

Construction/**Demolition** Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
26/02/24	DRAFT	Sam Breaks

Additional sheets

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

Date	Version	Produced by
S01_Camden Road_Site Logistic Proposal		Pure Logistics
Camden Road – traffic Management Plan – Rev 00 – Draft		Pure Logistics
123007-AGL-CA-XX-DR-N-4001- External Services		Anderson Green
Camden Road Incoming Utilities		Sam Breaks
CAMRD_Acoustic Design Report R02		iON Acoustics
2118 248250 Camden Road R&D Asbestos Survey		SPS Environmental Ltd
Dust Risk Assessment and Management Plan – 248-250 Camden Road		RSK
Construction Vibration Assessment – 248-250 Camden Road		RSK
248 Camden Rd draft CMP Consultation Summary_Feb24		Camden Team

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.

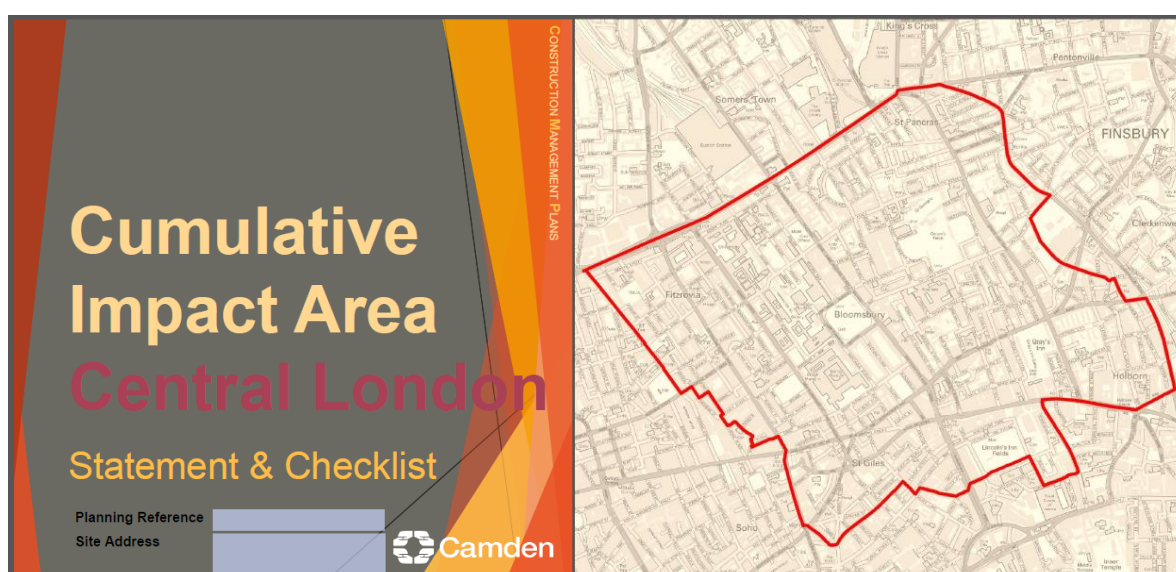
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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

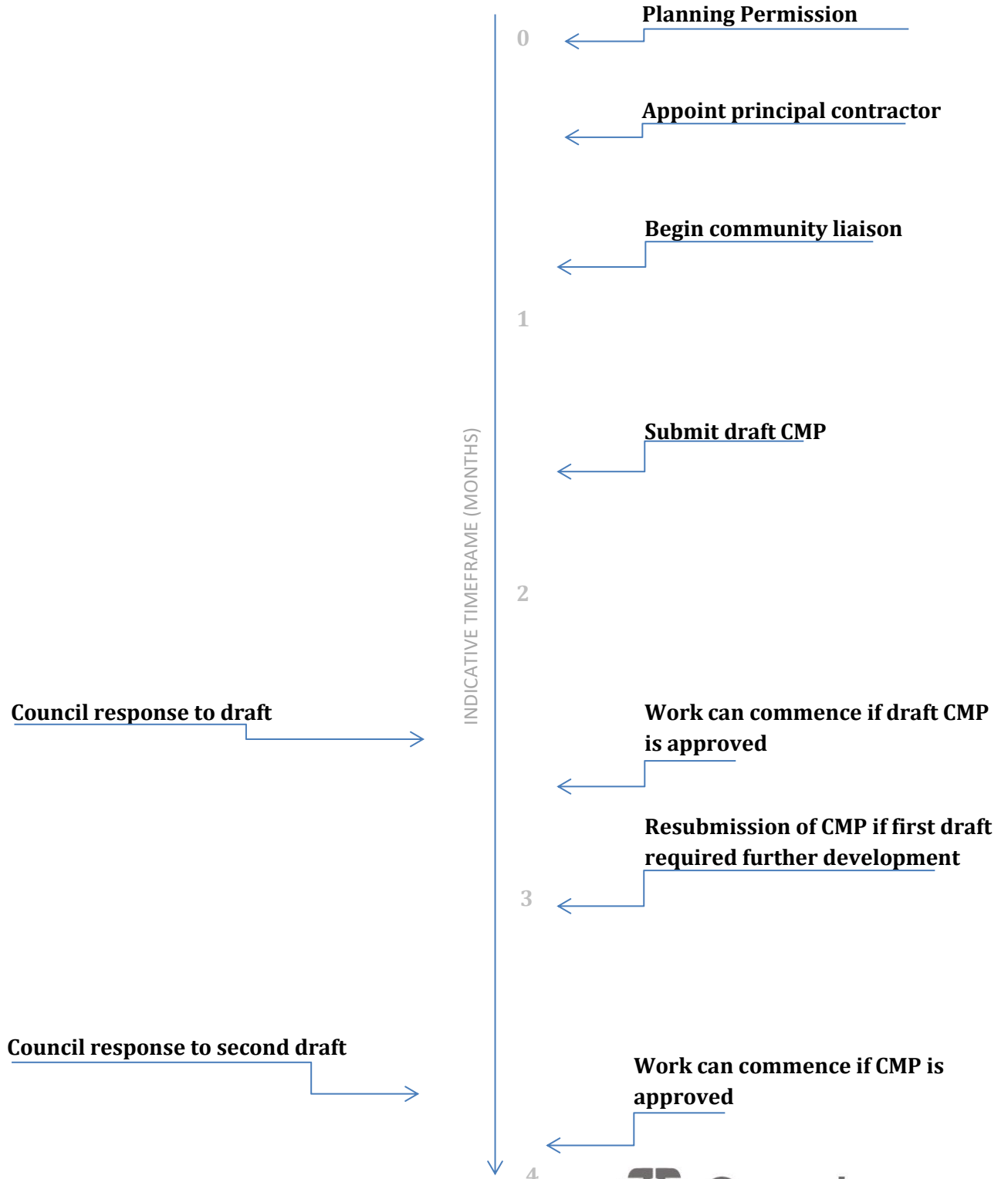
<https://www.camden.gov.uk/about-construction-management-plans>



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: 248 – 250 Camden Road, London, NW1 9HE

Planning reference number to which the CMP applies: 20203737 P

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

Name: Sam Breaks

Address: Morgan Sindall, 10th Floor, 1 Eversholt Street, NW1

Email: sam.breaks@morgansindall.com

Phone: 07970661812

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: Sam Breaks

Address: Morgan Sindall, 10th Floor, 1 Eversholt Street, NW1

Email: sam.breaks@morgansindall.com

Phone: 07970661812

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: Helen Ruddy

Address: Morgan Sindall, 10th Floor, 1 Eversholt Street, NW1

Email: Helen.ruddy@morgansindall.com

Phone: 07557319884

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: Sam Breaks

Address: Morgan Sindall, 10th Floor, 1 Eversholt Street, NW1

Email: sam.breaks@morgansindall.com

Phone: 07970661812

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 is located at No.248 – 250 Camden Road and will be accessed from Camden Road which is a 2-lane red route with a bus lane.

The development consists of a new building with 39 new temporary accommodation homes for homeless families.

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).

This CMP covers the remaining work phases of the project, including the site set up, all associated access points from the highway in the surrounding area and into the site itself using the existing vehicle bell mouths.

The remaining works of the project consist of the removal of existing boundary walls, piling substructure and the construction of a main building with 38 new temporary accommodation units, along with two single storey units consisting of a wheelchair accessible home and community space.

The site abuts live residential buildings on three sides, resulting in various party wall agreements. A particular note is to be made for the party wall agreement with 246 Camden Road where a scaffold will need to be positioned on the walkway of this property. This is to facilitate the completion of the façade on this elevation. The scaffold will be designed so that access to the garden will be maintained for the residents.

The existing Boundary Wall of No.246 Camden Road and No.195A Camden Mews will also need to be re-built once the foundation works are completed. This will involve access into the property for the wall to be built by operatives.

Similarly, the existing Boundary Wall of No.101 Camden Mews and No.252 Camden Road will need to be demolished and re-built. This will also involve access into the property for the wall to be built by operatives.

The site also consists of numerous large existing trees that will restrict material lifting from Camden Road and impose various root restriction zones onto the logistics plan of the project. Space is extremely limited; however a small area has been identified for site welfare on the Camden Road side of the main building.

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

Site Set up and Enabling Works: Summer 2024

Substructure: Late Summer 2024

Super Structure: Autumn 2024

Fitout: Winter 2025

Externals: Winter 2026

Completion: Winter 2026

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.

Confirmed as above

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

246 Camden Road – Scaffold will be positioned on garden footpath to enable the construction of the new building façade on this elevation.

252 Camden Road – Abuts to the North Elevation of site and adjacent to vehicle loading bay.

Camden Mews – Although the Mews in its entirety has been highlighted within this section, the rear of 97, 99, 99a and 100 butt up to the East Elevation of site.

Following the consultation session with the residents and various correspondence, Morgan Sindall is very aware of the importance to provide clear and open lines of communication with the local residents. Due to the proximity of the adjacent buildings, construction works have been carefully considered to have the least amount of disruption to the residents as possible. Each surrounding property has its own specific challenge and situation that has been considered for the CMP.

Morgan Sindall is also aware that the demolition of the previous building caused various frustrations for the residents, including noise and dust. This CMP takes those frustrations on board and will seriously review the management of dust, vibration and noise following the management strategies that have been put together for the project by accredited consultants.

Brecknock Primary School, Torriano Primary School, Camden School for Girls and the Bridge School have all been identified within this section as are in the vicinity of the site, however the site traffic will not directly pass the schools. We will remain in communication with the schools and include them on letter drops, website updates or any other means of communication required for to keep them updated with the project.

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.

- **Draft CMP Consultation held on 07/02/2024.**
- 2 Week Feedback period carried out following the in-person consultation – from 07/02/24 – 21/02/24.
- See Appendix Document: 248 Camden Rd draft CMP Consultation Summary_Feb24
- **Main Areas of Feedback:**
 - **Local Schools to be included within Section 10**
 - Brecknock Primary School, Torriano Primary School, Camden School for Girls and the Bridge School have now been included and considered within this CMP.
 - The traffic route for the construction vehicles does not pass the schools referenced, however they will be included within the driver's induction.
 - All construction traffic will follow the agreed Traffic Management Plan, this will become a contractual document that the delivery companies will have to follow.
 - **Security of the site and its boundary and adjacent properties**
 - Morgan Sindall will secure the site on all boundaries with physical hoarding.
 - Where necessary, barbed wire can also be incorporated to the design of the hoarding.
 - Morgan Sindall will have 24-hour CCTV monitoring in place, where the police will subsequently be called if necessary.
 - **Clarity required on the height and reach of the tower crane**
 - There will be no lifting over the adjacent properties and no oversailing licenses required
 - The crane will be automatically slewed out of radius to prevent the crane from oversailing, day and night.
 - See Crane information in Appendices labelled:
 - **Tower Crane Information – 6150 – 01 & 02**

- **Clarity Required on tree replacement and tree protection**
 - There will be an Arbocultural Method Statement that the project will follow, put together by an accredited consultant. Within this method statement there will specific details regarding tree protection.
 - We will consider the concern raised with the trees and incorporate them into the design where possible within the planning constraints of the scheme.
 - Although the number of trees is already agreed by the planners, there is potentially scope to relocate these somewhere else on site. The Landscape Architect has been made aware of these concerns as they develop the scheme.
 - Root barriers will also be installed to contain the growth of the trees and the impact on the surrounding conditions
- **Vibration damage on the adjacent properties**
 - All construction methods adopted will be the least vibration emitting as possible.
 - Of specific consideration is the sheet piling proposed around the site boundary. This will provide the best protection to the existing foundations and superstructure of the surrounding properties. During the install of these sheet piles, there will be an element of controlled vibration that will be continuously monitored. Parameters will be set on the monitoring equipment in line with the Vibration Management Plan that has been written by an accredited consultant.
 - The monitoring equipment will provide live updates to the site team as/if the vibration increases towards the limits. This will allow the team to prevent the vibration reaching the limit and reconsider the adopted construction methodology.
 - The details that are being developed for boundaries, have been specifically engineered with the adjacent structures in mind, so that the risk of damage and subsidence can be controlled. These details have been submitted to the Party Wall Surveyor for the project to notify the relevant properties and serve the required notices.
 - For specific measures, please see Appendices Document: ***Construction Vibration Assessment – 248-250 Camden Road***
- **Air Quality and Dust**
 - Residents expressed concern on the management of dust following previous poorly managed developments.
 - In line with the Dust Risk Assessment and Management Plan, Morgan Sindall will strictly adopt and follow the measures put in place for the management of air quality.
 - For specific measures, please see Appendices Document: ***Dust Risk Assessment and Management Plan – 248-250 Camden Road***

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.

- Morgan Sindall Community Liaison Officer:
 - Helen Ruddy
 - Contact Detail: 07557319884
 - Email: Helen.ruddy@morgansindall.com
 - Helen has been introduced to the residents at the drop in session on Wednesday 31/01/23
 - Helen will work on this project throughout its duration and will be working closely with the local residents, actioning any concerns that arise
- Community Notice board will be displayed at the site boundary updating progress, notifying up and coming works, careers information, company profile, on safety & environmental information.
- Letter Drops will also take place where required for particular construction events or anything that may require notifying the local residence
- We will register with Considerate Constructors Scheme
- Contact details will be displayed at the site boundary for information and complaints.
- There will also be a project website with live information, with the web address displayed on the hoarding.

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.

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

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.

Morgan Sindall is aware of an existing roof extension application at 99A Camden Mews. Although what this entails for the hostel site is unclear, Morgan Sindall have stated that until site work commences the site remains in Camden's possession. Once further clarity is provided on how the roof extension would impact on the hostel site, further review will need to take place with the Camden Team with regards to access through the Hostel site and period of time of any scaffold requirements, if Morgan Sindall started site works if these works were still on-going.

Morgan Sindall are aware of no further developments within the vicinity of the project.

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:

Morgan Sindall

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

Minimum standard: **Bronze**

Record CLOCS on compliance for **Silver** Check:

- Driver name, Date, Time, Vehicle Registration, Vehicle operator, FORS ID no.
Evidence of SUD training for drivers of vehicles over 3.5t
- Vehicles exceeding 3.5t will have the following:
 - o Class V + VI mirrors
 - o Working camera and close proximity sensor system with in-cab audible alarm (and rear camera for +7.5t rigid vehicles)
 - o Side under-run protection (both sides)
 - o Externally audible alert for vehicle turning left and reversing
 - o Vulnerable road user warning signage
- Our traffic marshals will record the following:
 - o Route Check
 - o Last mile route taken
 - o Information about any collisions which occurred on journey to site.
 - o Confirm access allowed or if denied issue letter to driver.

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:

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.

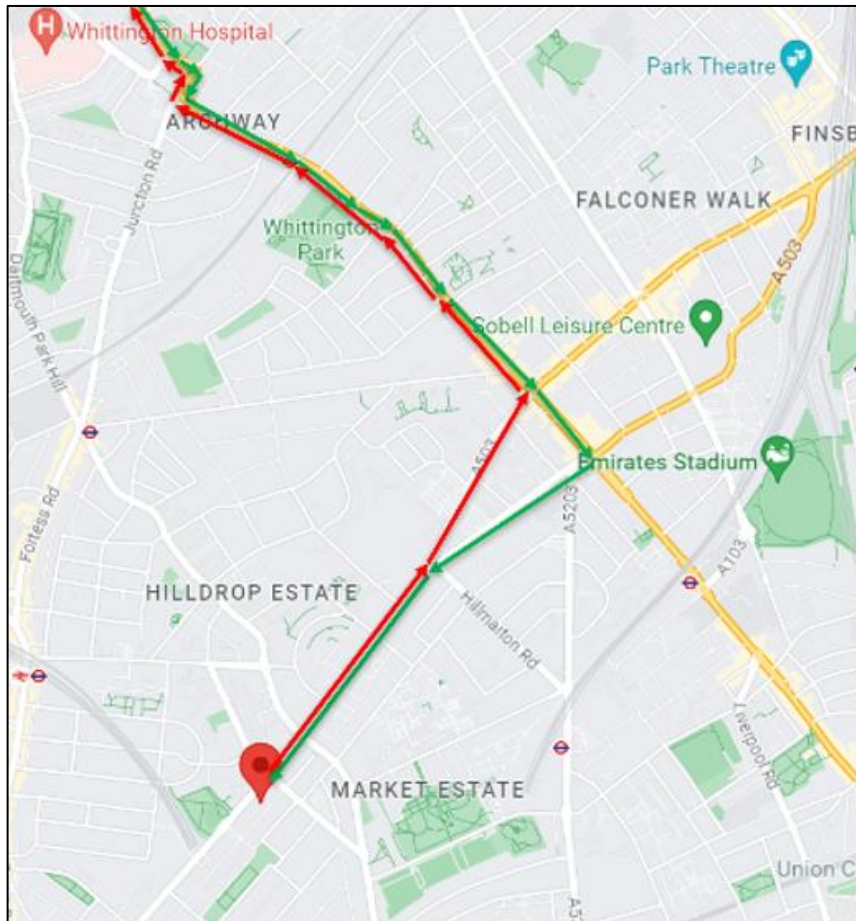
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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.

Please refer to Appendices Document: **Camden Road – Traffic Management Plan – Rev 00 - Draft Dec 23**

Route to site



1. Vehicles will approach site from the North via the A1, through Archway
2. Turn right onto A503 and travel South along Camden Road (Green).
3. Vehicles will then leave site via the same route, travelling North on the A1 (Red).

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.

Traffic Management Plan will be included within the Subcontractor Orders, specifying all delivery routes.

We will also provide a drivers induction to all deliveries.

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

Approximate Number of Deliveries per day:

32t Tipper: 5 deliveries/day during first 5 weeks

Skips: 1 per day for the full duration of the project

Concrete mixer: generally, 4 per day for piling works and substructure pile caps (14wks) with 5 per day on pumped pours throughout the Superstructure concrete topping pours

3.5T van: 3 per day for the duration of the project.

Artic: plant and tower crane delivery at start of project

12T Rigs: 2 delivery/day during main construction phase project

b. Please specify the permitted delivery times.

Deliveries will be permitted:

- 08:00 - 18:00 Monday to Friday
- 08:00 – 13:00 Saturday

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.

There are no sites within the local area of the site

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

There are no constrained manoeuvres along the proposed vehicle traffic route to site.

Please refer to Appendices Document for localised Site Logistics, including the manoeuvre into the site loading bay:

- **S01_Camden Road_Site Logistic Proposal**

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.

There will be no offsite holding areas for this project.

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.

These have been reviewed and are not suitable for the project.

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

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

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

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

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

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

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

Please refer to Appendices Document:

- **S01_Camden Road_Site Logistic Proposal**

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.

Please refer to Appendices Document:

- **S01_Camden Road_Site Logistic Proposal**

2 qualified Traffic Marshals will oversee all vehicular movements in and out of Vehicle Gate.

As the vehicles approach site from the North, Traffic Marshall 1 will prepare the footpath for vehicle entry and Traffic Marshall 2 will stop the on-coming traffic with STOP WORK signs to allow the construction vehicle to reverse into site.

Please refer to the logistics plan for the specific layout and positioning of the traffic marshals during this manoeuvre.

Extendible barriers will be bought across the footpath to control the flow of pedestrian movement. The site gate will then be opened. Once the vehicle has been banked into site, the site gate will be closed and the extendible barriers will be pulled back, to reopen the footpath. The same will happen in reverse as the vehicle leaves site.

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.

Please refer to Appendices Document:

- **S01_Camden Road_Site Logistic Proposal**

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.

Wheel wash facilities will be engaged for the Substructure works.

The vehicle loading bay will have temporary concrete blinding surface to reduce the exposure of the delivery vehicles to muddy ground.

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.

There will be no loading and unloading on the Public Highway

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.

There will be no loading and unloading on the Public Highway

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.

There will be no elements of the Site Set-up that occupy 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](#).

There will be no temporary traffic measures required as part of the site set up.

Camden Road Closure will be required for the dismantle of Tower Crane and the Site Accommodations units – likely to take place over weekends. Morgan Sindall are aware that Camden Road is a TfL Red Route, requiring a 16 weeks' notice Temporary Traffic Order.

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.

There will be no parking bay suspensions as part of this CMP

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.

Camden Road Closure will be required for the dismantle of Tower Crane and the Site Accommodations units – likely to take place over weekends. Morgan Sindall are aware that Camden Road is a TfL Red Route, requiring a 16 weeks' notice Temporary Traffic Order.

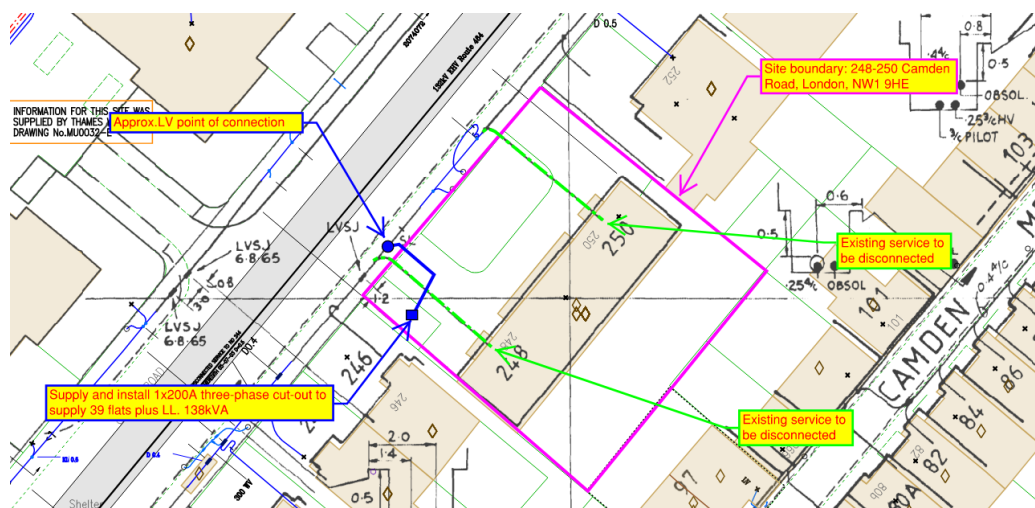
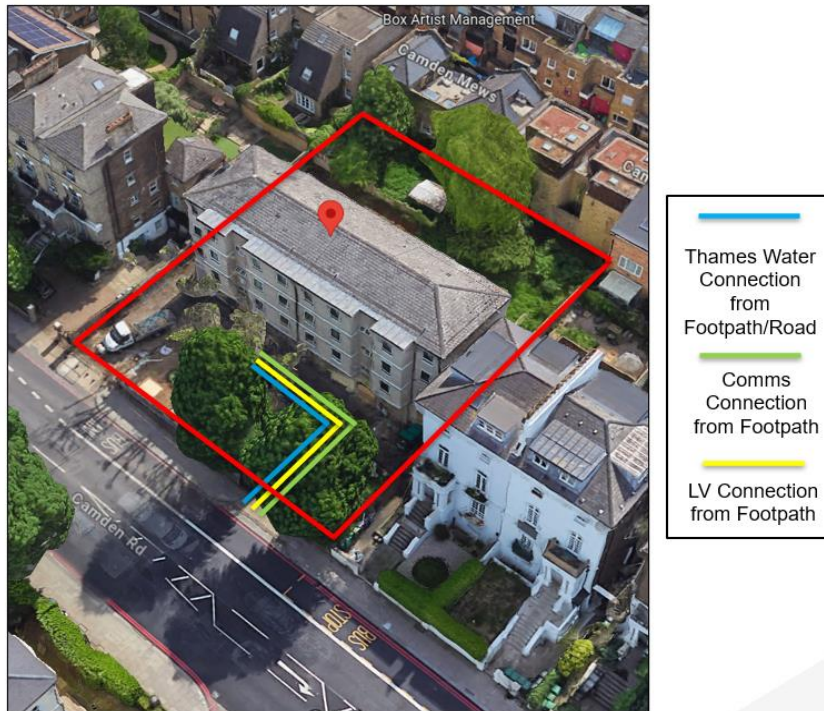
25. Services

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.

Please refer to Appendices Documents:

- **123007-AGL-CA-XX-DR-N-4001 – External Services**
- **Camden Road Incoming Utilities**
- New incoming services from Camden Road
 - o Thames Water Pavement
 - o LV Connection Road
 - o Communication Connection Pavement

Incoming Utilities



Morgan Sindall will endeavour to combine permits during the intall of the utilities to reduce the disruption on Camden Road.

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.

Enabling Works – Summer 2024

Piling – Late Summer 2024

Sub-structure – Autumn 2024

Super- Structure Façade Works from Scaffolding – Jan 25 – Nov 25

External Landscaping works – Winter 2026

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.

Please refer to Appendices Documents:

- **CAMRD_Acoustic Design Report R02 Dated: 29/11/19**

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

Noise will not exceed 80db at the boundary and detectors will be used to monitor this in real time to allow immediate action if a breach is detected so that work methods can be changed to eliminate noise above 80db.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Noise will not exceed 80db at the boundary and detectors will be used to monitor this in real time to allow immediate action if a breach is detected so that work methods can be changed to eliminate noise above 80db.

Alerts will be issued either via text message or email to notify the relevant person if a breach in the limit has occurred.

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

To be issued once subcontractor selection is completed.

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.

Below is a list of controls and measures that will be implemented on the project to prevent air pollution and dust nuisance from arising:

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

Further information and details of specific measures can be found within Section 36, in relation to the Dust Risk Assessment and Management Plan.

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.

During substructure ground works, there will be a wheel washing facility in place. Prior to any vehicle leaving site, the traffic marshal will jet wash all residual mud that remains on the vehicle prior to joining the public highway.

If mud does get onto the highway, a road sweeper will be deployed to remove the mud from the road.

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.

There will be dust, noise and vibration monitors set up on site.

Please refer to Appendices Documents for monitoring scope:

- **Dust Risk Assessment and Management Plan**
- **Construction Vibration Assessment Plan**

There will be set parameters uploaded to the monitors that will alert the site team that the vibration levels are increasing towards the limit. In turn, allowing immediate action to prevent a breach of the limit. These parameters will be set in line with the reports created by the accredited consultants referenced above.

Specific vibration monitoring will take place during the boundary wall works, that involve an element of sheet piling. The specific methodology to be adopted will be pressed in sheet piling. This is the least disruptive method in terms of noise and vibration. Although some vibration will still be present during these works, this is unlikely to cause cosmetic damage, rather just human awareness. Once installed the sheet piling will provide the most suitable means of protection to the surrounding dwellings to enable the hostel sub-structure works.

Morgan Sindall is aware of the concern that the local residents have regarding this specific topic and are taking all means necessary to control this risk. The construction proposals are supported by engineering experience and ground condition surveys. All details are currently with the Party Wall Surveyor for review to subsequently issue Party Wall Notices.

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.**

Please refer to Appendices Document:

- **RSK – Dust Risk Assessment and Management Plan – 248-250 Camden Road**
- Please specifically refer to **Section 5: Control Measure and Mitigation (page 17)**
 - o The report outlines key measure within the following areas:
 - Site Management
 - Site Maintenance
 - Operating vehicle and suitable travel
 - Operations
 - Waste Management
 - Earthworks Activities
 - Constriction Activities
 - Track Out Activities

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.)

Confirmed

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.

The site has been deemed as a **Medium** Dust Impact site and will therefore have 2 dust monitors positioned in the following locations.

- Locations:
 1. Adjacent to No.246 Camden Road Garden Footpath
 2. Adjacent to No.252 Camden Road Garden Wall

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 site welfare facilities will be inside the boundary of the site. These will be cleaned twice daily and any food debris removed, the facilities will be monitored by the site team and visiting SHEQ advisors and if at any time a rodent infestation is suspected a pest control contractor will be engaged to deal with the issue.

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

Please refer to Appendices Documents:

- **2118 248 – 250 Camden Road R&D Asbestos Survey:** Dated 18/11/21

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.

All operatives and site staff will undergo a comprehensive site induction where all the above will be discussed with clear site rules to tackle the issues.

Smoking will be in a designated area within the site hoarding away from Non-smokers with the necessary fire precautions in place.

Bad language is tackled in the induction and not tolerated with anyone offending being removed from site immediately.

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 (Summer/24 - Winter/26):
- b) Is the development within the CAZ?: N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above?: Y
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Y, Registered under 248 – 250 Camden Road
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Y
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Y

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.

Delivery drivers and Subcontractors will be instructed to switch off engines when they arrive in their order, delivery instructions and site induction. This will be controlled by the Traffic Marshals on the road.

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.

Morgan Sindall will have Mental Health First Aiders on site:

- Monia Paul & Helen Ruddy

Morgan Sindall will also 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: *Sam Breaks*

Date: 29/02/24

Print Name: SAM BREAKS

Position: Project Manager

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9