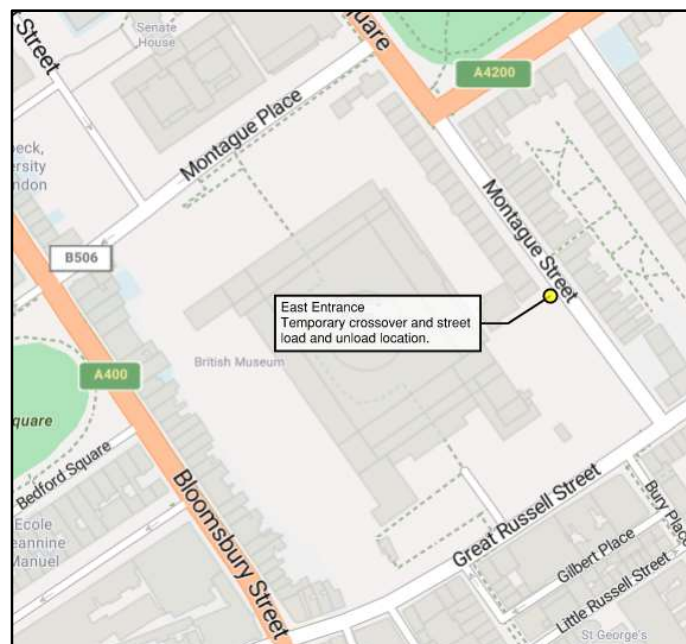
Vehicles whilst on the site will predominately be restricted to concrete hardstanding and surfaced site roads. Vehicles that are required to move off these areas will be cleaned before exiting the work area so that mud and dust is not tracked onto the main roads.

As the potential for distribution of dirt onto the highway is limited no wheel washing facilities are envisaged. However should any spoil fall on the highway it will be cleaned by the banksmen, and road sweepers will be deployed as necessary to deal with any local issues.

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

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

a. Please provide the location where vehicles will stop to unload. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.



The area of road load and off load is at the East Entrance on Montague Street.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process. Please note that deliveries should pause where possible to allow passage to pedestrians.

The details of the East Gate and the proposed road load and unload is shown in Appendix I.

Access is required in this location to construct a new incoming sub-station (ISS). There is no access from within the Estate due to the Grade I listed steps to the south.

Key materials to be loaded and unloaded are:

- Muck away
- Backfill material
- Reinforcement, shuttering and concrete
- Blockwork and render
- Electrical plant

Due to the restricted area of these works and the low pedestrian numbers, it is proposed that during major materials loading and unloading that marshals will close the west footpath and divert pedestrians to the east side. This route is shown on the Appendix I drawing.

For minor deliveries pedestrians will be managed by marshals to ensure their safe passage across the site entrance.

The Principal Contractors marshals will:

- operate a vehicle booking system
- be trained and certified CLOCS Site Access Traffic Marshals. At least one marshal will have more than one years' experience.
- wear branded hivy jackets
- use concertina barriers to barriers to control pedestrians
- regularly have tool box talks to refresh their training
- pause deliveries where possible to allow pedestrians to pass
- meet the requirements of the CCS and be considerate, courteous and respectful at all time

Site set up

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

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

Please note that there is a four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

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

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

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

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

Please provide detail drawings of the site up on the public highway. This should be presented as a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

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

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

Not relevant. There will be no site up on the public highway.

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

Not relevant. There will be no site up on the public highway.

23. Parking bay suspensions and temporary traffic orders

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

A space cannot be suspended for convenience parking, a [trade permit](#) is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

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

TTR's will be required:

Next door to 1a Montague Street to form the temporary East Entrance.

Two resident permit holder bays will need to be suspended from Aug 24 to Jun 26.



Montague Place to form the vehicle holding bay.

The coach parking bay will need to be suspended from Aug 24 to Sept 28.



24. Motor vehicle/cyclist diversions/pedestrian diversions

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

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

Please provide details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams and provide these in the appendices. Please use the following space

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

The Principal Contractor, when appointed, will agree a pedestrian management plan with LB Camden that sets out temporary arrangements and any signage, temporary crossing points etc that will need to be implemented.

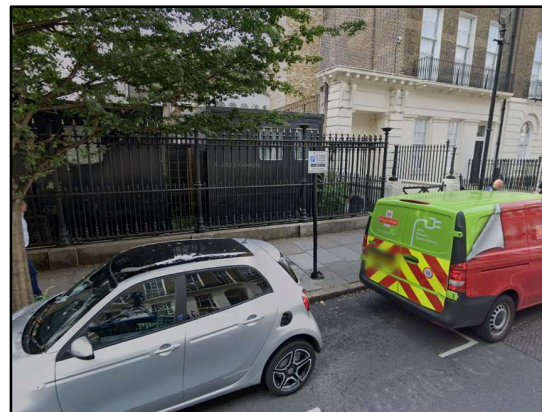
25. Services

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

A new incoming HV supply and associated sub-station will be required on Montague Street, next door to 1a Montague Street.

An order has been placed with UKPN for the supply. The UKPN works are due on site Q2 2026.

UKPN have confirmed the supply will be from the Fischer Street substation.



Environment

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

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

Information on the construction phases and noise sources is included in Appendix K.

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

Two pre-construction noise surveys have been carried out:

One survey was carried out by Encon Associates between 19-20 Apr 2023. The survey was carried out at the Western boundary of the site along the rear façade of housing along Bloomsbury Street. The survey methodology and results are detailed in the Encon report dated 22 May 2023 (document ref. A6016) which is included in Appendix L.

Another survey was carried out by Venta Acoustics between 18-22 May 2023. The survey was carried out at the existing ISS site on the SE boundary of the site. The survey methodology and results are detailed in the Venta report (document ref. VA4712.230523.NIA1.1 dated 24 May 2023) which is included in Appendix L.

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

Noise levels have been predicted using the specialist 3D noise modelling software CadnaA. For each of the 13 construction phases, the predicted level from all construction noise sources has been predicted at the nearest sensitive window. The predicted levels are presented in the table below in terms of a ten-hour working day (dB LAeq, 10h).

The results have been predicted using the 3D noise modelling software CadnaA. Figures showing noise map output for each construction phase are included in Appendix H.

Construction Phase	Predicted noise level at NSR (dB LAeq, 10h)*
Phase 1 - Enabling Works	72
Phase 2 - SWEC P1 - Sub Structure	72
Phase 3 - SWEC P1 - Super Structure and Envelope	65
Phase 4 - SWEC P1 - Fit Out	61
Phase 5 - SWBH De-construct	71
Phase 6 - SWEC P2 - Sub Structure	72
Phase 7 - SWEC P2 - Super Structure and Envelope	66
Phase 8 - SWEC P2 - Fit Out	61
Phase 9 - SE ISS Sub Structure	72
Phase 10 - SE ISS Super Structure and Envelope	63
Phase 11 - SE ISS Fit Out	61
Phase 12 - Infrastructure Phase 1	77
Phase 13 - Infrastructure Phase 2	69

Please refer to A11503_01_FG014_1.0 in Appendix M showing the location of nearest noise sensitive receptors for each phase.

The predictions presented above are façade levels that include a 3 dB façade correction in accordance with BS5228-1:2009+A1:2014.

The worst case receptor locations are usually 1st or 2nd floor windows which overlook the construction sites and do not benefit from noise screening provided by any site hoarding and/or local noise screening.

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.

All available measures will be implemented to reduce noise, vibration and dust emissions from construction activities wherever reasonably achievable. These measures have been developed in line with the guidance given in BS5228:2009+A1:2014 and LB Camden's Minimum Requirements for Building / Construction / Demolition Sites Document and are considered to represent the Best Practical Means (as defined in Section 72 of the Control of Pollution Act 1974 and BS5228):

- Noise, vibration and dust emissions onsite will be carefully managed via real-time continuous monitoring systems throughout the works until otherwise agreed with the Local Planning Authority.
- In the event of action levels being exceeded or complaints being received, the cause will be investigated immediately, and the site activities that were being undertaken at the time. The results of the investigation will be sent to the Local Authority for review upon request.
- Site hoarding will be installed around all relevant parts of the site boundaries. This should provide around 5-10 dB of additional screening to ground floor rooms of nearby noise sensitive receptors (NSR's).
- NSRs will be informed of the construction works. They will also be provided with contact details for an appropriate member of the site management team who can be contacted in the event of noise, vibration or dust related concerns. Proactive and regular community liaison is a powerful tool for preventing construction noise, vibration and dust related issues. It is our experience that NSRs are less likely to complain about perceived noise, vibration and dust levels if informed of the works that will be carried out and the mitigation measures that are in place.
- Site personnel will be informed of the sensitivity of the site to noise due to the proximity of the surrounding noise-sensitive receptors and carefully managed to ensure that noise is kept to a minimum.
- Hoarding and fencing will be inspected regularly and repaired as necessary, access gates will be well maintained to minimise noise.
- All hand-held and portable equipment will be electrically-powered where practicable.
- All plant and equipment will be maintained in good working order and operated in accordance with manufacturers recommendations.
- As far as reasonably practicable, sources of significant noise will be enclosed. Temporary local screening will be used where practical. The extent to which this can be done depends on the nature of the machine or process to be enclosed and their ventilation requirements.

- Vehicle operators will avoid unnecessary revving of engines and all machinery will be switched off when not required.
- Stationary equipment and plant will be placed so as to provide screening to other items of plant and located to provide minimum noise emissions in the direction of noise sensitive areas.
- Care will be taken when loading and unloading materials to limit impact noise. The movement of material with excavators and dumper trucks will be carried out slowly and carefully to limit impact noise. Material will be placed rather than dropped wherever feasible.
- Vehicles will not be permitted to queue on the road or pavement outside the site access.
- Vehicles parked within the site, outside working hours will have their engines switched off.
- Vehicle routes and traffic management plans will be arranged to avoid reversing operations where possible.
- Where practicable, activities which can produce significant levels of noise and or vibration will be arranged for times which are less likely to cause disturbance.
- Wherever feasible, noisy site activities will be carried out as far from NSRs as possible.
- Any compressors brought on to site will be silenced or sound reduced models, fitted with acoustic enclosures, where feasible.
- Pneumatic tools will be fitted with silencers or mufflers and will only be used when hydraulic equipment cannot be used.
- There will be no site noisy working during any anti-social hours, unless otherwise agreed by the relevant authorities.
- Vehicle reversing alarms (if used) will be set to the minimum required for safe and efficient operations.
- Modern, silenced and well-maintained plant will be used at all times, conforming to standards set out in the EU Directives.
- Routes and programming for the transport of construction materials, fill, personnel etc. will be carefully considered in order to minimise the overall noise impact generated by these movements;
- Hydraulic construction to be used in preference to percussive techniques where practical.
- Off-site pre-fabrication to be used, where practical.
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas.
- Deviation from approved method statements to be permitted only with prior approval from the Principal Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken.
- All sub-contractors onsite will be made fully aware of the above requirements.

BS 5228-1:2009+A1:2014 states that;

All reasonably practicable means should be employed to ensure the protection of local communities and of people on construction sites, from detrimental effects of the noise generated by construction operations.

With the mitigation measures listed above, it is our view that noise and vibration emissions from the construction works will have been reduced as far as practicable and the proposed construction methods are therefore appropriate.

Real-time continuous noise, vibration and dust monitoring will be carried out during the construction phase of the development at positions to be agreed with Camden Council.

In terms of appropriate noise and vibration triggers and action levels for the monitoring locations, it is recommended that the following limits are adopted as onsite levels at the monitoring positions for the works.

Monitoring Equipment	Limit	Reference Period
Noise	72 dB LAeq, 10h (Orange)	0800 – 1800 Monday to Friday
	75 dB LAeq, 10h (Red)	0800 – 1300 Saturday
	77 dB LAeq, 1h (Orange)	0800 – 1800 Monday to Friday
	80 dB LAeq, 1h (Red)	0800 – 1300 Saturday
Vibration	1 mm/s (Orange)	0800 – 1800 Monday to Friday
	2 mm/s (Red)	0800 – 1300 Saturday

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

TBA – The Principal Contractor is yet to be appointed.

It is well established that people's attitudes to noise can be influenced by their attitudes to the source or activity itself.

Noise from a site will tend to be accepted more readily by local residents, if they consider that the contractor is taking all possible measures to avoid unnecessary noise.

The Principal Contractor will be required to provide both community liaison and training to all the relevant employees to ensure information distribution.

All training records will be kept in an overall matrix of site personnel.

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

The primary sources of air pollution and dust nuisance on this project will be:

Vehicle emissions	Plant emissions	
Excavation	Concrete and brick cutting	Demolition

The Principal Contractor, when appointed, will be required to develop a range of environmental management controls utilising

BRE guidance 'Controlling Particles, Vapour and Noise from Construction Sites 26';
 LB Camden various Codes of Construction;
 GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8';
 Institute of Air Quality Management 'Guidance on the Assessment of Dust from Demolition and Construction'; and
 GLA 'Non-Road Mobile Machinery (NRMM) Practical Guide'.

These controls will prevent and mitigate the release of dust entering the atmosphere and/or being deposited on nearby receptors and will include:

- Routine dust monitoring at sensitive residential locations with the results and effectiveness of controls reviewed at regular meetings. A safety method statement will outline the control measures necessary to minimise the risks to an acceptable level, and all statutory notices will be placed with the Health and Safety Executive (HSE);
- Damping down surfaces during dry weather (use of rain guns and mist system);
- Erection of appropriate hoarding and/or fencing to reduce dust dispersion & restrict public access.
- Sheeting of buildings, chutes, skips and vehicles removing demolition wastes;
- Building elevations which front public boundaries or are immediately adjacent to adjoining properties would be fully scaffolded and completely enclosed by sheeting to provide a dust and safety shield during the demolition process;
- Appropriate handling and storage of materials, especially stockpiled materials;
- Restriction of drop heights onto lorries and other equipment;
- Keeping vehicle wheels clean, limiting of vehicle speeds to 5 mph, avoidance of unnecessary idling of engines and routing of site traffic as far from residential and commercial properties as possible;
- Fitting all equipment (e.g., for cutting, grinding, crushing) with dust control measures such as water sprays wherever possible;
- Mains power is to be used on all small power applications such as hand tools, welders, etc. unless is not feasible to extend power the work location.

- Use of alternatives fuel source generators (solar/gas/hybrid) will be considered in the first instance with gas powered generators as a second choice. Diesel generators will be avoided if possible. The responsible parties will ensure that all plant and vehicles are well maintained so that exhaust emissions do not breach statutory emission limits;
- All NRMM will meet Stage IV and Stage V requirements.
- Switching off all plant when not in use;
- Ensuring that a road sweeper is available to clean mud and other debris from hard standing roads and footpaths.

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.

Vehicles whilst on the site will predominately be restricted to concrete hardstanding and surfaced site roads. Vehicles that are required to move off these areas will be cleaned before exiting the work area so that mud and dust is not tracked onto the main roads.

As the potential for distribution of dirt onto the highway is limited no wheel washing facilities are envisaged.

However should any spoil fall on the highway the Principal Contractor will be required to remove the spoil, and road sweepers will be deployed as necessary to deal with any local issues.

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

Based on Camden's requirements and the scale and potential impact of the project, it is likely that noise and vibration monitoring will be required. Unattended, long-term logging monitors with remote access capabilities should be used at positions will be agreed with Camden Council.

Noise levels will aim (where reasonably practicable) to be within a daily level of 75 dB (LAeq, 10hr) for airborne noise when measured at the nearest sensitive premises. A first "orange" Action Level Trigger of 77 dB (LAeq, 1hr) and a second "red" action level of 80 dB LAeq,1h will be used to act as an early warning control to avoid daily levels exceeding the 75 dB (LAeq, 10hr) level.

The project is unlikely to generate "significant" vibration levels, i.e. those which can potentially create cosmetic damage to neighbouring buildings. However, demolition and piling activity may reach perceptible levels of vibration. In our experience these low levels of vibration can result in complaints and/or perceived risks of building damage from nearby neighbours.

Vibration monitoring can be used to objectively check if vibration levels are within acceptable levels defined below:

1.0mm/s – First action trigger level Stop and review works and methodology; reduce work periods before recommencement.

3.0 mm/s - Stop works, review incident, look at work programme, and agree with Noise & Nuisance Team on a revised methodology where available before recommencing work

A continuous monitoring system is used such as LivEnviro or Sonitus will be used. This will enable live monitoring of construction noise and vibration as well as automatic alarms and regular reporting.

The location of the monitors will need to be agreed in consultation with the neighbouring community to ensure that locations are representative of levels at nearest sensitive premises and adequate provision is available for power and data connections.

The museum collection itself is very sensitive to vibration and a robust live vibration monitoring system will be used within the museum to avoid risk to museum artefacts.

At least four real real-time PM10 monitors (certified to MCERTS standard) will be used on site in continuous operation for the duration of the build (from three months prior to implementation of planning permission through to completion on site), at locations and to thresholds approved by the LB Camden. A 15-minute mean trigger level of 250 ug m-3 will be set.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy [The Control of Dust and Emissions During Demolition and Construction 2014 \(SPG\)](#) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

An Air Quality Assessment and/or Dust Risk Assessment will be carried out prior to the Principal Contractors appointment. They will present the Assessment and Mitigation Checklist as part of their updated Construction Management Plan submitted as part of the Planning Pre Commencement Conditions.

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

TBA on appointment of Principal Contractor.

The Principal Contractor will be required implement all the relevant GLA 'highly recommended' measures from the SPG document.

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

Note: **real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

TBA on appointment of Principal Contractor.

The Principal Contractor will be required to monitor the dust three months prior to commencement.

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).

The Principal Contractor is yet to be appointed.

Within the Museum pest control is an integral part of collection care. The Principal Contractors management process for the control of rodents will be back to back with the Museums Integrated Pest Management strategy.

A crucial factor in pest management is the investment in prevention and restriction of the opportunity for rodents to thrive. This will be achieved by eliminating food sources and nesting sites which can be achieved through good management and housekeeping. A canteen area will be provided, and no food will be allowed to be consumed outside of this area, all rubbish will be collected regularly throughout the working day and disposed to prevent the attraction of rodents.

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

Between Jan and Apr 2023, the British Museum delivered enhanced management surveys across the 172 locations of the Estate that may be affected by construction works. The findings of those enhanced management surveys were recorded. The records identify where further Refurbishment and Demolition Surveys need to be undertaken. Prior to works commencing on site, Refurbishment and Demolition Surveys will be undertaken to inform the requirement for clearance works.

The existing Level 1 below ground building services trenches are an exception to the above. Refurbishment and Demolition surveys were undertaken at the end of 2022. The drawing in Appendix N provides a high level overview of the findings of those surveys.

It should be noted that in most cases at the Museum, Refurbishment and Demolition surveys can only be undertaken once spaces have been cleared of staff and furniture.

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.

The Principal Contractor is yet to be appointed.

They will be required to join the Considerate Contractors Scheme under which the contractor will be required to

Respect the Community
Care for the Environment
Value their Workforce

Feedback will also be encouraged through The Construction Working Group and the British Museum Liaison Manager who will also monitor the contractors response to complaints.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

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

Direct link to NRMM Practical Guide (V4):

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

The Principal Contractor is yet to be appointed. They will be required to meet the appropriate NRMM standards.

- a) Construction time period (mm/yy - mm/yy): Aug 2024 to Sep 2028; 50 Months
- b) Is the development within the CAZ? (Y/N): Yes
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes, this will be a requirement.
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes, this will be a requirement.
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Yes, this will be a requirement.
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes, this will be a requirement.

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

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

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

The Principal Contractor is yet to be appointed.

The Principal Contractor will be encourage to sign up to Idling Action London. Signage will be erected on the Estate roads and toolbox talks will be given. The contractor will be encouraged to hold an Idling Action event.

Mental Health Training

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

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

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

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

The Principal Contractor is yet to be appointed.

The Principal Contractor will be encourage to sign up to the Building Mental Health Charter.

• SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

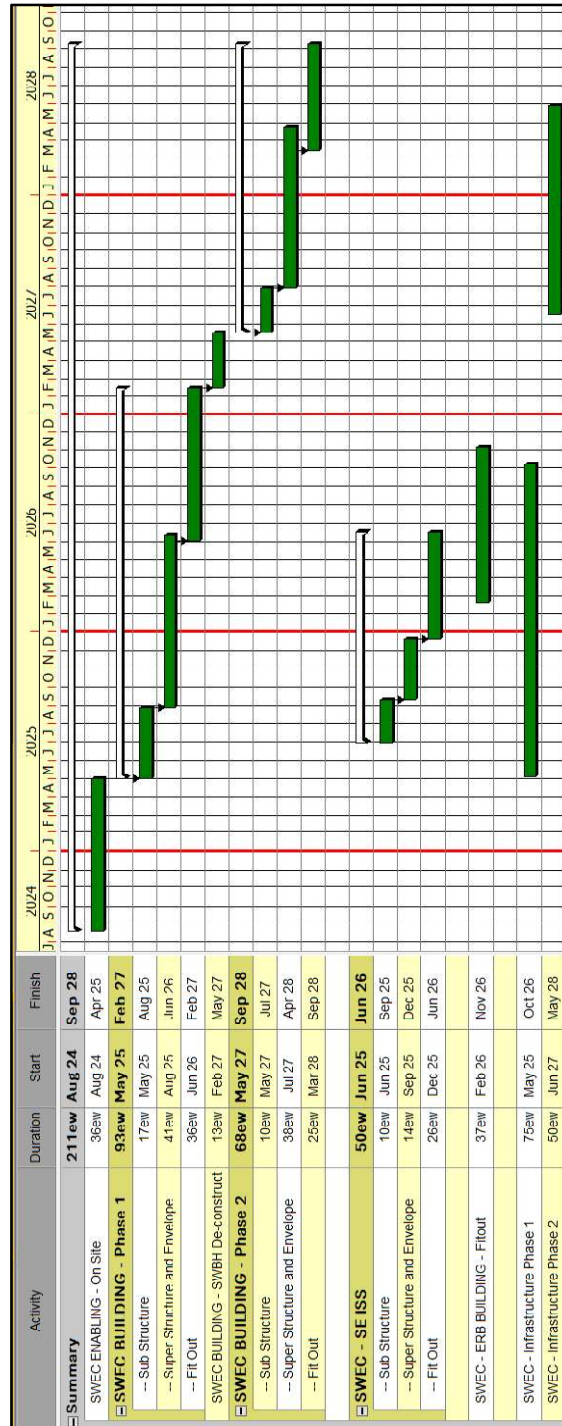
End of form.

V2.9

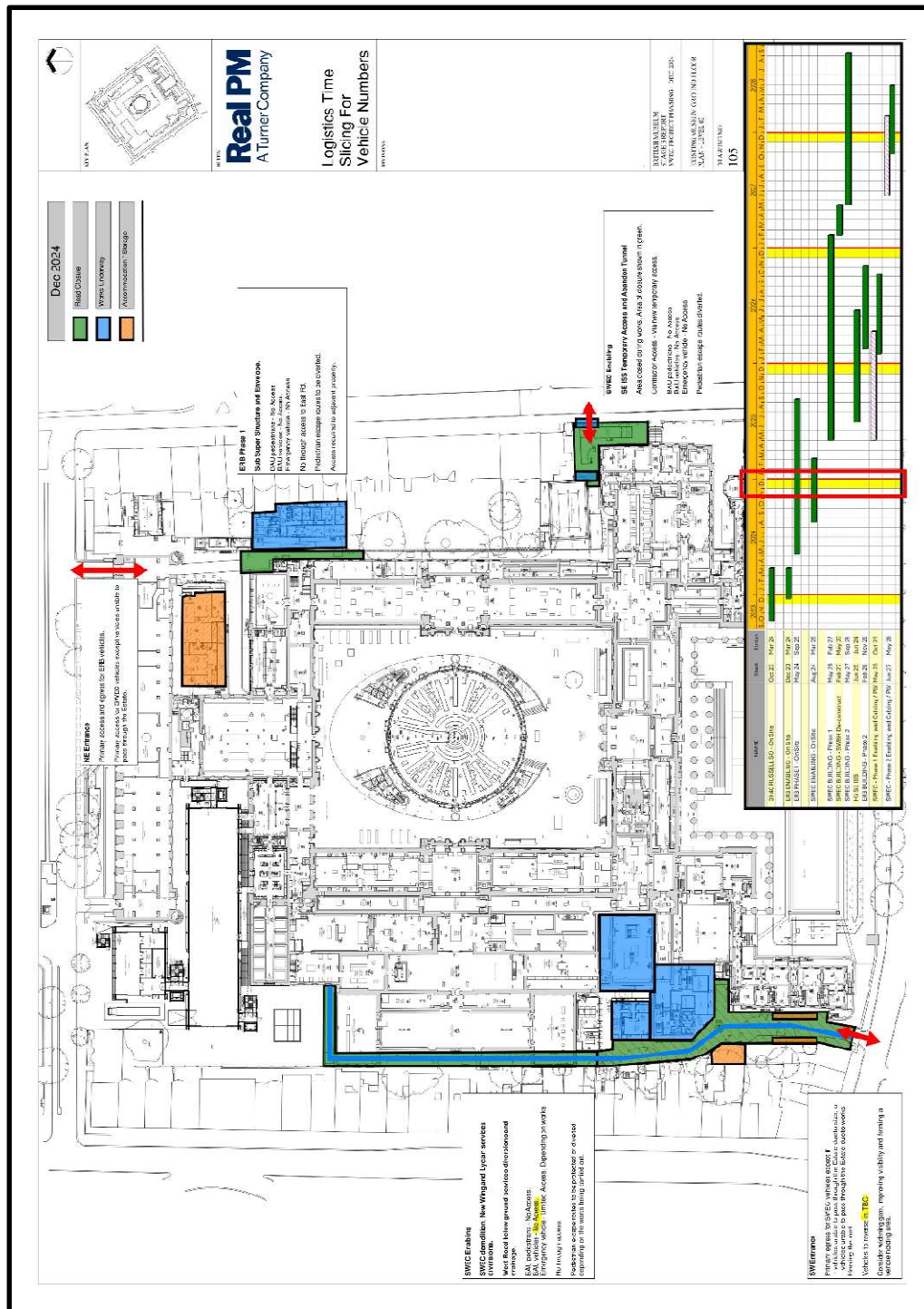
Appendix A - Cumulative Impact Area Checklist

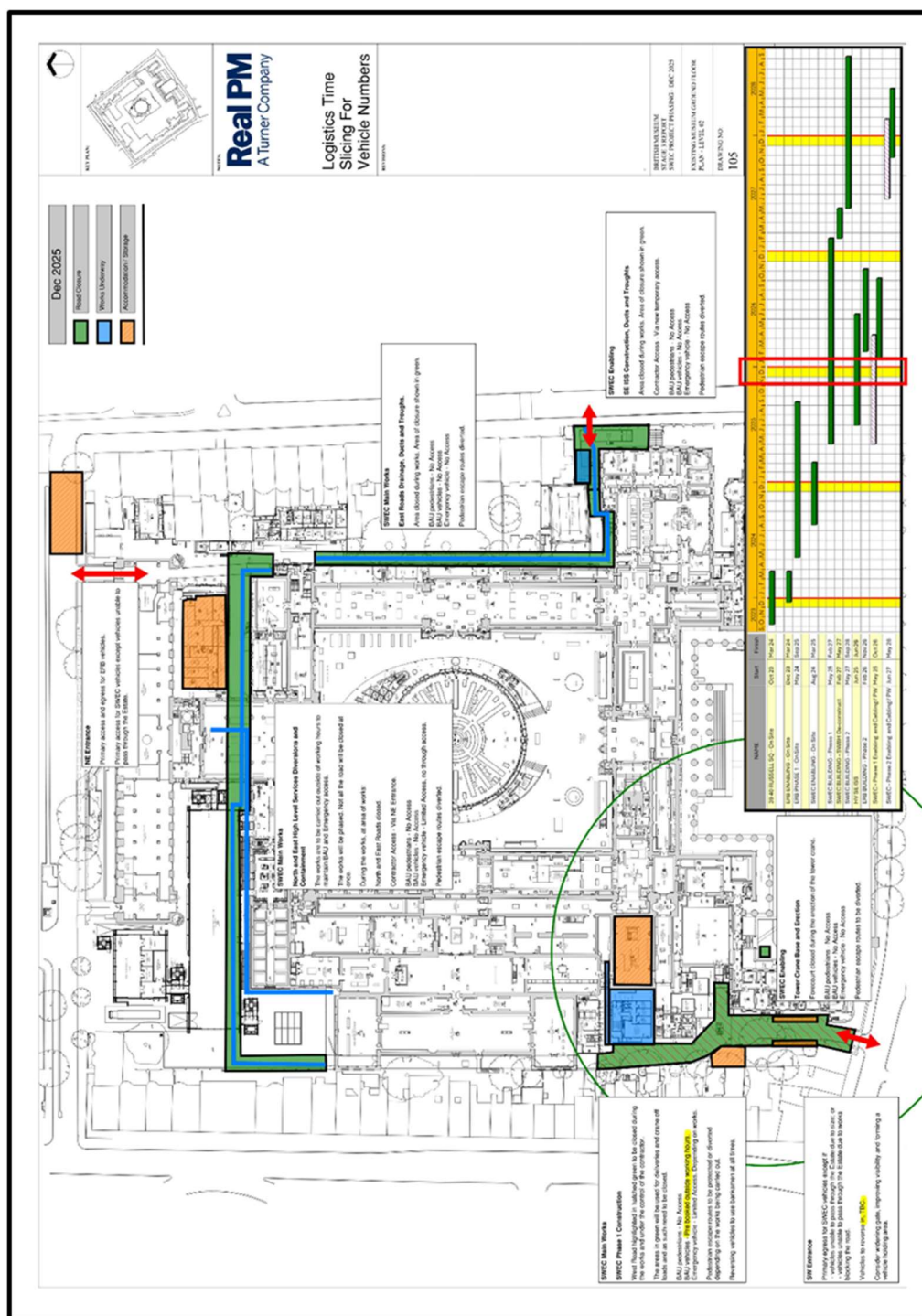
See separate document 'CMP - Appendix A - CIA Checklist Central London'.

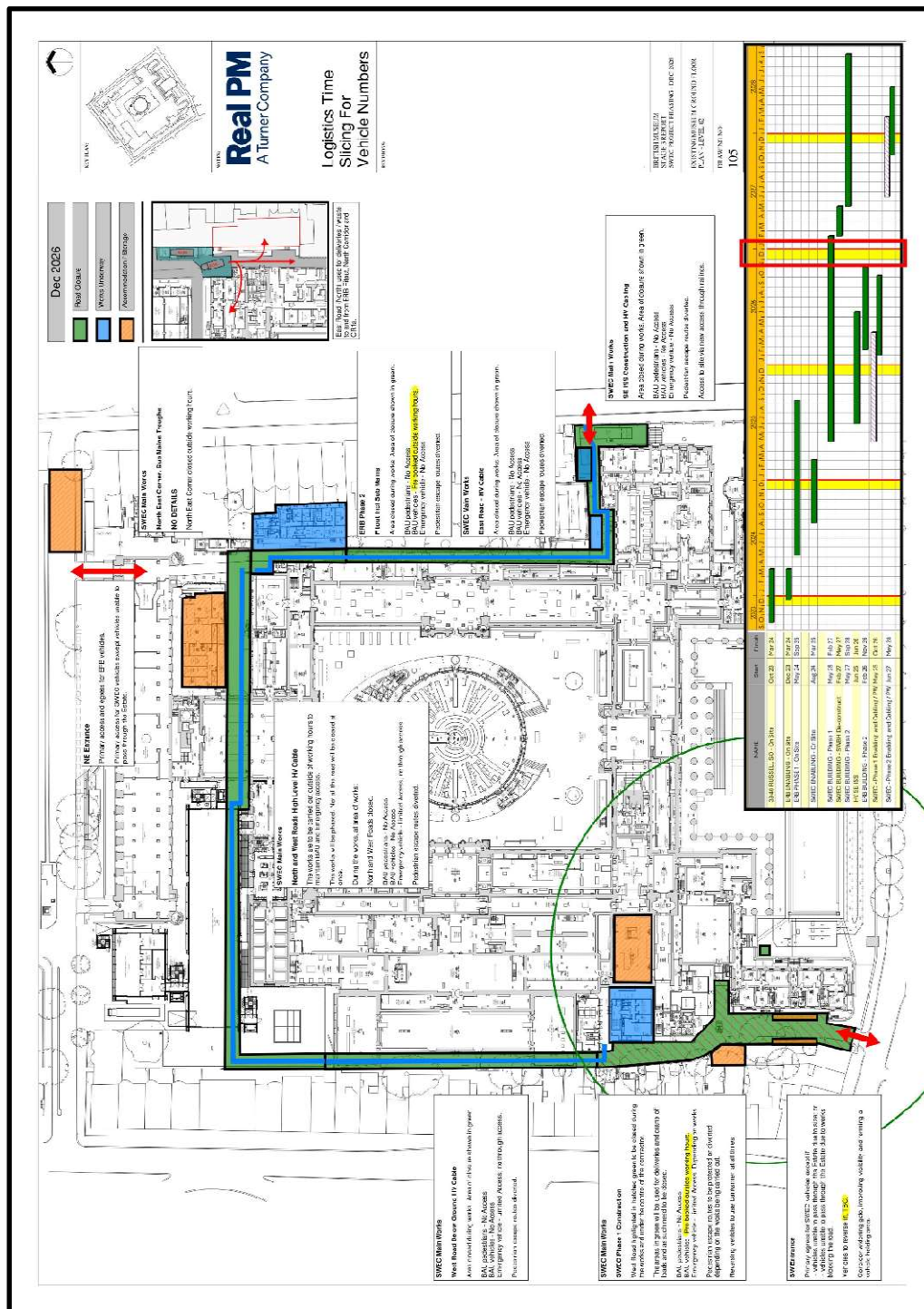
Appendix B - Summary Construction Programme

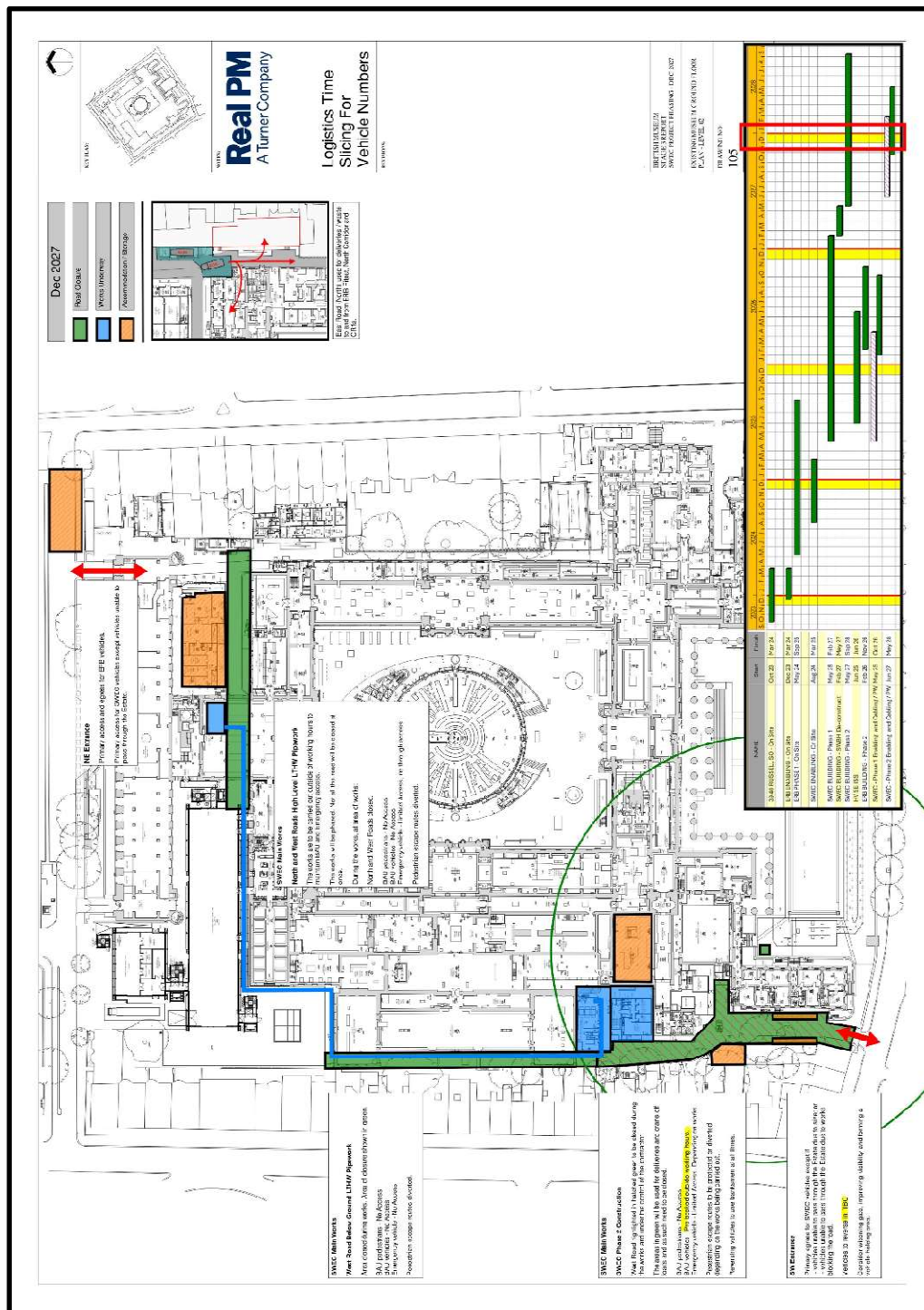


DECEMBER 2024









Appendix D – Committed Development Sites

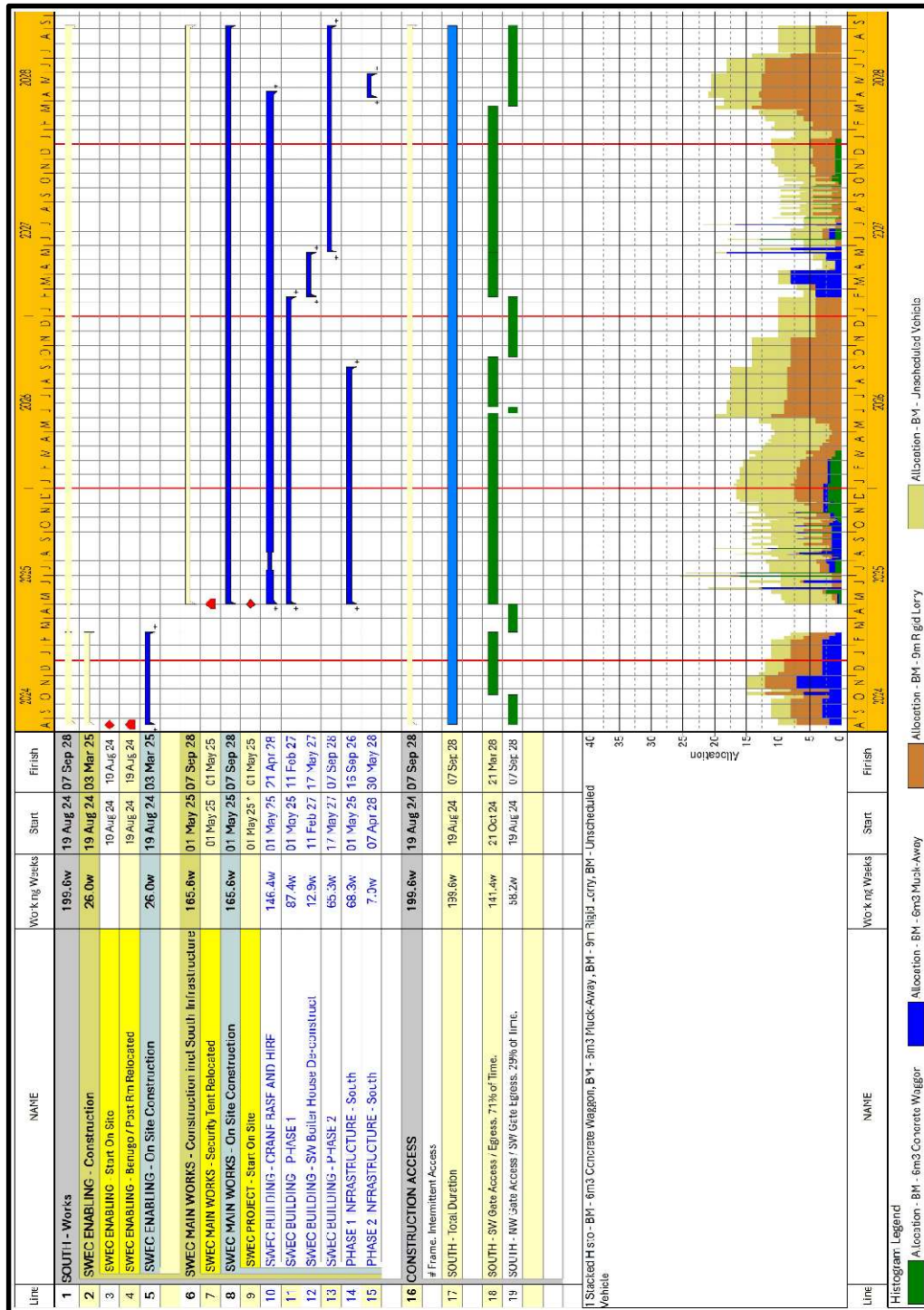
Requires consultation with London Borough of Camden.

Appendix E – Construction Vehicle Routes and Risk Assessment

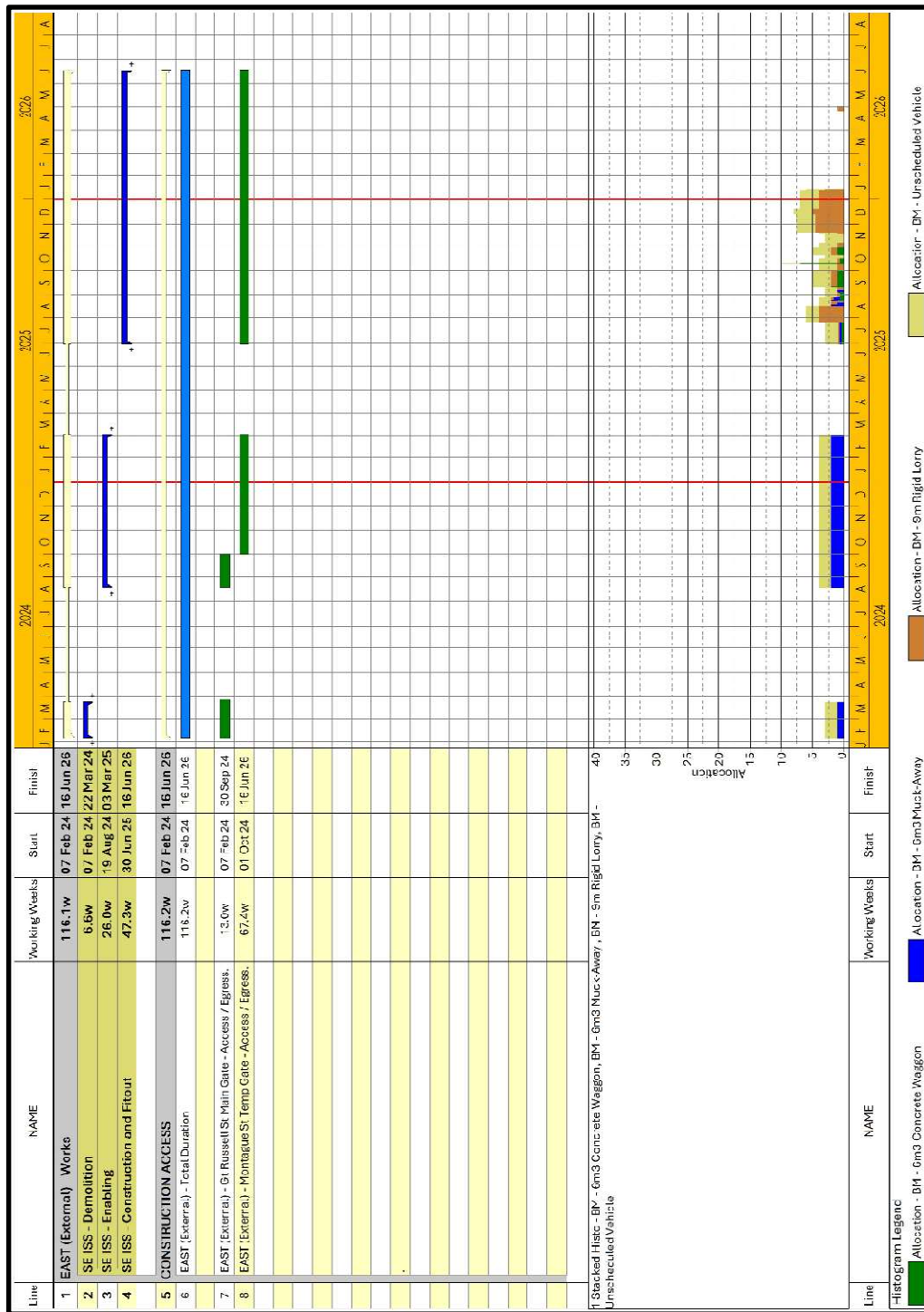
See separate document 'CMP - Appendix E - Construction Vehicle Route Risk Assessment'.

Appendix F – Construction Vehicle Numbers per Entrance

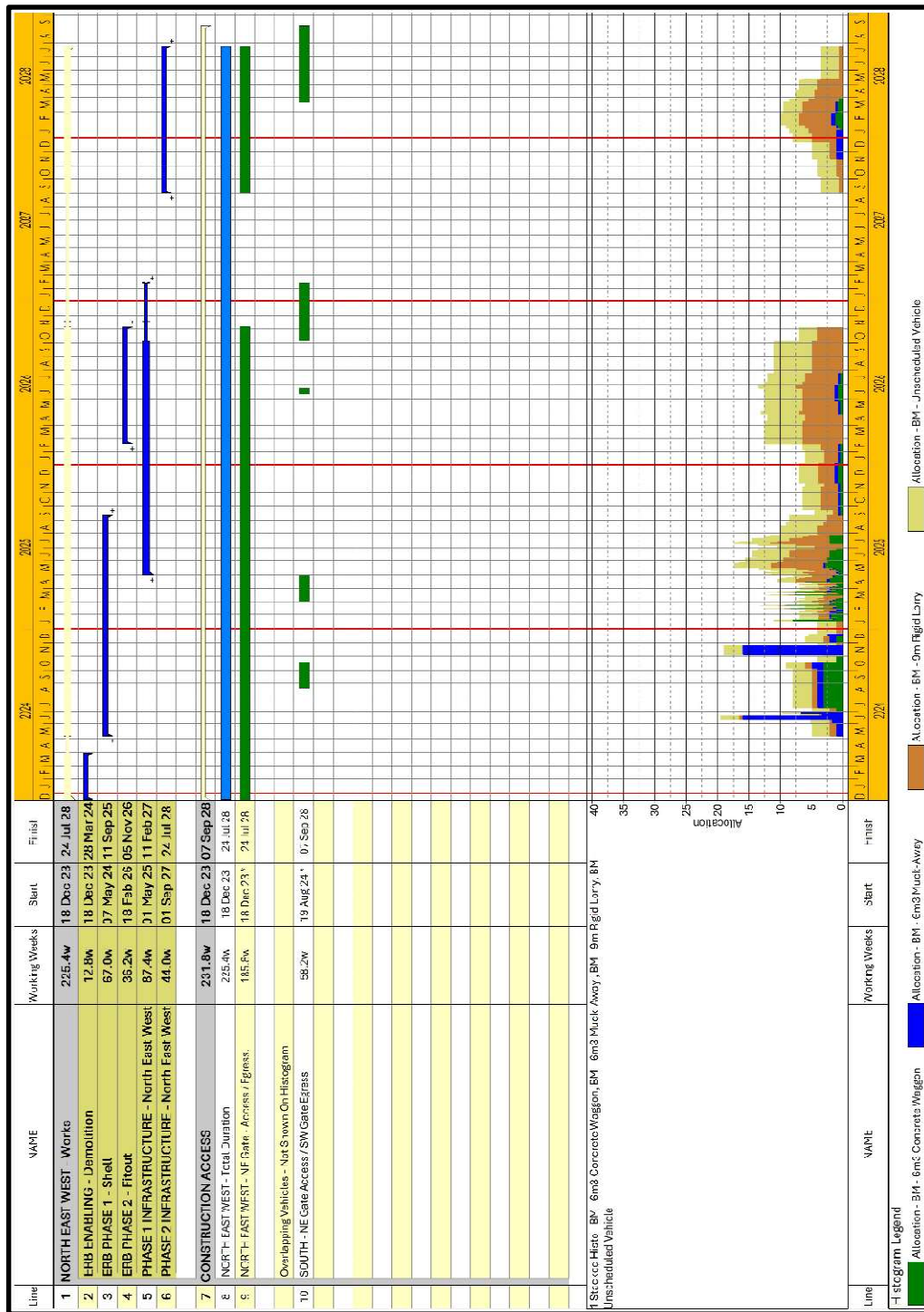
SOUTH WEST ENTRANCE.



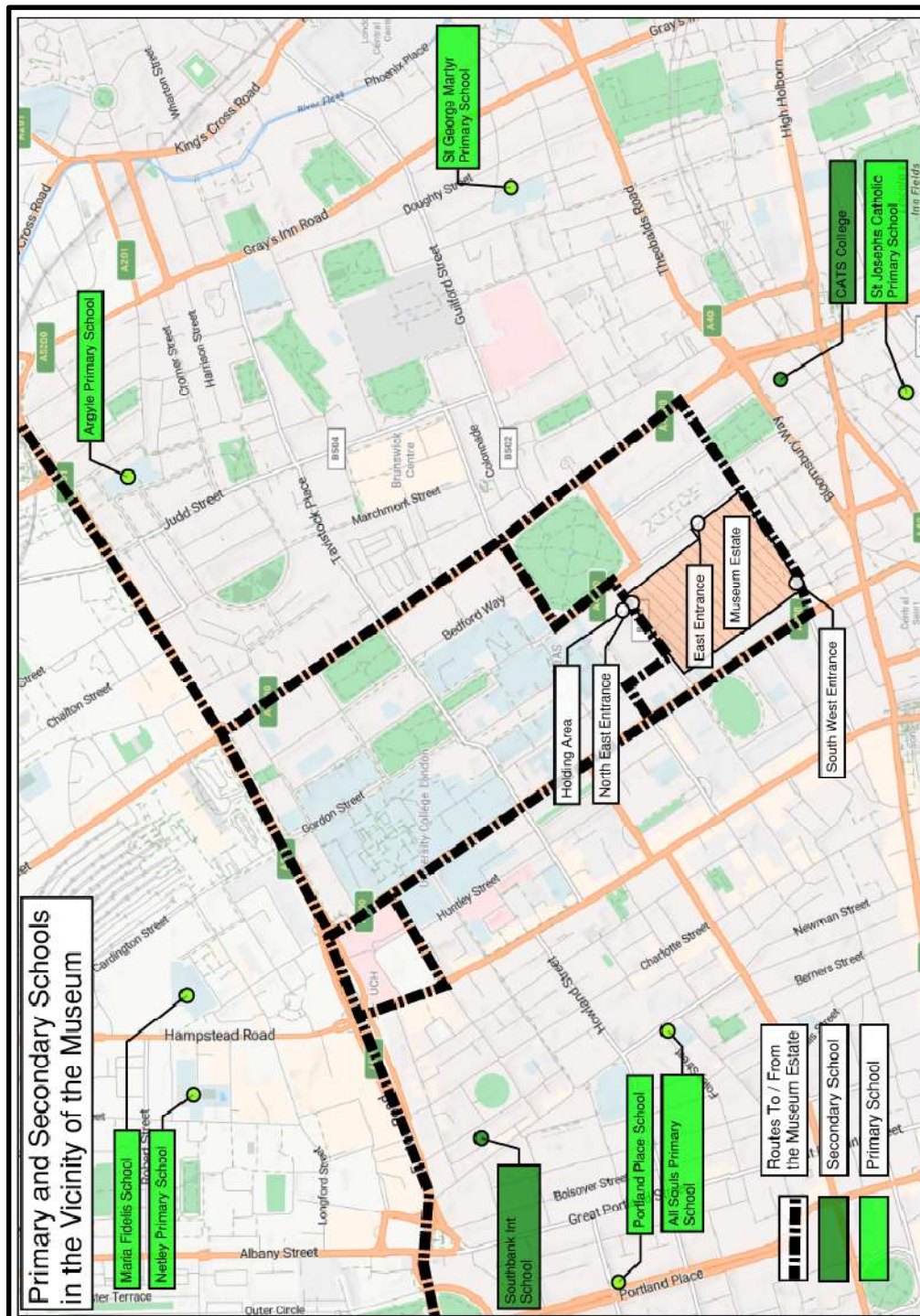
EAST ENTRANCE



NORTH WEST ENTRANCE



Appendix G – Primary and Secondary Schools



Appendix H – Route Swept Paths

Not Required.

66



67



Appendix J – Site Entrances Swept Path Analyses

See separate document 'CMP - Appendix J - Vehicle SPA Site Access and Egress'.

Appendix K – Noisy Operations

See separate document 'CMP - Appendix K - Noisy Operations'.

Appendix L – Noise Surveys

See separate document 'CMP - Appendix L - Noise Surveys'.

Appendix M – Noise Receptors

See separate document 'CMP - Appendix M - Noise Receptors'.

Appendix N – Asbestos R&D Survey Locations Level 1

