100 Chalk Farm Road

Construction Management Plan

Prepared by Regal London

Submitted on behalf of Regal Chalk Farm Ltd

1 February 2024

REGAL
LONDON

100 Chalk Farm Road, London

Construction Management Plan

1130

Feb 2024 - Rev 2

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1 Introduction

CMP Objectives

1.1 This Construction Management Plan has been prepared by Regal London Construction on behalf of Regal Chalk Farm Limited ('the Applicant') in support of an application for full planning permission for the redevelopment of 100 and 100a Chalk Farm Road ('the Site') within London Borough of Camden ('LBC'). The Principle Contractor for the project has not yet been appointed and this is a working document that has been prepared based upon Regal's best practice taking into account the site particulars.

1.2 Regal London is one of the capital's leading privately owned mixed-use developers with a focus on unlocking value from complex urban settings to transform London's landscape. Regal London has delivered successful developments across London over the last 25 years, from Brent to Tower Hamlets, Barnet to Lambeth. Its developments are characterised by bespoke design and exceptional quality and are built to unlock value, enhance the local environment, and respect and engage local communities. Unlike many other developers, Regal London is a fully integrated business operating across the entire lifecycle of the asset, which means that it put the customer at the centre of everything it does.

1.3 Regal London is committed to playing its part in tackling the climate crisis, and to delivering better outcomes for the environment and its local communities through creating positive social value. Regal London's sustainability strategy focusses on four areas: transitioning to net zero carbon; investing in innovation; going beyond biodiversity net gain and helping disadvantaged groups into employment in real estate and construction through the Regal London Real Estate Academies.

1.4 A listed building consent application accompanies the application for works to the adjacent Roundhouse, which is a Grade II* listed building.

1.5 This draft Construction Management Plan has been prepared by Regal London Construction and details how the Proposed Development could be constructed. This management plan will be treated as a working document and requires input and consultation from the various project stakeholders and will be developed using the Camden template CMP. There will be a Community Relationship Manager appointed who will be the key liaison point during the consultation process needed to develop the CMP.

1.6 The description of development is as follows:

1.7 "Demolition of existing buildings and redevelopment of the site to provide two buildings containing purpose-built student accommodation with associated amenity and ancillary space (Sui Generis), affordable residential homes (Class C3), ground floor commercial space (Class E) together with public realm, access, servicing, and other associated works."

1.8 The key elements that we have taken into consideration to produce our construction strategy are listed below and are committed to working to best practices and would comply with Camden's minimum requirements including striving to ensure no complaints are received during the proposed works:

- Traffic Management
- Pedestrian Routes
- Site Security
- Personnel Access
- Vehicle Access
- Welfare facilities and accommodation
- Delivery Co-ordination factoring in neighbouring business requirements
- Material Distribution
- Waste Management

- Fire Safety

Site Context

1.9 The site is located on the south-western side of Chalk Farm Road and borders the mainline railway into Euston, with the Juniper Crescent Housing Estate to the south. It lies within the Regents Canal Conservation Area, to which the existing building on the site is a neutral contributor. To the west, the site is adjacent to the Grade II* listed Roundhouse theatre and live music venue. Beyond that, to the north-west is Chalk Farm Underground Station. To the east is the Petrol Filling Station site, which forms part of the Camden Goods Yard development and is currently in use as a temporary supermarket. See the Site Location Plan at Figure 1.1.

1.10 The site consists of three 1970s commercial buildings: the main six-storey office building fronting Chalk Farm Road; a two-storey link building which adjoins the Roundhouse; and a three-storey office building to the rear of the site. There are surface and subterranean car parks at the rear.

1.11 The site has a public transport accessibility level rating of 6a (the highest level), with Chalk Farm underground station a very short walk and Camden Town to the south of the site. Multiple bus routes also serve the site.

1.12 The entirety of the site benefits from having an Excellent level of accessibility achieving a Public Transport Accessibility Level (PTAL) score of 6A. A site location plan is outlined below:

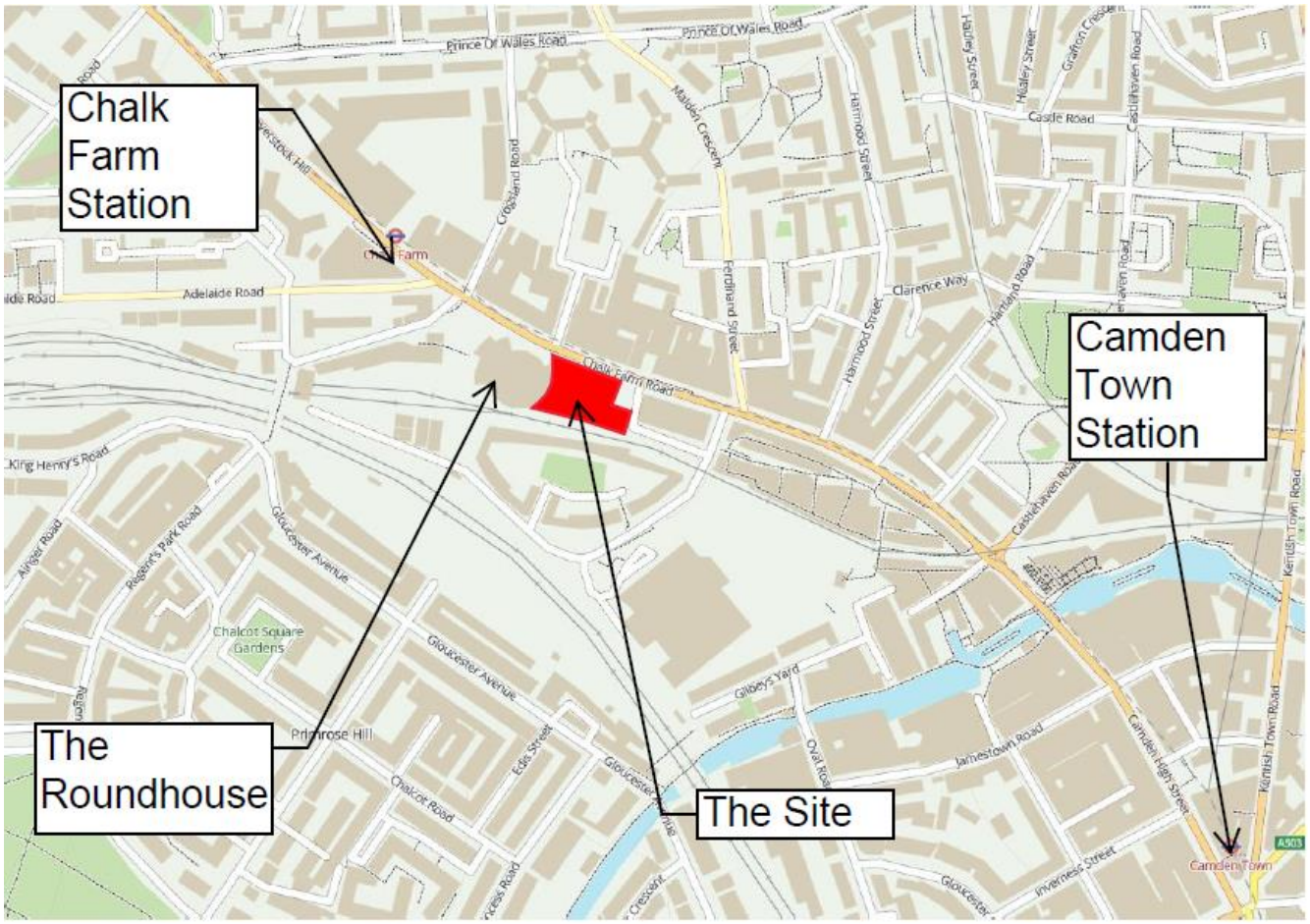


Figure 1.1 Site Location Plan

Development Proposals

1.1 This CMP relates to the proposals for the redevelopment of the site to provide a mixed-use development including the following:

Table 1.1 Schedule of development

Use Class	GIA (sqm)
Student Accommodation (Sui Generis)	9,515 m²
Commercial Space (Class E)	824 m²
Residential homes (Class C3)	2,795 m²
Total	**13,134 m²**

1.9 The masterplan is shown in **Figure 1.2**.

Figure 1.2 Proposed masterplan

Hours of Operation

1.10 Standard hours will be as per the LBC's permissible working hours for noisy work:

- 08:00 to 18:00 hours Monday to Friday; and
- 08:00 to 13:00 hours Saturday.
- At no time on a Sunday or Bank Holiday.

1.11 Operations that need to be undertaken outside of standard working hours, e.g. tower crane erection and removal, will be agreed with the LBC with notice being provided to the neighbours at least 14 days ahead of these activities occurring or on the day for extenuating circumstances. TfL will also be made aware of any implications for the Transport for London Road Network (TLRN).

1.12 All work which is intended outside these hours, excluding emergencies, would be subject to prior agreement, and/ or reasonable notice to the LBB in terms of Section 61 of the Control of Pollution Act 1974.

Traffic Regulation Orders

1.13 No road closures are expected at this stage to be required during construction with the exception when the tower crane needs to be erected and removed.

1.14 There is an expectation that the parking bays immediately outside of the site on Chalk Farm Road will have to be suspended for a period of the works to facilitate an off loading parking bay. As part of any construction off loading bay the public will be protected from any off loading operations via the use of protection hoardings, walkways and gantries.

1.15 It may be necessary to instigate some local traffic management when larger loads, such as the low loader required to construct and dismantle the tower cranes.

Report Structure

1.16 Following this introductory section, the remainder of this CMP is structured as follows:

- **Chapter 2: Context, Considerations and Challenges** – provides details of policy requirements, temporary works on the public highway and any construction constraints.
- **Chapter 3: Construction Programme and Methodology** – provides details on construction details, including the construction programme.
- **Chapter 4: Vehicle Routing and Access** – provides details on the routes to be used and swept path analysis at access points.
- **Chapter 5: Strategies to Reduce Impacts** – a summary of the measures that will be put in place to minimise impacts.
- **Chapter 6: Estimated Vehicle Movements** – a summary of the maximum and average vehicles during each construction phase.
- **Chapter 7: Implementing, Monitoring and Updating** – provides details of how the CMP will beenforced and regular monitoring to will take place during construction.

2 Context, Considerations and Challenges

Policy Context

London Plan and Camden Local Plan

2.1 Chapter 10 (Transport) of the London Plan 2021 makes specific reference to Construction Management Plans as a method to assess and mitigate transport impacts.

2.2 Policy T4(B) states that transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction Management plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance.

2.3 Policy T7: Deliveries, servicing and construction, paragraph G states: "*Construction Management Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments*."

Paragraph 10.7.4 states that: "*When planning freight movements, development proposals should demonstrate through Construction Management Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes*."

2.4 Policy T7, Paragraph K states that "*During the construction phase of development, inclusive and safe access for people walking of cycling should be prioritised and maintained at all times."*

2.5 Paragraph 10.7.6 states that Transport for London's guidance on Construction Management and Deliveryand Servicing Plans should be adhered to when preparing planning applications. Plans should be developed in line with this guidance and adopt the latest standards around safety and environmental performance of vehicles. The plans should be monitored and managed throughout the construction and operational phases of the development. TfL's freight tools including CLOCS (Construction Management and Community Safety) should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision. This should be demonstrated through a Site Assessment within a Construction Management Plan. Development proposals should demonstrate 'good'on-site ground conditions ratings or the mechanisms to reach this level.

2.6 At Borough level, Camden's adopted Local Plan states under Section 6 (Protecting Amenity) that a major development shall be required to prepare a Construction Management Plan (CMP) that has been prepared in consultation with the local residents and businesses with the detail of the CMP seeking to set out the necessary mitigation to lessen the construction impacts of the development on the neighbourhood.

2.7 LBC use a template for the development of a CMP that has been appended to this CMP. It will be the intention of the applicant to prepare the detailed CMP ahead of any works commencing on site in accordance with the Local Plan, any planning conditions and/or Section 106 obligations.

The Traffic Management Act (2004)

2.8 The Traffic Management Act (2004) The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Fleet Operator Recognition Scheme (FORS)

2.9 FORS is a voluntary national fleet accreditation scheme designed to help improve fleet operator performance in key areas such as environmental performance, safety and operational efficiency.

2.10 TfL expects the achievement of and adherence to the FORS Silver standard is mandated via the

procurement process for all fleet operators engaged to support the development.

Context Maps

2.11 **Figure 2.1** shows the site in relation to the surrounding local area including the locations of operational construction sites, local retail, schools and residential.

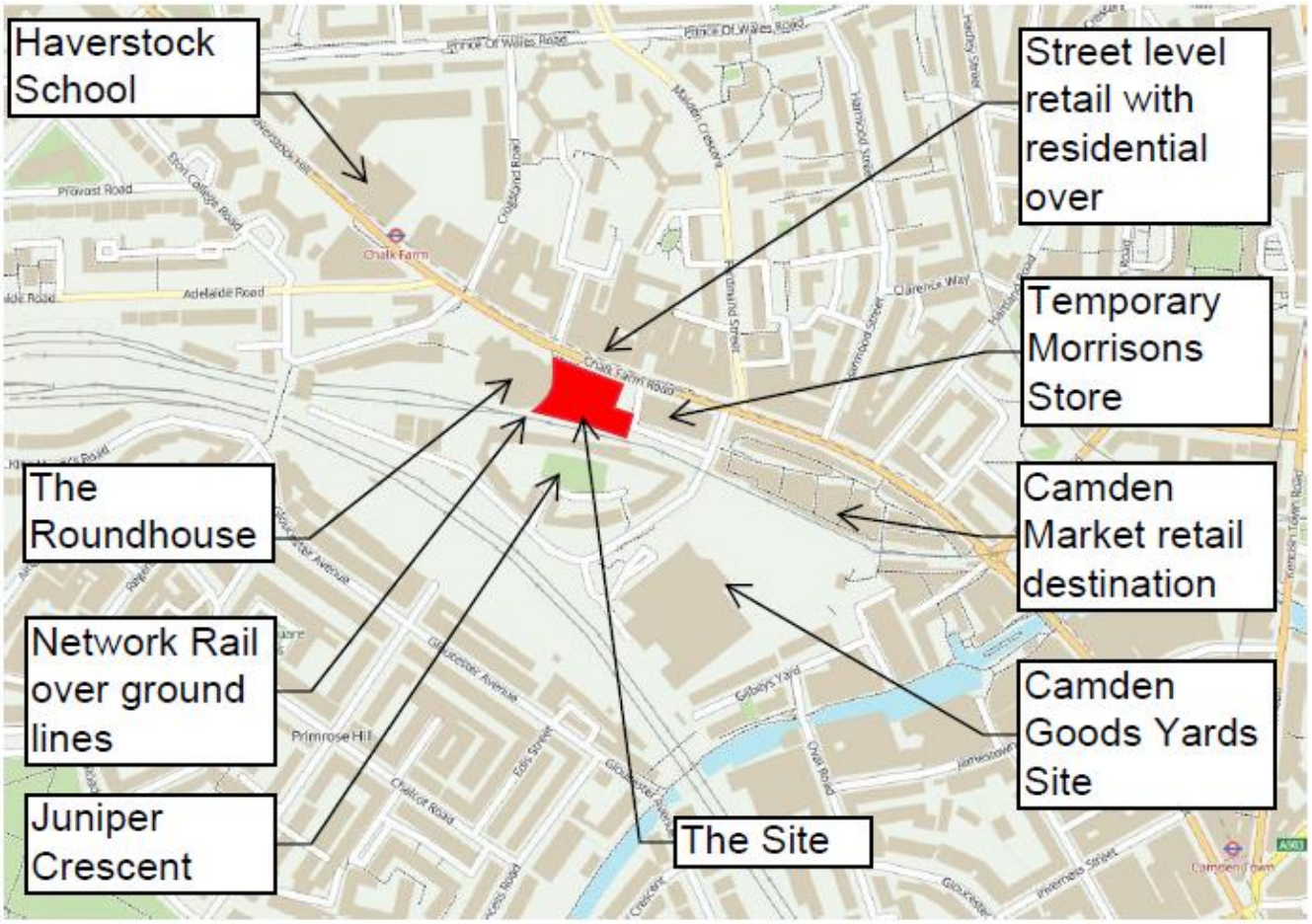


Figure 2.1 Site Context Plan

Local Access Including Highway, Public Transport, Cycling and Walking

Highways, Carriageways and Footways

2.12 The site is accessed from the Chalk Farm Road (the A502) this being a LBC road on the northern edge of the site. The site connects with the A406 (north circular) to the north either via the A502 or the A41 (Hendon Way) which is c.4.4 miles away. The A41 Hendon Way and A406 North Circular forms part of the Transport for London Road Network (TLRN), which is managed and operated by TfL.

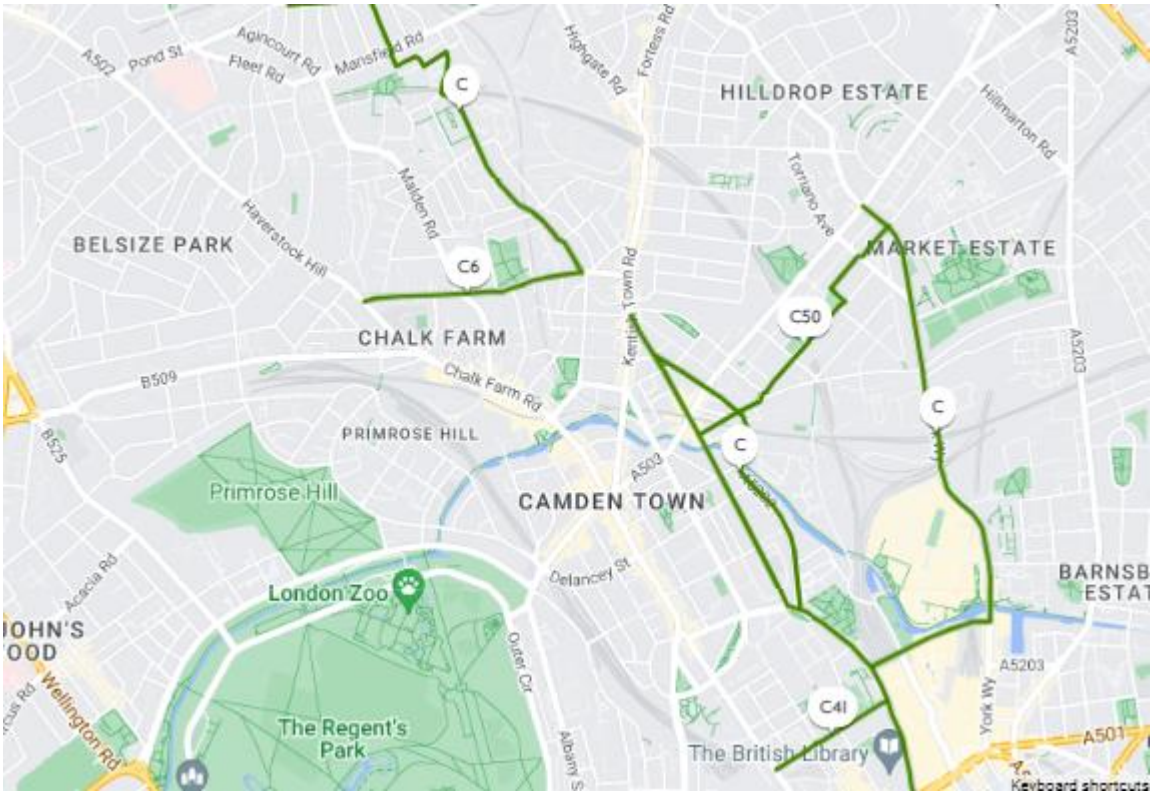
2.13 The A502 carries a number of bus routes (being; numbers 31,168 & 393). The site is also walking distance from Chalk Farm underground station to the north and Camden Town to the south.

2.14 To the rear (south) of the site there is an elevated Network Rail relief line.

2.15 The site is therefore considered to be very well connected to the local, regional and strategic road networks.

2.16 There are a number of cycle routes within the vicinity of the site including a segregated cycle lane on Chalk Farm Road. An extract of the Transport for LondonCycling Guide for Camden Town and the surrounding area is provided in **Figure 2.2** showing the locations of routes which have been 'recommended by cyclists' in yellow and off-road routes in green.

Figure 2.2 Local Cycle Network Map



2.17 As shown in **Figure 2.2**, the site is well connected to TfL cycle routes with links south into central London.

Pedestrian Management

2.18 Close attention will be paid to the movement of site traffic in the immediate vicinity and surrounding areas. In conjunction with London Borough of Camden, the contractors will assess and review traffic routes on a frequent basis as the project progresses and will implement the necessary measures to ensure maximum safety of site personnel and third parties and fluidity of traffic/pedestrian flow.

2.19 Site traffic and pedestrian and vehicular traffic will be kept separate at all times. Work areas will be fenced off from the general public. Risk assessments will highlight the craneage of materials, for example removal of materials from delivery vehicles, so as not to endanger others.

2.20 Secure hoarding will be erected along the site perimeter. The close boarded hoarding will be designed by a hoarding contractor and signed off by an appointed Temporary Works Engineer prior to erection. The hoarding will be constructed to a high- quality finish ensuring that there are no loose timbers or any cracked or de-laminated boards that hasthe potential to injure the public as they pass by. The hoarding will be painted, and graphics/signage applied. The completed hoardings will be signed off by a temporary works coordinator.

2.21 Hoarding and access gates will be maintained and adapted to suit the progress of the works and the site conditions. Daily inspections will be carried out on all these structures and any damages will be rectified immediately and any graffiti will be removed to maintain a high standard.

2.22 Traffic barriers and suitable signage will be erected to alert pedestrians and vehicular traffic of the works and the temporary safety precautions that are in place. Walkways will be managed to ensure they can be safely accessed by the public at all times and that access to nearby properties is not obstructed. Routes will be clearly signed, well maintained and adequately illuminated.

Parking Suspensions and Temporary Road Closures

2.23 Parking suspension is expected for the spaces that are immediately adjacent to the site on Chalk Farm Road (see Fig 4.4 for detail). Applications for the suspension of these spaces will take place prior to works commencing.

2.24 It will also be a requirement to close a section of the footpath on the south side of Chalk Farm Road to erect a scaffold for both the demolition of the existing and the construction of the proposed. The appropriate licenses from LBC will be sought.

Railway / Underground

2.25 There is a Network Rail overground relief rail line to the south of the site. No access is needed to this rail asset to facilitate the delivery of the project. An asset protection agreement has been secured with Network Rail to allow them to approve construction operations adjacent to their asset.

2.26 The Northern Line tunnel is located below Chalk Farm Road. The proposed scheme does not affect the tunnel as the proposed foundations for the scheme have been design so as to not affect the zone of influence for the tunnel.

Bus Routes

2.27 No bus routes will be impacted throughout the duration of the construction phases. The current intention is to set up the construction logistics so that the existing bus stop adjacent to the site can be maintained during the delivery of the scheme.

Cyclists

2.28 All drivers that service the site will be trained in cycle and pedestrian safety to further ensure the safety of cyclists and pedestrians. For example, all contractors and subcontractors will be required to adhere to the Construction Management and Cyclist Safety Standards (CLOCS).

Considerations and Challenges

2.29 From experience, we are acutely aware that the success of any project relies on a robust Management planand a strong site management team with controlled supervision at all times. The contractor would be flexible with the site Management and welcome any input from London Borough of Camden, Local Business's, Residents other live Construction Sites and Ward Members should alternatives be proposed.

2.30 The main challenges with the development are;

- Managing site deliveries/collections whilst ensuring that neighbouring business own daily arrangements are not affected by our works.
- Safely demolishing the existing buildings on site.
- Interaction with the Roundhouse and the need to maintain their means of escape during events throughout the demolition and build period.
- Careful demolition of the existing adjacent to the Roundhouse
- Managing construction and deliveries during the peak hours so that there is minimal impact on the local highway network and surrounding businesses.

3 Construction Programme and Methodology

3.1 An indicative outline construction programme has been prepared. This will be further developed and refined post planning stage. The information provided in this section is therefore indicative and is to be confirmed in the Detailed Construction Management Plan.

3.2 It is envisaged that a CMP and construction working group will be established and secured by the CMP planning condition or Section 106 obligation.

3.3 The indicative construction programme is shown in **Table 3.1** below. It is based on an estimated start date of Oct 2024 with an overall programme running until Nov 2027.

Table 3.1 Construction Programme

Construction phase	Start	End
Site setup and demolition	Oct-2024	Apr-2025
Basement excavation and piling	Apr-2025	Aug-2025
Sub-structure	Aug-2025	Jan-2026
Super-structure	Jan-2026	Oct-2026
Cladding	May-2026	Jun-2027
Fit-out, testing and commissioning	Jul-2026	Nov-2027

Site Set Up and Demolition Stage

3.4 Key vehicular movements/ deliveries are as follows:

- Traffic marshals will be utilized to accommodate the delivery of all large vehicles including the delivery of long reach excavators to site.
- Once main demolition of the build starts there will be tipper lorries per day removing debris from site. The lorries will be loaded from within the site boundary for the demolition stage.
- Approximate number of vehicle movements are set out at Section 6 of this CMP.

3.5 As referred to in the Heritage Engineering Report (by Pell Frischmann) the demolition process will need to be carefully planned to mitigate the risks of any damage to the existing fabric of the Roundhouse walls.

Construction Stage

3.6 Key Vehicular Movements/Deliveries are as follows:

Piling/ Sub-Structure Excavation/Temporary works

- The Piling rigs will be off-loaded on site. Entry onto site from Chalk Farm Road will be controlled by traffic marshals.
- Through the piling process there will be; concrete lorries, tipper lorries taking spoil of site, and re-bar/pile cages delivery lorries. It is proposed that all vehicles can be off-loaded/loaded from within the site at this stage of the works.
- The Excavators/Dumpers will be off-loaded on site, traffic marshals will assist the entry and exit from Chalk Farm Road. For the foundations there will be Re-bar Deliveries (articulated lorries off- loaded on site) and Concrete Lorries. It is proposed that the concrete and muck away vehicles can be off-loaded/loaded from within the site during this stage of the works.

Tower Crane Erection/Dismantle

- To facilitate the delivery of the project a tower crane will be required, it is anticipated that one tower crane will be needed. Tower cranes are delivered to site in sections and normally

erected over a weekend period when there is less disruption to the road network and local business. It is likely that for the erection and dismantle of the tower crane there may need to be a road closure and this will be agreed with highway officers at LBC. Due to the nature of the activities at the Roundhouse any tower crane erection and dismantle will be booked to as not to clash with any events at the Roundhouse

Concrete Frame & Façade Construction

- The project will be constructed using a traditional cast on site reinforced concrete frame with flat slabs and central supporting cores to each block.
- The façade design is a “stick” cladding system that will be installed externally from either mast climbers or an access scaffold.
- During this stage of the construction most deliveries to site will be via rigid lorries and concrete lorries that will sit in unloading bays within the site for unloading and the potential use of a loading bay that will be established on Chalk Farm Road in the location of the existing parking bays. See Fig 4.4.
- As the concrete frame is erected the pre-fabricated bathroom “pods” will be loaded out using the tower crane onto projecting platforms.

Internal fit-out

- This will involve deliveries of material on ridged and articulated lorries. At this stage in the project the superstructure will be well advanced/almost complete. This could involve multiple deliveries per day for materials such as Metal Framing/Plasterboard/plastering materials/ceiling materials/Mechanical & Ventilation Materials/Electrical Materials/ Flooring Materials/Painting & Decoration/Case-goods etc. Lorries will be positioned in a loading bay located on the street for off loading – see Fig 4.4.

Deliveries of fixtures, fittings, furniture etc.

- During the last months of the project there will be a large amount of fixtures and fittings to be installed. Typically, these would be delivered in both articulated and rigid lorries and will be off-loaded using the loading bay on Chalk Farm Road then brought directly into the site.

Construction Waste Removal/Skips

- Skip collections/drop-off will be required throughout the entire construction phase of the project. This will be in the form of 8yd skips that will be lifted down from the building by the tower crane when a skip lorry arrives on site.

4 Vehicle Routing and Access

Vehicle Routing

4.1 The most appropriate vehicle routes to and from the site have been considered bearing in mind the proximity of the site to the TfL road network.

4.2 The exact routing will be agreed prior to construction; however, at this stage the routing is proposed to be to/ from the North Circular Road (A406).

4.3 **Figures 4.1** shows the construction vehicle routing at a regional level.

Accessing the Site

4.4 The site is accessed via Chalk Farm Road with the construction traffic arriving via Hendon Way and the North Circular from the north.

4.5 So that vehicles do not have to make a turning manoeuvre in Chalk Farm Road delivery vehicles will have to head past the site (heading south east) and follow the loop around: Castlehaven Road – Hawley Road – Kentish Town Road – Hawley Crescent – Camden High Street then back to Chalk Farm Road. This loop is noted in **Figure 4.2**.

4.6 When construction vehicles arrive at the site they will enter the site via the existing cross over for the demolition, groundworks and basement phase of the project. When the project starts its superstructure stage the unloading for vehicles will need to be from a loading bay located in the existing parking bay on Chalk Farm Road. Once unloaded vehicles will leave the site heading north back to the TfL road network.

4.7 **Figure 4.3 & 4.4** indicated the vehicle movement at the site.

4.8 At the time of preparing this CMP we have had meetings with our neighbours (the Roundhouse and St George – developers for the temporary Morrisons site) who are aware that we will be bringing forward the construction works. Detailed construction Management planning meetings have not yet been held but will be once the detailed CMP/CMP is prepared.

4.9 During the preparation of the planning application and this CMP we have had meetings with the Roundhouse and their access consultant. Currently there are provisions whereby the occupiers of the Roundhouse can escape via 100 Chalk Farm Road in the event of an emergency. This arrange has been in place since the construction of the existing office buildings and the internal configuration of the Roundhouse with its upper circle. When 100 Chalk Farm Road is redeveloped the new scheme will accommodate and maintain the escape requirements. During the demolition and construction stages for 100 Chalk Farm Road these escape routes will need to be maintained and detailed arranges will be put in place in consultation and with the agreement of the Roundhouse.

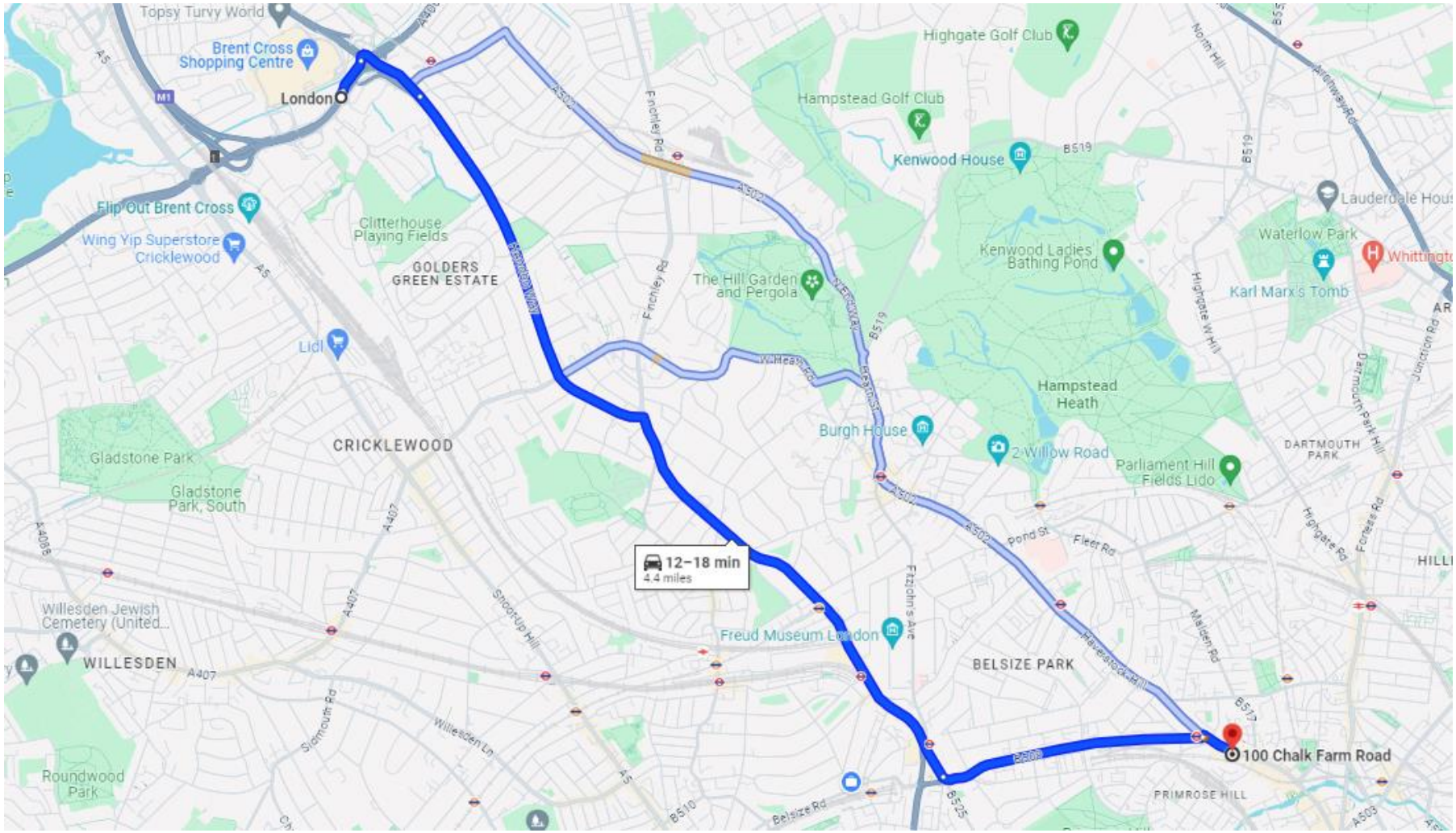


Figure 4.1 Vehicle Routing from TfL Network
Source: Google Maps

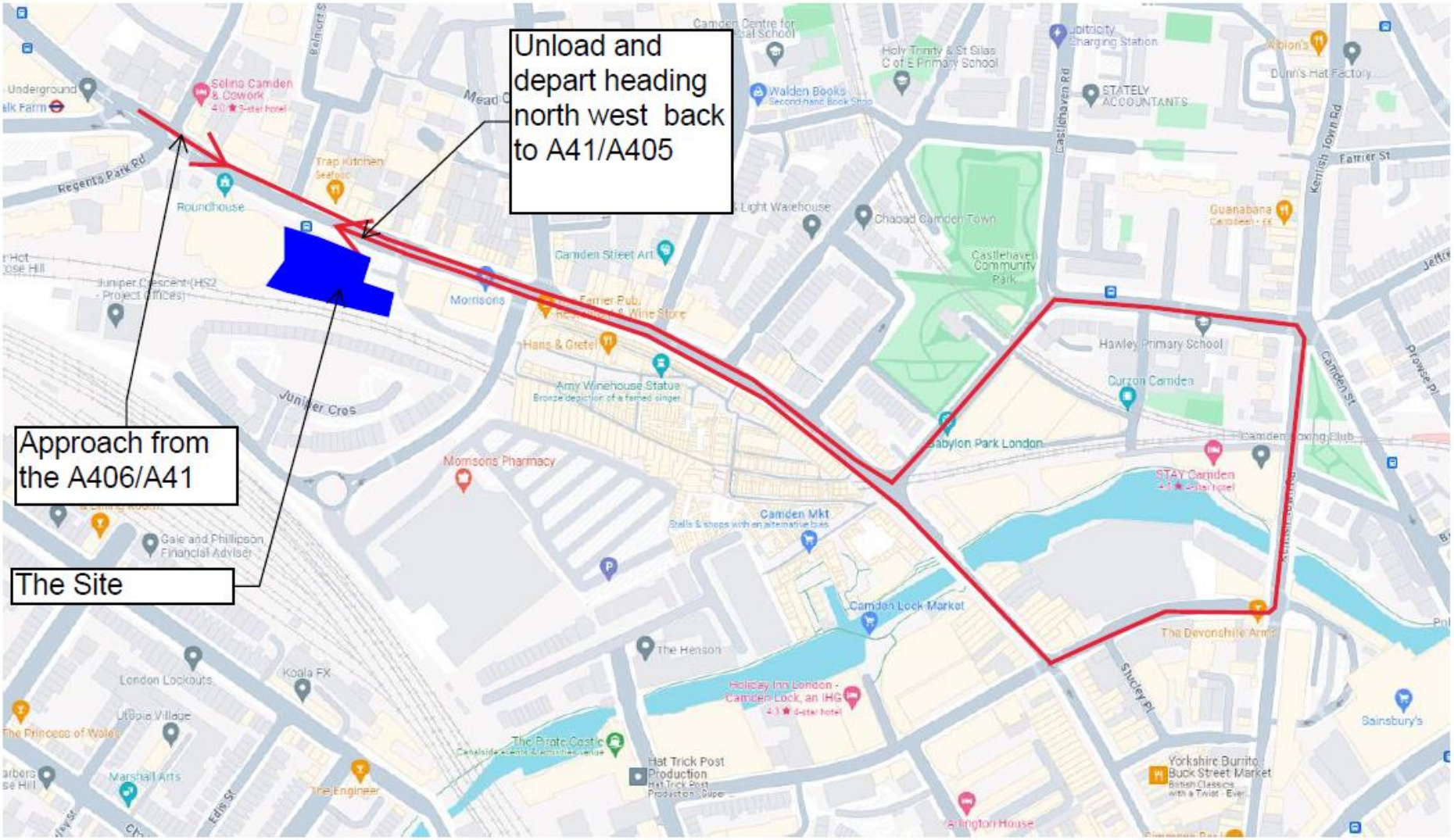


Figure 4.2 Local Vehicle Routing
Source: Google Maps

Figure 4.3 Vehicle Movement at the Site – Demolition & Groundworks

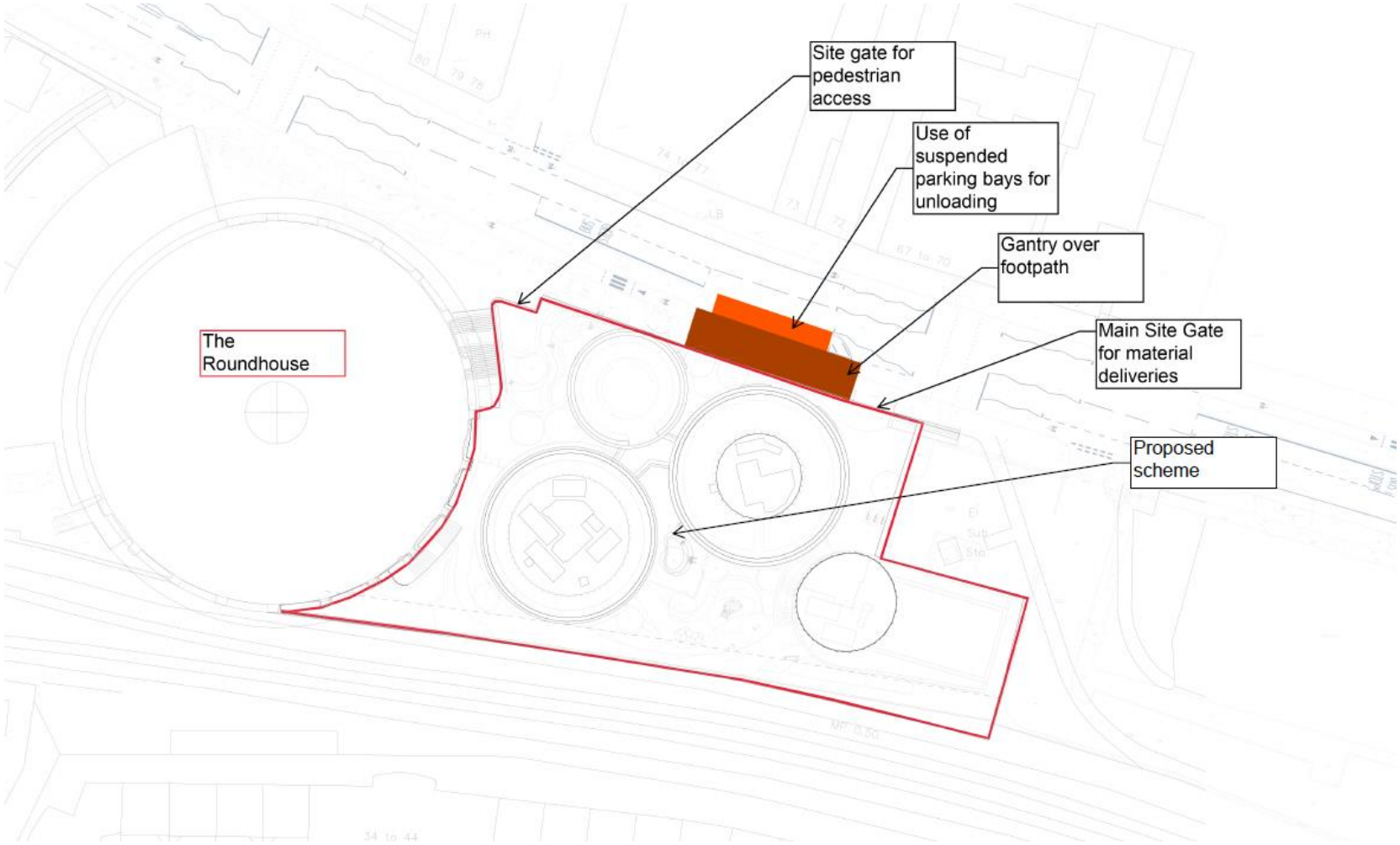


Figure 4.4 Vehicle Movement at the Site – Superstructure & Fit Out

5 Strategies to Reduce Impacts

5.1 **Table 5.1** below sets out the planned measures that are considered to be practical for this site and can either already be committed to, are proposed or being considered.

Table 5.1 High Impact Site Planned Measures Checklist

Measure	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries		x	
Use of Management and consolidation centres		x	
Material procurement measures			
DfMA and off-site manufacture		x	
Re-use of material on site			x
Smart procurement		x	
Other Measures			
Collaboration amongst other sites in the area	x		
Implement a staff travel plan	x		

Safety and Environmental Standards and Programmes

5.2 The main contractor and their subcontractors will be required to adhere to several contractual agreements, in line with TfL's CMP Guidance for Developers. The main contractor will be required to comply with TfL's 'Standard for construction Management: Managing work related road risk (WRRR)'.

FORS and CLOCS

5.3 It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Management and Community Safety (CLOCS).

5.4 FORS Silver will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use.

5.5 Within 30 days of achieving Accreditation, or equivalent within an alternative scheme, the contractor shall inform the authority detailing its compliance with the safety clauses (the safety, licensing and training report).

Collision Reporting

5.6 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties.

5.7 Within 15 days of the contract variation date, the contractor shall provide the authority with a collision report. The contractor shall provide the authority with an updated collision report on a quarterly basis and within five working days of a written request from the authority.

Adherence to Designated Routes

5.8 A copy of the route to and from site plan will be given to all suppliers when orders are placed to ensure drivers are fullybriefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery Scheduling

5.9 The main contractor will adopt a (DMS) Delivery Management System, this system will be a web based portal that all deliveries must be booked in on. The system will be used any company that wants to make a delivery or collection to/ from site.

5.10 Delivery scheduling will not be limited to receiving material deliveries into site, but will be fully coordinated with all materials, waste and plant & equipment leaving site. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate/off-loading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another.

5.11 All deliveries / collections must be booked 24 hrs in advance and will be on a first come first served basis, each delivery / collection will log on to the system and select a time and be assigned a gate, dependent on the type and size of the delivery, as well as parking suspensions in place at the time.

5.12 This system will enable the main contractor to manage the number, rate and frequency of all deliveries collections, this will enable the main contractor to smooth out deliveries across the day and manage numbers.

5.13 The information inputted on to the system will also gather the data required for servicing and waste monitoring, i.e. type of vehicle, distance travelled, where the vehicle has come from and going to.

5.14 Offloading of deliveries will be carried out during the approved working hours of:

- 08:00 to 18:00 hours Monday to Friday; and
- 08:00 to 13:00 hours Saturday.

5.15 All special deliveries to site that require licensing, e.g. delivery of tower cranes and piling rigs would be delivered to the site outside standard hours in accordance with the conditions of the licence therefore avoiding any unnecessary closures and minimising disruption to the public highway.

5.16 The use of tower cranes would be equipped with luffing jibs to avoid over-sailing of neighbouring properties wherever possible. Climbing hoists and access scaffold are anticipated to be utilised.

5.17 The contractor will consider various methods and tools to assist in supply chain management, such as:

- **Just in time delivery:** the delivery of materials to site ‘just in time’ for usage thereby reducing the need for onsite stock storage and the associated wastage of materials due to damage and theft;
- **Reverse Management:** an enhanced delivery chain which allows for the return of unused goods back to the source supplier; and
- **Demand Smoothing:** organising deliveries to site so that there are fewer peaks (associated with on site and in traffic congestion) and fewer troughs (with delivery management staff unable to carry out any activity).

Retiming for out of peak deliveries

5.18 Wherever possible the contractor will schedule deliveries to avoid the network peaks.

Use of Management and Consolidation Centres

5.19 To reduce the impact of construction traffic during peak hours the contractor will implement measures such as consolidation of deliveries e.g. by selecting materials/goods from the same source, thus combining materials into one single delivery, as opposed to a number of vehicles delivering goods from different sources. The contractor will actively seek and investigate ways of consolidatingdeliveries to reduce the total number of vehicle deliveries at the site.

DfMA and off-site manufacture

5.20 Materials will be prefabricated and pre-cut off-site where possible to minimise dust from cutting and grinding activities. If cutting and grinding cannot be mitigated off site, then water suppressant systems and / or local exhaust ventilation will be employed. Pre-fabrication of larger items will also limit deliveries of smaller items and will therefore reduce site congestion.

5.21 It has not yet been determined how much off site fabrication will be possible for the Proposed Development. This will be reviewed in detail post planning.

Re-use of Materials on Site

5.22 The main contractor will be required to investigate opportunities to minimise waste arising at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential of demolition and construction materials.

Smart Procurement

5.23 The contractor will explore the use of local suppliers wherever possible to minimise the length of journeys associated with deliveries. Opportunities to source multiple materials from the same supplier will also be investigated to minimise the number of vehicles required.

Collaboration amongst other sites in the area

5.24 The developer and appointed contractor will consult with the LBB, TfL, and other contractor/developers in the area to minimise disruption.

Implement a Staff Travel Plan

5.25 A Staff Travel Plan is expected to be prepared by the contractor once detailed information on the construction programme and methodology is available. As the site is well located for public transport it is proposed that no parking spaces will be provided for staff. Instead, all on-site staff will be expected to commute to the construction site using sustainable modes of transport, such as the London Underground, Buses, by cycling, or by walking.

6 Estimated Vehicle Movements

6.1 The number of average vehicle movements has been estimated using the TfL toolkit and are summarised in **Tables 6.1 and 6.2** below. As explained above, these vehicle movements will be reviewed and updated post planning. The figures may vary depending on final programme and construction methodology.

Table 6.1 Number of Vehicles in Peak Phase (By Phase)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q4 2024 - Q2 2025	100	5
Basement excavation and piling	Q2 2025 - Q3 2025	200	10
Sub-structure	Q3 2025 - Q1 2026	150	7
Super-structure	Q1 2026 - Q4 2026	175	8
Cladding	Q2 2026 - Q2 2027	100	5
Fit-out, testing and commissioning	Q3 2026 - Q4 2027	150	7
Peak period of construction	Q3 2026 - Q3 2026	400	19

Table 6.2 Number of Vehicles In Peak Phase (Inc. Overlaps)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q4 2024 - Q2 2025	300	14
Basement excavation and piling	Q2 2025 - Q3 2025	300	14
Sub-structure	Q3 2025 - Q1 2026	300	14
Super-structure	Q1 2026 - Q4 2026	400	19
Cladding	Q2 2026 - Q2 2027	400	19
Fit-out, testing and commissioning	Q3 2026 - Q4 2027	400	19

6.2 **Figures 6.1, 6.2 and 6.3** show the estimated vehicle profiles across the construction periods based on the estimated figures set out above.

Figure 6-1 Total Number of Vehicles Through Construction Programme

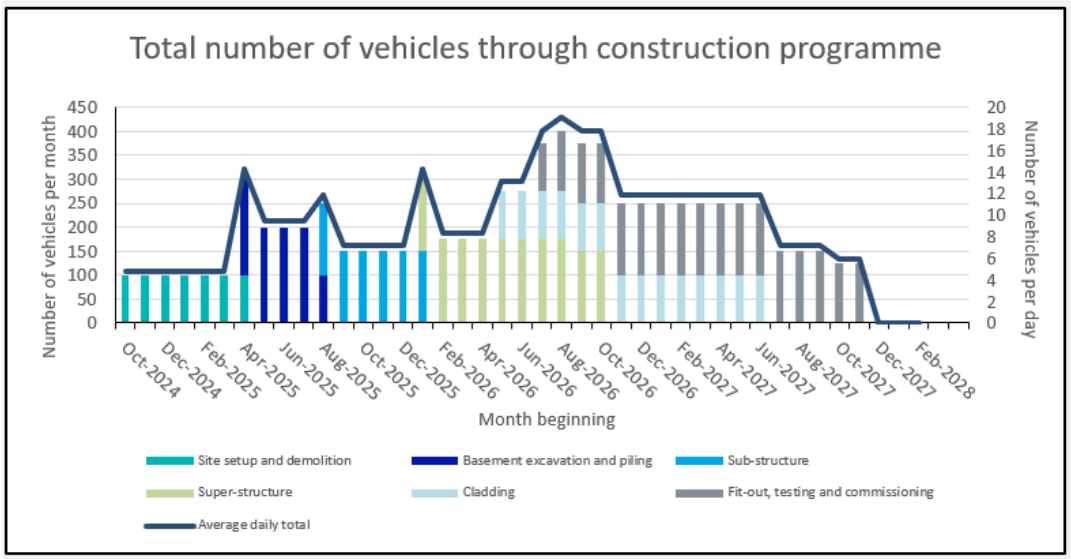


Figure 6-2 Number of Vehicles by Types During Peak of Phase

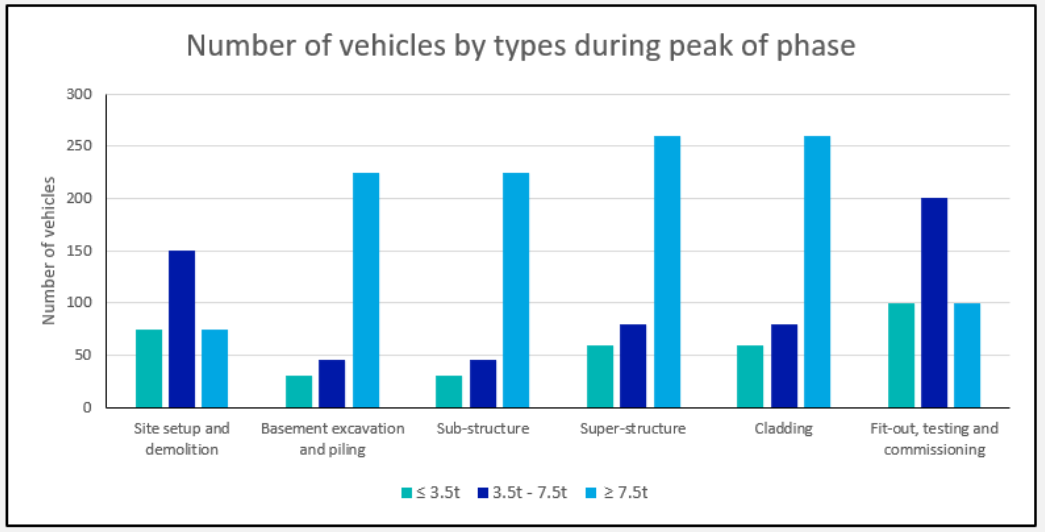
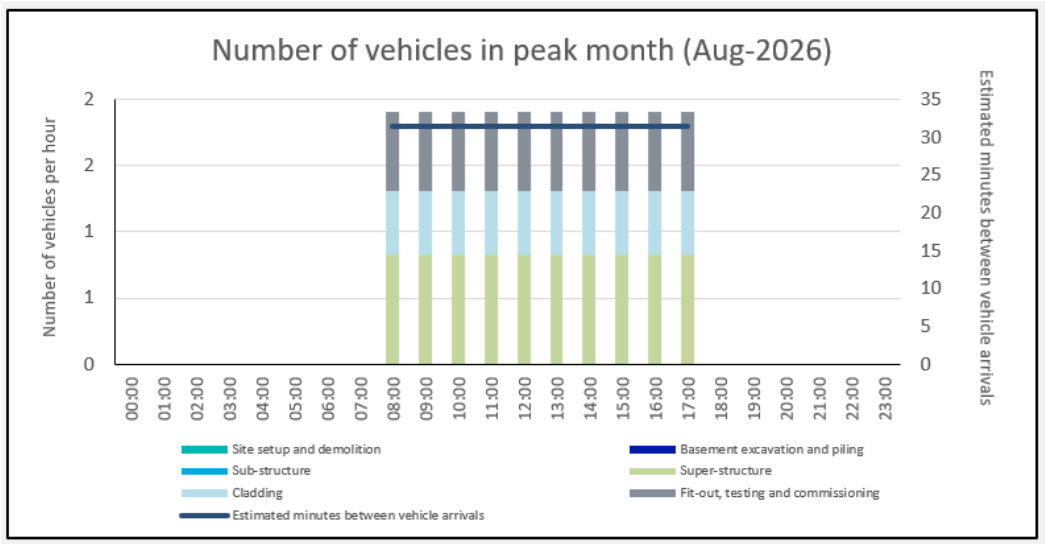


Figure 6-3 Number of Vehicles in Peak Month



7 Implementing, Monitoring and Updating

Implementing

7.1 The main contractor will be responsible for producing a Detailed CMP, for implementing that CMP and for ensuring it is kept up to date as the construction progresses.

7.2 They and their subcontractors will be required to adhere to several contractual agreements, in line with TfL's CMP Guidance for Developers. The main contractor will be required to comply with TfL's 'Standard for construction Management: Managing work related road risk (WRRR)'.

FORS

7.3 All fleet operators to have Silver accreditation as a minimum within 90 days of being awarded the contract;

7.4 The contractor shall ensure the fleet operators maintain Silver Accreditation by way of an independent assessment in accordance with the FORS Standard.

Vehicle Safety

7.5 The contractor shall ensure that any van it uses to provide services shall carry a prominent sign or signs to warn cyclists of the dangers of passing the vehicle on the inside.

7.6 Any vehicle more than 3.5t must have side guards; close proximity sensors; rear cyclist warning signs; Frensel lens or CCTV; driver licence checks and driver safety training.

7.7 The contractor shall ensure any subcontractors operating car-derived vans, vans and lorries, comply with the safety clauses as if those subcontractors were party to its contract.

Driver Licence Checks

7.8 The contractor shall ensure its drivers have a driving licence check with the DVLA before starting deliveries and that checks are repeated in line with either the following risk scale, or the contractor's risk scale, provided that the contractor's risk scale has been approved in writing by the authority within the last 12 months:

- 0 - 3 points on the driving licence – annual checks
- 4 - 8 points on the driving licence – six-monthly checks
- 9 - 11 points on the driving licence – quarterly checks
- 12 or more points on the driving licence – monthly checks

Driver Training

7.9 The contractor shall ensure its drivers who have not undertaken:

- Approved driver training (or training, which in the authority's reasonable opinion, is an acceptable substitute) in the last three years, undertakes approved driver training or the substitute training within 60 days of the start of the contract.
- A FORS e-learning safety module in the last 12 months, undertakes a FORS e-learning safety module (or e-learning, which in the authority's reasonable opinion, is an acceptable substitute)

Collision Reporting

7.10 Within 15 days of the contract variation date, the contractor shall provide the authority with a collision report. The contractor shall provide the authority with an updated collision report on a quarterly basis and within five working days of a written request from the authority.

Failure to Comply

7.11 If the contractor fails to comply with WRRR requirements and other undertakings contained in the CMP the contractor has committed a material breach of contract. The authority may refuse the contractor, its employees, agents and freight vehicles entry onto any property that is owned, occupied or managed by the authority for any purpose (including, but not limited to, deliveries).

Monitoring

7.12 During the works monitoring and reviews will be undertaken by the Main contractor as listed hereafter:

- A general review of site activities and compliance with the CMP. If conditions have changed or noncompliance is recorded this should be actioned within an agreed period depending upon the degree of variance;
- A ground movement analysis will be completed and a monitoring regime and trigger levels will be agreed with the LBB and third party wall representative;
- Boundary monitoring for noise and vibration. This will be agreed with the LBB and party wall representatives; and
- Boundary monitoring for dust. This will be agreed with the LBB and party wall representatives.

7.13 A weekly report will be produced by the main contractor, recording the monitoring movement results. The report will record the results, highlight any exceedances above pre-determined trigger levels and record any actions that were taken. The report will also record any complaints that were received and how thesewere dealt with.

7.14 Trigger levels will be set at two values. The first trigger level will be a warning level whilst the second will indicate that an unacceptable level has been reached. This warning level will indicate to the project team that the critical level (noise, movement, vibration or dust) could be exceeded if the works are not adjusted in some way, e.g. change of technique, intensity or duration. The second trigger level would indicate that the works have exceeded an acceptable level and must stop immediately.

Movement Monitoring

7.15 A strategy for movement monitoring will be prepared by the main contractor. Neighbouring properties, the LBB footways and basement walls will be monitored as part of this strategy.

7.16 Included in the movement monitoring will be collision monitoring, which will be provided to the LBB quarterly.

7.17 Movement monitoring results will also need to be presented to the party wall representatives to demonstrate that the agreed building damage classification is not being exceeded.

Noise / Dust / Vibration Monitoring

7.18 Noise dust and vibration will be carried out to the BS5528. A full noise, dust and vibration strategy will be developed to assess and carry out all the monitoring.

7.19 A programme for noise and vibration monitoring would be undertaken and agreed with LBB and TfL prior to the commencement of works on-site. If complaints arise, these would be investigated immediately, and appropriate action taken. Wherever possible, plant and equipment would be switched off when not in use.

7.20 Routine dust monitoring at sensitive residential locations will be undertaken, with the results and effectiveness of controls reviewed at regular meetings.

Servicing Monitoring

7.21 The main contractor will monitor servicing through the DMS. This will monitor the number and types of vehicles that service the site. Which will also help to monitor CO2 emissions associated with the construction site.

7.22 The Main contractor will ensure that all plant and equipment, including any which may be on hire, is well maintained, properly silenced and used in accordance with the manufacturer's instructions and BS 5228. All non-road mobile machinery (NRMM) are to use ultra-low sulphur tax-exempt diesel (ULSD) where available. Non-road mobile machinery (NRMM) of net power between 37kW and 560kW operated in the LBB will be required to meet specific standards. This will apply to NRMM engines for both Nitrogen Oxides (NOx) and all machinery between 37kW and 560kW will be registered on the NRMM on-line register.

Reporting

7.23 Monitoring reports for every aspect of construction as set out in this section of the CMP will be produced annually and made available to the LBB and TfL. Where targets have been set the reports will review if the target has been met. If targets are not met the main contractor will discuss the appropriate course of action with TfL following their receipt of the annual monitoring reports.

Neighbourhood Consultation

7.24 It is acknowledged that many parties will have an interest in this project throughout its duration. Demolition & Construction activities will have a direct impact on the local environment, particularly on:

- Local Resident in adjoin and nearby properties
- Surrounding commercial occupiers
- London Borough of Camden
- Local Transport

7.25 All external communications with third parties including the Client's Project representatives, residents, neighbouring businesses, other live construction site, statutory bodies and ward members shall be coordinated by the Project/Liaison Manager. A Community Noticeboard shall be established for the project advising localand interested parties of latest newsletters and the project's emissions reports complied from SmartWaste.

Updating the CMP

7.26 This CMP has been prepared at planning stage and will be updated as part of the expected planning condition discharge prior to commencement. Further updates will include all necessary coordination with St George as and when the redevelopment of the form petrol filling station site comes forward.

7.27 Once a Detailed CMP is agreed, the main contractor will be required to comply with its contents. If any element of the planned construction is amended during the life of the project that impacts on how the Management are managed to and from the site, then the contractor will submit a revised version of this CMPfor further approval.

Annex

LBC CMP Pro-forma

Note: CMP Pro-forma to be developed prior to any demolition or works commencing on site with a planning condition setting out the requirement to seek Camden approval to the CMP

Construction/Demolition Management Plan

pro forma

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

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

Date	Version	Produced by

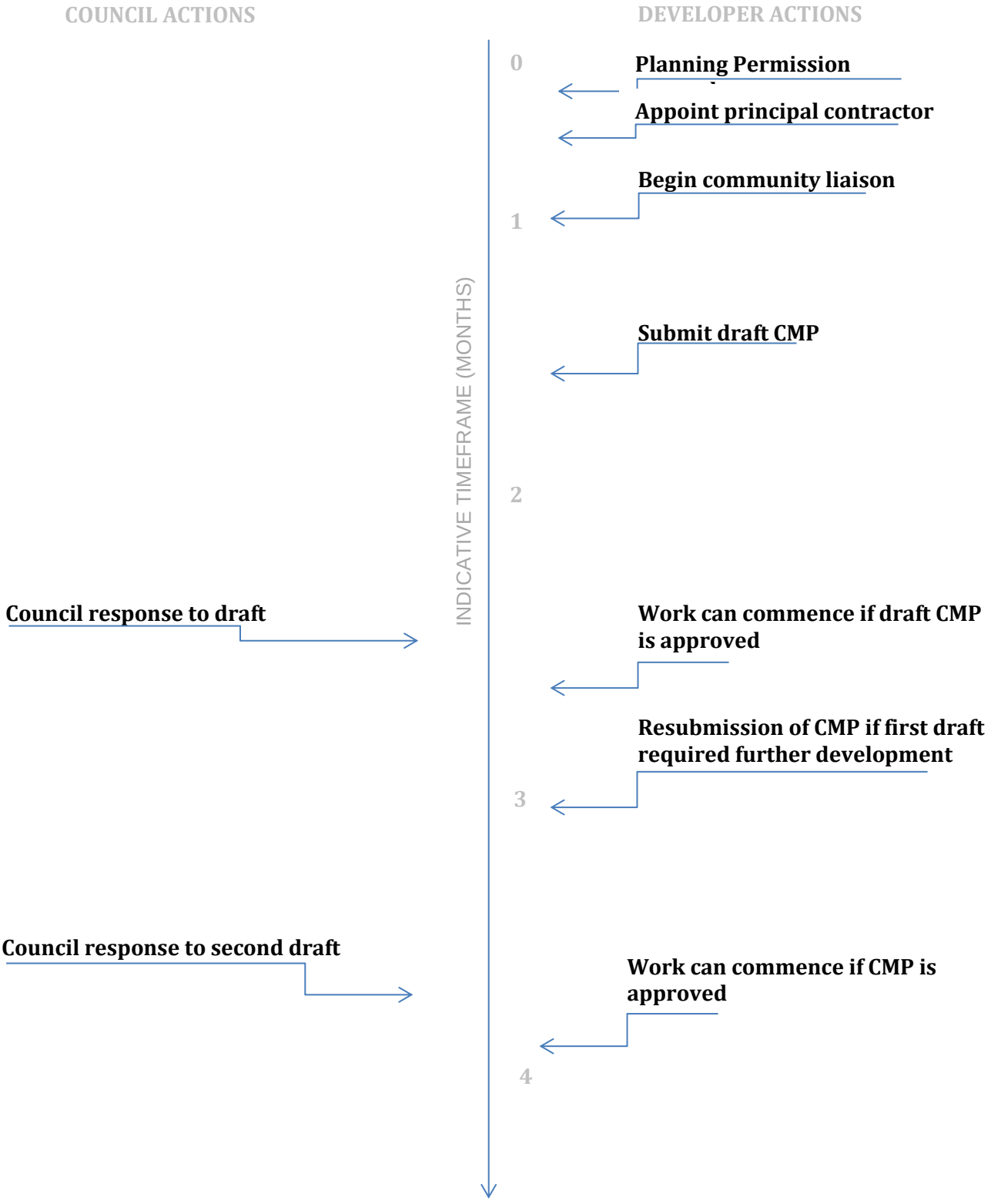
Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.
It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.
The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.
This CMP follows the best practice guidelines as described in the Construction Management 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
INDICATIVE TIMEFRAME (MONTHS)
0
Planning Permission
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
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: Planning reference number to which the CMP applies:

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

Name: Address: Email: Phone:

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: Address: Email: Phone:

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

Name:
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:
Address:
Email:
Phone:

Site

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

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).

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

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.

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.

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.

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.

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.

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 Management Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

15. Name of Principal contractor:

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

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

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

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.

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.

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

b. Please specify the permitted delivery times.

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

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

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.

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.

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).

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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

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

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place,

with a focus on both preventative and reactive mitigation measures.

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.

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.

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**.

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.)

38. Please confirm the number of real-time dust monitors to be used on-site.
Note: **real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.
The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.
In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).
Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

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).

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

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.

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

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

Direct link to NRMM Practical Guide (V4):

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period (mm/yy - mm/yy):

b) Is the development within the CAZ? (Y/N):

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.
Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/
Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

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.

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