

Construction Management Plan

Godwin and Crowndale Estate
London NW11PA

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
1 ST /03/2024	1	Neil Gallagher
14/03/2023	2	Neil Gallagher
15/03/2024	3	Neil Gallagher

Additional sheets

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

Date	Version	Produced by
23/02/2024	1	Glenman Corporation Appendix A – power point Look book Appendix B – hoarding line agreement

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

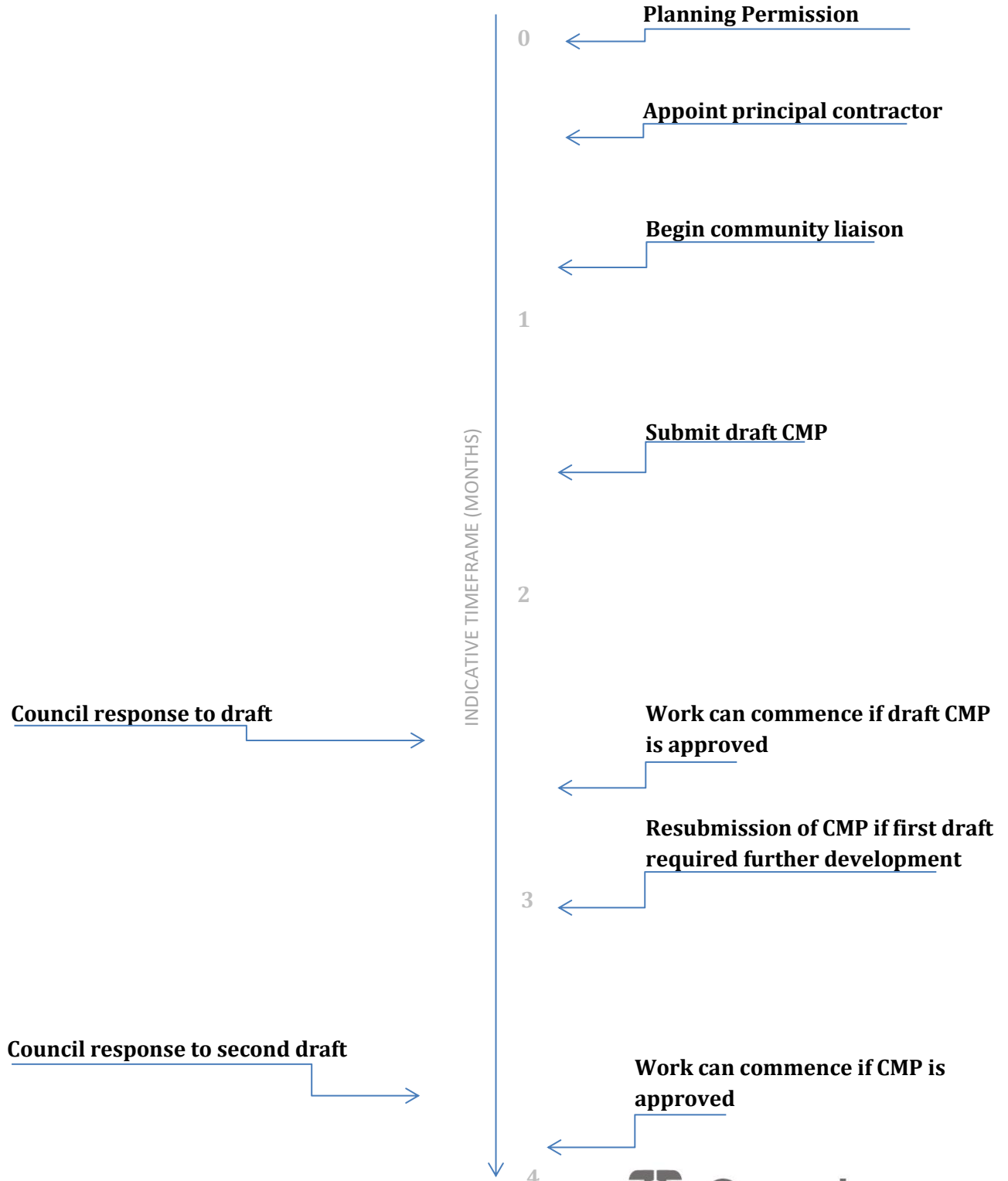
<https://www.camden.gov.uk/about-construction-management-plans>



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: Godwin and Crowndale estate W11PA

Planning reference number to which the CMP applies: 2020/3801/P

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

Name: Neil Gallagher Contracts Manager Glenman Corporation

Address: 8 Power Road, Chiswick, London, W4 5PY

Email: ngallagher@frencon.co.uk

Phone: 020 8996 8058 / 07586687891

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: Neil Gallagher Contracts manager

Address: Godwin and crown dale estate London NW11PA

Email: ngallagher@frencon.co.uk

Phone: 020 8996 8058 / 07586687891

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: Jillian Lilico (Head of Bids and social Value) will coordinate Community Liaison with
Neil Gallagher Contracts Manager

Address: Godwin and Crowndale estate NW11PA

Email: jlilico@glenman.co.uk
ngallagher@frencon.co.uk

Phone: 020 8996 8058

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: Neil Gallagher Contracts Manager Glenman Corporation

Address: 8 Power Road, Chiswick, London, W4 5PY

Email: ngallagher@frencon.co.uk

Phone: 020 8996 8058 / 07586687891

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)

Refer to **Appendix A** for site location plan.

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).

Following on from Camden's' excellent traditional of delivering high quality social housing, the London Borough of Camden (LBC or the Council) is proposing a new innovative scheme of 3 storey, 10 No. 4 bed 6 person social houses.

The site is part of the Godwin & Crowndale Estate in north Somers Town. Formerly a continuation of Chalton Street, it is currently designated as a car park and ball court. The site was initially identified through a wider assessment of the estate, which commenced in 2011.

The key priorities in terms of the project are to deliver an exceptional social housing scheme which delivers:

- o High quality design
- o Sustainable development
- o Innovation in delivery of new housing
- o Value for money

The design team has worked hard with the council to ensure that the scheme delivers a state of the art 21st century high quality living experience for all residents here. The flexible, and interchangeable nature of the house types within the terrace, allow for excellent multi-generational living. Residents will be able to select from a variety of living arrangements: from the kitchen, dining and living spaces being either located on the ground floor, first floor or second floor. Each house type has been designed to allow for a fluid relationships between the inside and outside space, with generous external terraces on each house type . Bedrooms and storage spaces have all been designed to national space standards.

The 10 No. houses are dual aspect, with the entrance facing onto Chalton Street. All homes have front and back garden spaces excellent provision for cycle storage and amenity space.

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

Key programme dates:

Additional Archaeological surveys :

Site Possession Hoarding works: March 2024

Top level Survey site scrape March

Planning Consent all pre – commencement conditions discharged and commence excavation works completed by 14/may/2024, Apart from the main services diversions that will take longer.

Refer to **Appendix E** Draft Construction programme for CMP Submission. It should be noted that the programme will be subject to review with our specialist supply chain partners and dates will be subject to change

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
- 9.00am to 1.00pm on Saturdays (in the event of Saturday working local residents will be advised via letter drop in line with the CIA document)
- 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.

Glenman will work in accordance with Camden's Standard working hours as set out above

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

The site falls just inside the West Boundary of the Cumulative Impact Area.

Refer to **Appendix F** – completed CIA checklist.

Where Saturday working is required to progress works during the initial Groundworks and superstructure phase, then Glenman will seek approval with Camden and communicate with local residents 14 days in advance of works in accordance with the CIA checklist.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The Chalton Street site is located near Mornington Crescent, adjacent to Goldington Crescent and Oakley Square Gardens, areas of open ground. Two existing housing blocks, Godwin Court, stand on the north of the site and a car park and ball court to the south. The housing block 'u-shape' form creates communal residential green space that has open access from the south of the site. The car parking and ball court run parallel to Charlton Street on the south edge of site. On the opposite side of Chalton Street is Camden City Learning Centre, a 3 storey education building. Surrounding the site the predominant housing tenure appears to be 2-3 storey terraced and low-rise apartment blocks.

11. Consultation

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

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

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

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

The adjacent sites and neighbouring properties within Goodwin and Crowndale estate were all contacted prior to the demolition application for Godwin and Crowndale houses being submitted.

Follow up letters to affected properties were issued as part of the CMP development and as guided and Requested by Camden Planning dept.

Refer to **Appendix G** – Statement of community involvement

Prior to works commencing on site, all neighbouring occupiers, Ward Councillors will be contacted by Glenman and the client team to explain the activities to be undertaken, the duration of the works and the working hours. Drop in sessions will also be held on site for the Principal Contractor to demonstrate their methodology for undertaking the works and discuss any concerns with local ward members, neighbours and community groups.

See Appendix L & M for letter and distribution area, and Appendix M1 for most recent letter to residents

Prior to the commencement of the works, a contact telephone number will be provided. The Principal Contractor will maintain a full-time site contact for the public for them to be able to obtain information, register a complaint or request action.

During the works, communication with neighbours and the community liaison groups will be maintained via a dedicated email for complaints, notice boards on hoardings (displaying contact details for key personnel), emails, meetings, and a regular newsletter with updates on the progress of the Proposed Development and details of key upcoming activities. Neighbours will also be specifically informed about any abnormal work or road closures proposed

12. Construction Working Group

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

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

A construction working group will be established closer to the time works are due to commence on site. The first newsletter has been issued and distributed monthly to the local community.

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.

CLOCS and CCS registration will be adhered to in line with Glenman policies and procedures.

In addition works will follow the guidance as described in the "Guide for contractors working in Camden"

14. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

There are no construction sites that affect the new works , but if this changes during the contract , Glenman will contact them.

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:

Glenman Corporation
8 Power Road
Chiswick
London
W4 5PY

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

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

Contracts

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

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

Desktop Checks

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

Site Checks

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

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:

Glenman confirm that all contract orders for this project will include that all sub-contractors and suppliers will abide by the CLOCS Standard.

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 **Appendix D** – Travel plan and proposed TRRO as advised by planning.

Vehicle approach route Crowndale street from the North

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.

Details of the agreed travel plan will be communicated to all subcontractors prior to entering into contract, so that they can ensure that their suppliers are aware of agreed delivery routes.

All Glenman deliveries will be co-ordinated and again our own suppliers will be made aware of the agreed routes, to ensure compliance. Vehicle approach route via Crowndale street

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 delivery movements should be restricted to the hours of 8.00am to 4.30pm on weekdays. 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.

It is anticipated the Site will receive a maximum of 20 deliveries per day, Monday to Friday during the substructure and superstructure works, which will be above the average number of deliveries for the development. During other stages of the project, it is expected that approximately 5 deliveries will be made to the site per day on average.

The size of vehicles will be confirmed once a detailed Construction methodology has been with our supply chain partners, however are anticipated to include:

- 10m large tipper
- 10m rigid
- Concrete mixer
- 18T Flatbed
- 3.5T Panel Van.

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

The project will adhere to the permitted construction vehicle delivery hours of between 08:00 to 16:30 on weekdays. Vehicles can arrive at 08.00 if they can be accommodated on site. They should then remain on site until 09.30 until commuter/school run traffic has cleared. There should be no further vehicle movements during the period of 08.00 – 09.30

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

As set out in Question 14, at present no known major works are known to be proposed nearby, which would require additional coordination. However, the planning portal will be regularly reviewed, prior to and throughout the program of works, in order for suitable mitigation measures to be implemented if / when necessary.

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

Please refer to **Appendix A** – Analysis for vehicle movements into Godwin and Crowndale estate.

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.

Refer to **Appendix B** – Suggested Logistics Plan for the construction phase of the project. to allow access into Godwin and Crowndale estate for larger vehicles / plant for delivery of the tower crane – expected size of mobile crane to be circa 70 Tonne, this will need to be confirmed by our specialist supply chain partner. Any suspension to be agreed with Camden Highways and applications submitted as appropriate.

The possible use of off-site holding areas or waiting points will be reviewed prior to and during the programme of works with our specialist supply chain partners.

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.

The possible use of consolidation centres will be reviewed prior to and during the programme of works in order to minimise deliveries where possible.

Due to the site constraint it would be generally considered that all materials would be delivered on a “just in time basis”

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).

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

20. Site 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.

vehicles will enter and exit the site load/unload on-site within Godwin and Crowndale estate within the confines of our proposed site hoarding layout as shown within **Appendix A**.

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.

During vehicular movement, a banksman will be in attendance controlling pedestrians / vehicle movements. Within Godwin and Crowndale estate and as they exit onto Crowndale street, A Marshal will either be stationed full time at the junction with Crowndale street, or a call up process established whereby marshals are made aware of approach of a vehicle.

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.

Refer to **Appendix** – Swept path Analysis

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

vehicles drive onto the construction site, within hoarding of Godwin and Crowndale estate , however wheel washing facilities will be provided in the unlikely event that vehicle wheel will be need cleaning to prevent the transfer of mud onto the adjacent highway

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.

Please refer to **Appendix A** – Logistics plan which shows our proposed unloading locations contained within the site hoarding.

The Majority of large plant deliveries will be required to unload and load on site where possible and if this is not possible it will be at the entrance of Crowndale street so as to minimise disruption to the community as far as is reasonably practicable and will be of short duration, and will be fully banked to our site enclosure.

Where larger vehicles for either mobile crane or small tower crane are required on site then these will be delivered using a 12m long vehicle – see Appendix C1 swept path analysis for 12m long vehicle

Hoarding location and licences will be agreed with Camden Highways prior to installation.

At later stages of the project it would be the intention to reduce the overall extent of the fixed hoarding and uses concertina fences during site operational hrs which would be pulled back in at the end of each day – actual date for amendments to be confirmed

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 banksmen / traffic marshals posted at street level to assist with deliveries and any other traffic / pedestrian management measures. Further details of specific locations for traffic marshals will be confirmed once the construction methodology has been finalised.

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 over-sail, scaffolding, scaffolding over-sail, 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. Logistics plan which shows our proposed unloading locations contained within the site hoarding.
- c. The Majority of large plant deliveries will be required to unload and load on site where possible and if this is not possible it will be at the entrance of Charlton street so as to minimise disruption to the community as far as is reasonably practicable and will be of short duration, and will be fully banked to our site enclosure.
- d. All deliveries will be scheduled, adherence to designated routes and avoid delivery during peak hours.
- e. To avoid more than one vehicle attending the site at any time, all construction vehicle drivers must confirm site arrival time at least 20 minutes prior to arrival with the site manager by phone and only approach the site once confirmation that site is clear is received.

- f. Preventing HGV movements during school drop-off and pick-up periods.
- g. Trained and qualified traffic marshal \ Banksman will be appointed to carry out traffic management procedures during the works.
- h. Smart procurement procedures will be used to reduce on-site costs and minimise waste, while achieving a 'right first time' delivery.

Please refer to **Appendix A** – power point look book

It should be noted that once Glenman are able to store materials internally as the building superstructure becomes watertight for internal fit out, Glenman would look to reduce the overall length of the hoarding and utilises concertina barrier systems during normal site operational hrs which would be pulled in at the end of each working day. Where vehicles may overrun the footpath no.4 highway, reinforcement works may be required as agreed with Camden Highways

- 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](#).

Please refer to **Appendix A** – site logistics plan

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.

None required at this time.

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.

Applications for utility connections have been applied for with the following suppliers.

- UKPN
- Thames water
- Virgin Media
- BT

Due to the site location it is not anticipated that the installation of new supplies would impact on adjacent streets / locations.

At this stage connection proposals are ongoing, and once finalised coordination between utility suppliers can then be established for installation

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.

Noisy working shall include

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

Glenman will work in full accordance with guidance for construction sites document prepared by Camden, which details site hours and other environmental restrictions such as noise, vibration and dust. Noise and dust monitoring will be in accordance with **Appendix F** - CIA check list.

0800-1200 hours - Noisy working
1200 - 1300 hours - Non noisy working
1300- 1630 hours Noisy working
1630-1800 hours Non noisy working

In the event that noisy works may need work extends beyond these times, then Glenman will Contact Camden to make them aware.

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 **Appendix H/M Construction Dust Risk Assessment and Air Quality Management Plan**

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

During Groundworks and superstructure phases, there would likely be a short-term, temporary increase in noise and vibration levels as a result of construction plant, equipment and delivery vehicles.

Full details of plant operational noise levels will need to be fully assessed with our supply chain partners.

Generally; the maximum vibrations levels for CFA piling operations are below 2mm/s (PPV)

Noise Mitigation measures will be implemented in accordance with the Control of pollution act 1974 which requires contractors to use the best practical means of controlling construction noise.

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

Noise and vibration shall be managed according to best practicable means. The following mitigation measures should be implemented at all times to minimise noise and vibration generated from Site activities and disruption to any sensitive receptors.

Particular attention will be paid to implementing the measures outlined below when operations are undertaken in close proximity to the adjoining residential properties.

Hoarding and sheeting to public boundaries, potentially with increased height along boundaries with sensitive receptors;

- Any damaging to the hoarding surrounding the Site will be immediately repaired by the Principal Contractor.
- Lorry movements limited as far as possible; Use of modern plant with inherent noise suppression where available.
- Use of screens around static plant, and other temporary acoustic barriers where appropriate.
- Switching off plant which is not in use.
- Appropriate handling of storage materials.
- Restrictions on working hours and staff to be appropriately trained, particularly for noisy activities.
- Monitoring will be undertaken in accordance with the requirements of **Appendix F** (CIA Checklist). During phases that have the potential to generate excessive noise and / or vibration, continuous monitoring is likely to be required. However, during quieter periods, monitoring may be undertaken once or twice per day.

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

Code of Practice for noise and vibration control on construction and open sites - TBC once site staff allocation has been confirmed. Copies of the standard will be held online for reference throughout the project.

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

The following mitigation measures will be adopted to reduce and manage dust and other emissions from Site activities and minimise disruption or nuisance to nearby sensitive Receptors. Particular attention will be paid to implementing the measures outlined below when operations are undertaken close to the adjoining residential properties.

A) Pre-project planning and effective management

- Carry out an environmental risk assessment and monitoring of dust during Site enabling works.
- Method Statements to include processes for controlling dust.
- Work in accordance with Camden Guidance documents and CIA checklist.
- Monthly HSEQ audits.

B) Site works

- Visual assessment of dust levels will be undertaken by all site personnel at all times to identify where excess dust levels are being generated.
- Keeping fencing, barriers, scaffolding and screening clean.

C) Haulage routes, vehicles and plant

- necessary vehicle movements and manoeuvring will be avoided.
- Locate plant and vehicles away from sensitive areas, or housed in closed environments where possible.
- Use of plant with low emission levels.
- Switching off plant when not in use.
- Provision of easy-to-clean hardstanding for vehicles.
- Restriction of drop heights onto lorries.
- Regular maintenance of engines, plant, maintenance of pumps and bowser jets.
- Use of wheel-washes or other similar facilities.
- Regular use of brushes and water sprays on vehicles in heavily used areas.
- Use of enclosed and sheeted vehicles.
- Using water sprays, sand or Hessian to reduce vapour emissions e.g. at major haul routes on Site.

D) Materials handling, storage, stockpiles, spillage and disposal

- Provision of screening during dust generating activities near to commercial and residential properties adjoining the Site.
- Keeping handling areas clean and free of dust.
- Employ best available dust suppression techniques to control particle emissions.
- Control the cutting and grinding of materials on Site.
- Damping down with water when loading materials onto vehicles, onto conveyors and skips.
- Storage of fine dry materials in enclosures at all times, or given adequate protection from wind by sheeting.
- Ensure that skips are securely covered.
- Ensure methods and equipment are in place for immediate clean-up of accidental spillages of dusty or potentially dusty materials, using wet handling methods where appropriate.
- No burning of waste wood or other materials on Site.

In addition to the above, The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance, produced by the Mayor of London in 2014, also requires Glenman to take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure, and breaches of air quality objectives that may occur outside the Site boundary, such as by visual assessment.

The Principal Contractor must ensure that all plant and vehicles are in good state of repair and conform to the manufacturers' specifications or legislative / British Standard Emission Standards.

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.

Glenman will ensure that all plant and vehicles are in good state of repair and conform to the manufacturers' specifications or legislative / British Standard Emission Standards. All delivery vehicles will be sheeted to prevent the spread of dust

Ensure methods and equipment are in place for immediate clean-up of accidental spillages of dusty or potentially dusty materials, using wet handling methods where appropriate; and No burning of waste wood or other materials on Site.

Plant maintenance and defect reports shall be held on Site in a designated file. Wherever possible, plant shall not be left running for long periods when not directly in use. Where appropriate, electrically-powered plants shall be used in place of petrol or diesel.

Care should be taken that damping down and wheel washing activities do not create excess mud that could cause excessive runoff into water courses and drainage. Particular attention will be paid to operations which must inevitably take place in close proximity to sensitive surrounding properties. Wheel wash facilities will be included within the site compound to prevent the spread of mud / pollution onto the adjacent Highway and surround access routes

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.

Final details of dust monitoring are to be agreed with Camden, but generally in accordance with CIA checklist.

The number of automatic particulate monitors will be confirmed by the Principal Contractor and will be set up to measure representative PM10 levels, in accordance with the requirements of the CIA checklist – **Appendix H/M**. The dust monitor should also provide an alert to Site Management, such as in the form of an alarm or text message when the action Level has been exceeded.

Noise dust and vibration monitors will be installed in March 2023, exact locations to be agreed with Camden, proposed locations as shown within Appendix M

It is also recommended that an alert level below the Action Level should be incorporated into the alarm system, to allow issues surrounding elevated dust levels to be dealt with prior to the Action Level being reached.

Where the results of monitoring exercises indicate that the Action Levels have been exceeded, work should stop immediately and the following steps will be undertaken by the Principal Contractor:

Identify the activity or activities causing the Action Level to be exceeded;

Investigate whether the activities could be easily changed or other simple actions taken to substantially reduce dust levels;

If simple and effective remedial measures are not identified, adopt alternative techniques and / or additional mitigation measures, until the problem is rectified;

In all cases where Action Levels are likely to be exceeded, undertake liaison with neighbours and Camden.

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.**

See Appendix H/M

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.)

PM10 Monitors (MCERTS Certified) to be installed in advance of works commencing on site in accordance with CIA checklist included as appendix F, ongoing monitoring in advance of site start will determine pre-existing background noise levels as base level

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.

We confirm that 2 PM10 real time Noise / dust monitors will be installed on site for the duration of the construction works, Locations as submitted previously

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).

Glenman will utilize bait traps to prevent rodents spreading out from the site. The specialist appointed contractor will keep monitoring and re-baiting traps as required.

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



Phase II Geotechnical
and Geo-Environment

Refer to **Appendix** – Asbestos Survey

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.

Glenman has strict policies in relation to site behaviour on site to include the uses of foul and offensive language, shouting, smoking in non-designated areas, and the ban of radios and audio equipment being used on site, The site rules are advised to all subcontractors prior to appointment and advised to all operatives during site induction. Any breach of Glenman policies will result in a yellow card, further breaches will result in the offending individual being removed off site.

A designated smoking area will be provided.

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

All persons making a complaint will be contacted by Glenman, for further discussion and identification of a mutually acceptable resolution should the problem persist. Where a valid grievance is raised, measures will be put in place where practicable to avoid recurrence of the complaint.

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

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.

Glenman confirm that we are committed to the engines off pledge when not in use and unnecessary vehicle movements and manoeuvring will be avoided.

Prior to commencement on site all staff and subcontractors will be advised of the requirements and provided with free training materials and leaflets

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.

Glenman are keen to promote Mental Health Awareness for all staff and operatives on site and confirm that we will sign up to the “Building Mental Health” Charter, and will contact Camden for the free Mental Health training and resource materials.

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: *Neil Gallagher*

Date: 23/02/2024

Print Name: Neil Gallagher

Position: Contracts Manager (Glenman Corporation)

Please submit to: planningobligations@camden.gov.uk

End of form.

