

Construction/**Demolition** Management Plan

pro forma

Kingsway House
Camden, London
WC2B 6QX

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
12/08/2024	Planning Stage Final	Ewan Nelson-Addy

Additional sheets

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

Date	Version	Produced by	Description
06/02/24	F1	Studio Moren	A-025-100 Existing Ground Floor Plan
06/02/24	F1	Studio Moren	A-025-099 Existing Basement Plan
23/07/24	P1	Studio Moren	A-100-100 Proposed Ground Floor Plan
23/07/24	P1	Studio Moren	A-100-099 Proposed Basement Plan

Introduction

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

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

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

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

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

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

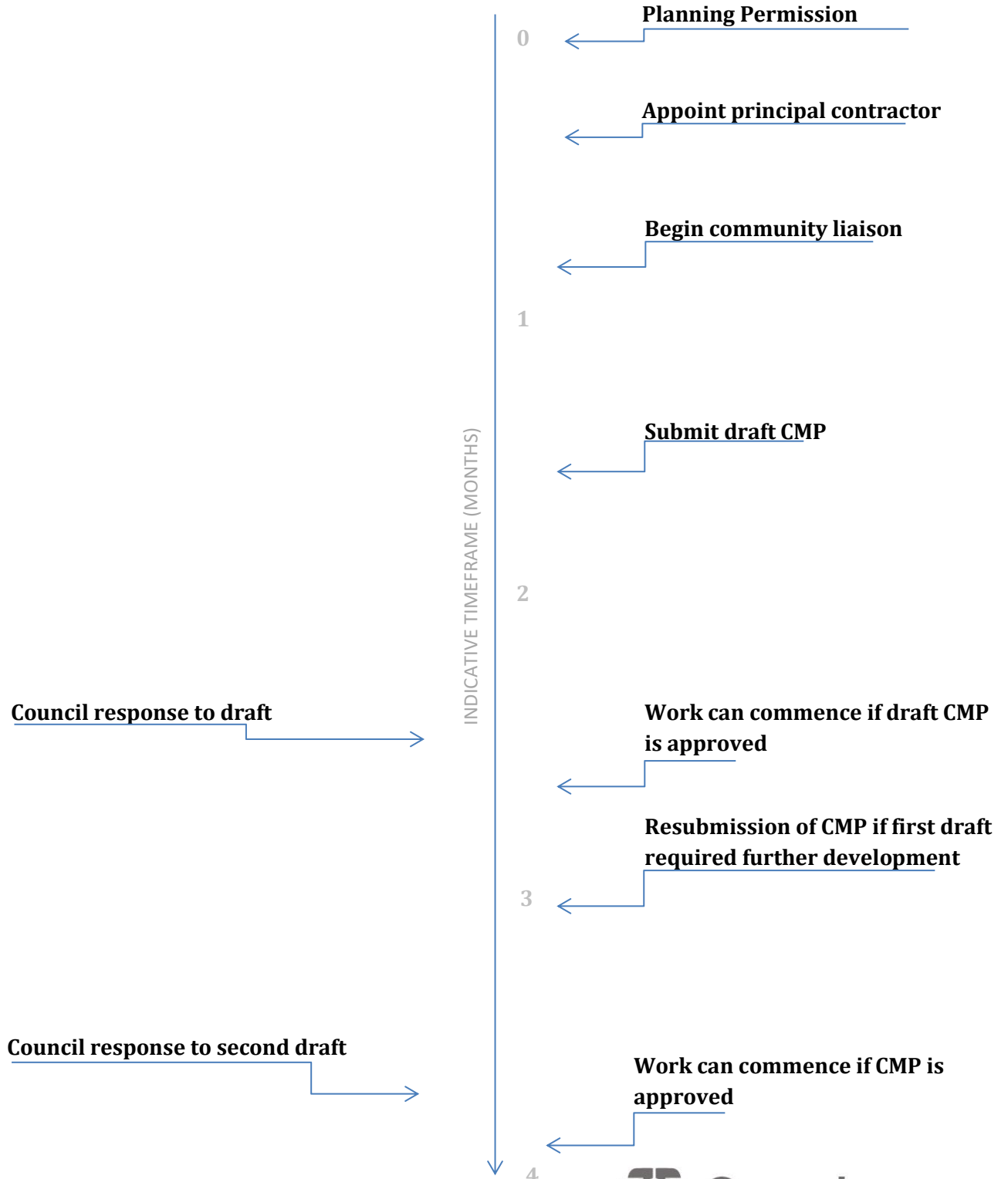
<https://www.camden.gov.uk/about-construction-management-plans>



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: Kingsway House, 99-103 Kingsway, London, WC2B 6QX

Planning reference number to which the CMP applies: TBC

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

Name: TBC

Address: 6 Salem Rd, London W2 4BU

Email: TBC

Phone: TBC

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: TBC

Address: TBC

Email: TBC

Phone: TBC

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: TBC

Address: TBC

Email: TBC

Phone: TBC

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: TBC

Address: TBC

Email: TBC

Phone: TBC

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 on Kingsway within the London Borough of Camden (LBC). It is bound by Kingsway to its east, Parker Street to its north, Great Queen Street to its south and commercial properties to its west. Circa 100m north of the site is Holborn Station.

The site currently accommodates a building across nine floors, including basement, ground and up to seventh floor level.

The ground and basement floor levels were previously used as three no. retail units (Land Use Class E) while the upper levels were previously used as offices (Land Use Class E(g)(i)). The whole building is however currently let to charities while the building is being marketed for an office let. The site operates as car-free with no on-site car parking provided and no vehicular access afforded onto the site at present.

The site location is illustrated below.



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).

- Establish Site Boundary and erect suitable hoarding & protective measures as required to the perimeter.
- Carry out structural alterations and demolition to the internal structure removing central spine walls, carrying out structural column strengthening and installing supporting temporary works columns.
- Remove the existing ground floor slab, installing temporary support columns.
- Install structural piles, a tower crane base, and new core foundations, with slab construction and alterations to existing remaining slab structures.
- Install new drainage lines and complete connections in to the main drainage network.

The main issues relating to construction will be centred around facilitating construction vehicle access to the site. Adjacent Parker Street is a one-way westbound street measuring circa 4m in carriageway width. A circa 2.4m wide loading bay is situated on Parker Street adjacent the site, which can be used to facilitate deliveries to the site.

Furthermore, construction vehicles will be unable to stop on Kingsway without impeding the flow of northbound traffic and obstructing the bus lane adjacent the site. Likewise on Great Queen Street a loading bay adjacent the site may impede eastbound traffic on the road.

In addition, it will be required to minimise disruption to neighbouring properties / residents, namely noise, vibration and dust.

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

As the application is still at planning stage, the construction programme is yet to be confirmed. The full CLP will provide final details of the construction programme.

The draft construction programme (subject to change) is as follows:

Facility	Duration	Start Date	End Date
Overall Program	18 months	September 2025	February 2027

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.

As the site is located within the CIA, the following working hours are proposed:

- 08:00am to 18:00pm on Monday to Friday
- No working on Saturdays unless prior approval received from LBC
- No working on Sundays or Public Holidays

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 nearest sensitive receptors are:

- Local residential and commercial premises on Parker Street, Great Queen Street and Kingsway.
- Pedestrians and cyclists using the site adjacent roads
- Pupils and parents of St Joseph's Primary School (Macklin Street)
- Users of LSE University Buildings at Lincoln's Inn Fields
- Users of St Anselm and St Cecilia Church at Lincoln's Inn Fields.

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 applicant will consult with the local community following planning permission being granted and a principal contractor being appointed (as per the timeline at page 6 of this CMP). This will then be incorporated into a revised draft CMP to be submitted at a later date (i.e. between months 1 and 2 as per the timeline at page 6 of this CMP) and made available to LBC officers.

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.

At this stage, it is not envisaged that a construction working group will be necessary for the construction works. It will be ensured however that the local community is made fully aware of the works to be carried out and a suitable mechanism is put in place for dissemination of information and reporting procedures relating to the construction works. As a minimum, information relating to the construction works will be provided on the site's frontal hoarding for public viewing. Exact details will be provided in the revised draft CMP following local community engagement on this matter.

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.

TBC following appointment of Principal Contractor.

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.

At present there does not appear to be any construction sites in the local area that will have a cumulative impact on areas in the vicinity of the site alongside the proposed development construction works. This will, however, be monitored and reviewed following granting of planning permission and if necessary, appropriate mitigation will be identified and set out as part of the revised draft CMP. This matter will also be continually reviewed throughout the duration of the works, and mechanisms put in place to review and implement mitigation as necessary on a responsive basis.

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.

CLOCS Contractual Considerations

15. Name of Principal contractor:

TBC

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

The exact method will be determined following appointment of a Principal Contractor and will be incorporated into the revised draft CMP.

It is envisaged however that during pre-start meeting with representatives of all subcontractors, all construction contracts will stipulate that all trade contractors must adhere to the CLOCS Standards. This includes all vehicles being registered with FORS or a similar independent audit body, and that training and competency matrixes are provided prior to work starting. In addition, a traffic management plan will be produced.

All vehicle arrivals/departures will be overseen by a Traffic Marshall. The general public/pedestrians will be given right of way along the footpaths surrounding the site.

The site gate(s) / entrance(s) are to be kept closed and monitored by the on-site staff. The delivery procedure and Traffic Management Plan shall be kept under review throughout the project and will be revised where/if necessary.

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

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

I confirm that I will include the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers. It will be ensured that the Principal Contractor shall:

- Ensure the project's potential impact on the community has been properly risk-assessed
- Implement the agreed upon CLP and ensure it remains suitable and efficient
- Procure site and fleet operations that comply to the requirements of the CLOCS standard
- Ensure site arrangements enable the safest fleet operations including routeing to the site and traffic marshalling where necessary
- Ensure effective checks of HGVs and their drivers to ensure they always comply to the CLOCS standard. Non-compliances must be immediately risk-assessed, appropriately mitigated and addressed through procurement processes
- Review information on all public complaints or collisions that result in harm (and near miss incidents) that occur on journeys associated with the project and ensure they are quickly investigated and actions taken to prevent recurrence

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.

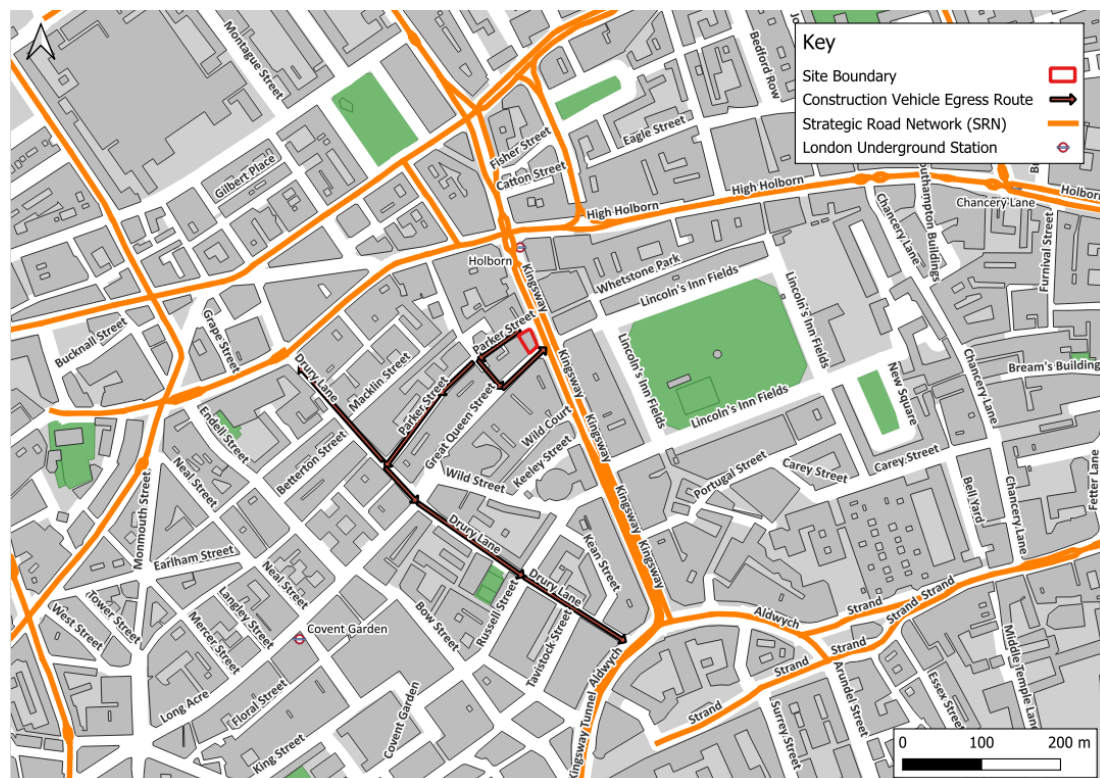
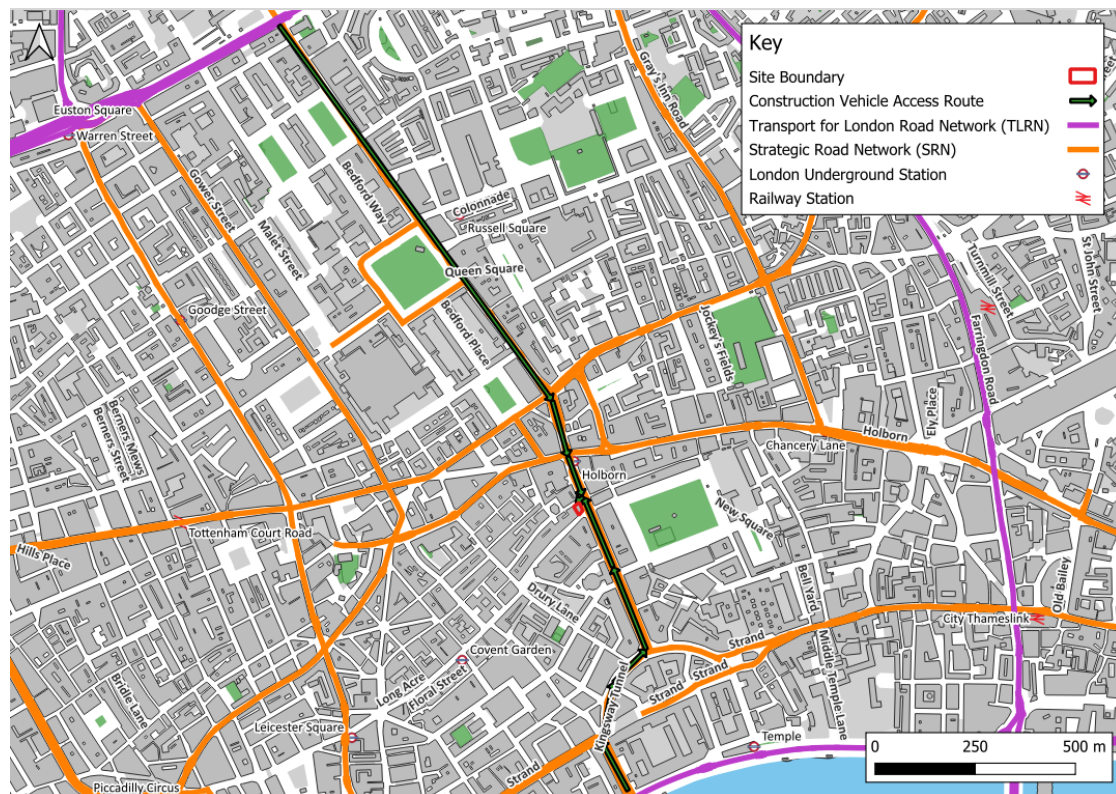
a. Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

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.

Vehicles will route to the site using the SRN and TLRN as far as possible.

The figure below shows that Kingsway adjacent the site forms a section of the London Strategic Road Network. In addition, Kingsway connects to the Transport for London Road Network to the north on Euston Road (A501) and to the south on Victoria Embankment (A3211).

Vehicles will route to the loading bay situated opposite the site on Parker Street.



Vehicles departing the site will do so via Parker Street before left turning onto Great Queen Street via Newton Street. Alternatively, vehicles will be able to continue onwards towards Drury Lane before left or right-turning onto the SRN as shown in the figures above.



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.

These details will be set out in the revised draft CMP following appointment of a Principal Contract. It is envisaged however that a Contractor and Driver Handbook will be issued to all site personnel, detailing the on-site and delivery policies prior to beginning works. The handbook will detail the approved routes and the rules of working at the site.

Weekly/daily contractors' meetings will be held to discuss deliveries for the coming day/week with contractors and any changes to traffic management arrangements, vehicle routes etc. An online delivery booking system will then be used to manage and control vehicle arrivals to site.

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

All vehicles routeing to / from the site will be required to do so using pre-approved routes. All construction related deliveries will be managed and pre-booked. Drivers will be instructed to call the site ahead of time to confirm their vehicle booking.

At present it is assumed the following vehicles will be required at the site.

Large Tipper: (L)10.2 x (W)2.55 x (H)4.03

Skip Truck: (L)6.8 x (W)2.7 x (H)3.5

11t Flatbed Truck: (L)7 x (W)3 x (H)3

17t Rigid Truck: (L)9 x (W)3 x (H)3

These matters will be set out in further detail following appointment of a Principal Contractor and will be incorporated into the revised draft CMP. This will include exact vehicle classifications and volumes / frequencies expected.

b. Please specify the permitted delivery times.

Due to the site's proximity to St Joseph's Primary School, it is expected that deliveries will be planned to occur during the following hours only:

- Mon – Fri: 09:30 – 15:00

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.

TBC

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

Having reviewed the proposed vehicle routeing, no constrained movements have been identified. It is anticipated that vehicles will route from Kingsway before turning onto Parker Street to use the loading bay at the northern frontage of the site.

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.

It is not anticipated that any lorry holding areas will be necessary. Deliveries to the site will be pre-booked and made on a 'just in time' basis.

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.

Deliveries by rail or water are not considered feasible given the location of the site.

Following appointment of a Principal Contractor, the possibility of using consolidation centre(s) will be explored and set out in the forthcoming revised draft CMP.

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

The driver handbook will clearly state that engine idling is strictly prohibited. Contractors found to be in violation of this will be issued an initial warning and should it persist be removed from the scheme.

- Vehicles must adhere to the pre-approved routeing.
- Vehicles must adhere to the pre-booked time slots, contractors who do not will be turned away.
- All vehicles will be inspected prior to their use to ensure there are no issues with either its engine or exhaust.

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.

It is envisaged that delivery vehicles will not be permitted on site during the course of the works due to on-site space constraints. The site entry and exit points will be determined following appointment of a Principal Contractor and will be set out in the revised draft CMP. It is envisaged that this will include a site entry point for materials on Parker Street.

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.

A team of dedicated traffic marshals will oversee the movement of vehicles from Kingsway onto Parker Street, as well as the transfer of goods in to the site from Parker Street. The exact arrangements will be determined following appointment of a Principal Contractor and will be set out in the revised draft CMP.

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.

Not applicable

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.

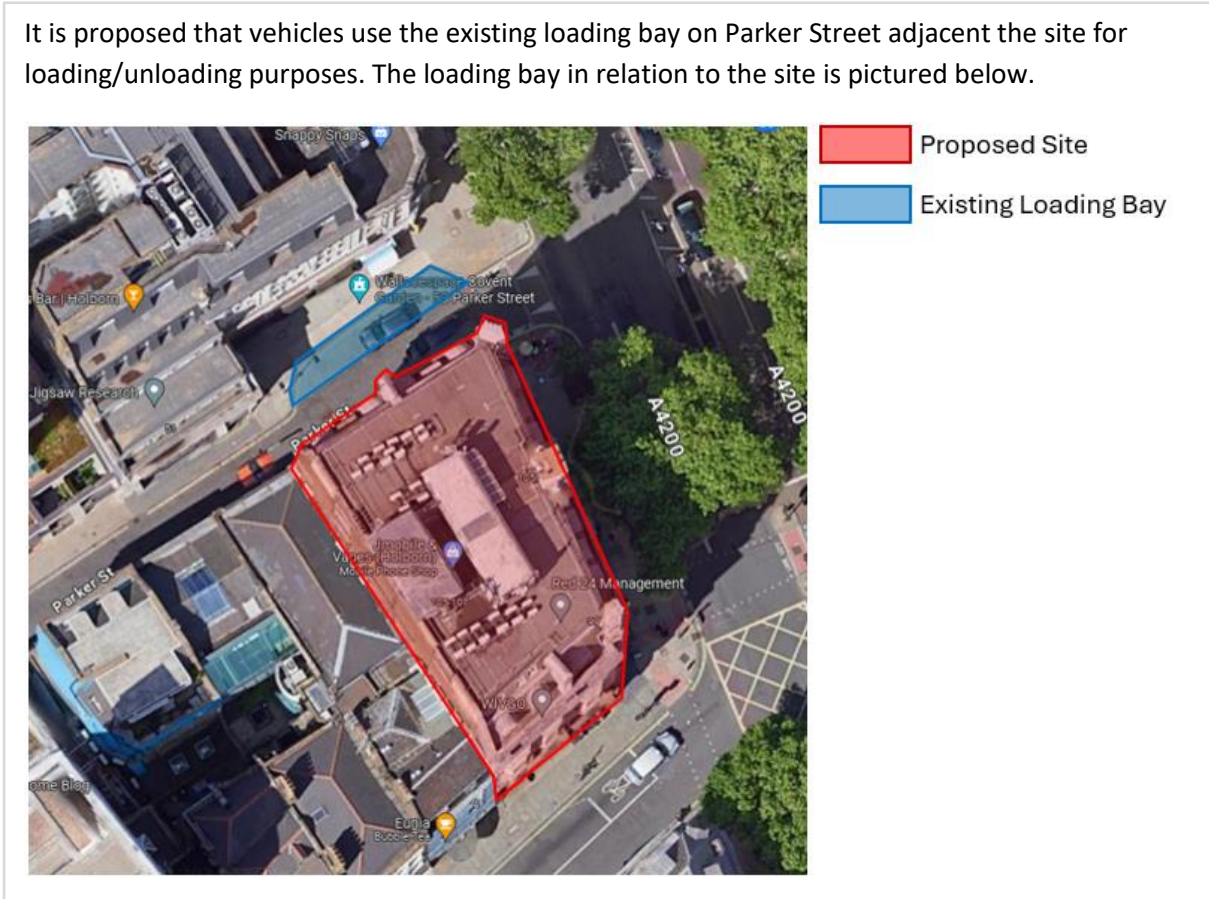
Wheel washing will not be necessary as all vehicles will remain on the public highway.

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.

It is proposed that vehicles use the existing loading bay on Parker Street adjacent the site for loading/unloading purposes. The loading bay in relation to the site is pictured below.



b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic 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.

All vehicle arrivals/departures and loading/unloading activity will be undertaken under the strict guidance of a qualified banksman.

The banksman will provide priority to pedestrians wherever possible although where necessary and appropriate, they will stop pedestrian traffic and allow the vehicles to load/unload before allowing pedestrians to continue along Parker Street.

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.

TBC. This will be set out within the revised draft CMP following planning approval and appointment of a Principal Contractor.

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](#).

TBC. This will be set out within the revised draft CMP following planning approval and appointment of a Principal Contractor.

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.

It is not anticipated that there will be a need to suspend any parking bays throughout the duration of the works.

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.

No footway closures are anticipated to facilitate the works.

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.

Utility companies will be contacted and liaised with as necessary. This process will be undertaken following planning approval and details of these discussions will be set out within the revised draft CMP.

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.

These matters will be confirmed following appointment of a Principal Contractor and will be set out within the revised draft CMP.

The following likely noisy operations have however been identified at this stage:

- Mechanical demolition – Time TBC
- Delivery of supplies and materials – Time TBC
- Breaking of slab and foundations – Time TBC

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.

TBC

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

TBC following initial first stage noise monitoring review.

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.

These matters will be confirmed following appointment of a Principal Contractor and will be set out within the revised draft CMP. It is however anticipated that:

- Noise barriers and acoustic protection will be utilised locally to certain demolition tasks and a noisy works rota will be established.
- All operations will take place during the pre-approved site working hours (08:00am to 18:00pm on Monday to Friday) unless prior approval is sought and obtained from LBC.
- Toolbox talks to be held with site staff.
- Machine operatives will be advised to isolate plant / equipment during idle periods to reduce noise levels and encourage efficient running of equipment and reduced fumes.

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

All staff will be briefed on BS 5228:2009 during the toolbox talks.

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.

These matters will be confirmed following appointment of a Principal Contractor and will be set out within the revised draft CMP. It is however anticipated that:

- Hoarding around the site boundary will be erected.
- The site working area will be damped down to mitigate dust.
- A hardstanding area for storage of plant and materials will be established.
- Skips will be covered and stored within the hoarding boundary.
- All vehicles removing dust generating materials or waste are to be completely sheeted prior to departure.
- Any stock-piled materials will be covered and wherever practicable, stored within a contained space, with walls taller than the stock pile.
- Use of modern, efficient equipment that is kept in a good state of repair.

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.

The loading bay on Parker Street will be monitored during each delivery/collection and washed down when required and all demolition waste will all be dampened prior to removal.

Furthermore, vehicles will service the site from the public highway and thus will not track dust or dirt onto the road network.

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.

These matters will be confirmed following appointment of a Principal Contractor and will be set out within the revised draft CMP. It is however anticipated that:

- The requirements for perimeter monitoring systems along neighbouring boundary lines will be reviewed.
- Noise Monitors will be located along the project hoarding boundary in two locations.
- Vibration monitoring will be undertaken once works commence on site.

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.**

TBC.

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.)

All control measures identified in the GLA mitigation measures checklist relative to the risk level identified have been identified and will be in place at the time of works.

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.

TBC

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).

These matters will be confirmed following appointment of a Principal Contractor and will be set out within the revised draft CMP.

The site shall be kept free from rats and mice as far as is reasonably practicable. It is envisaged that at least one month prior to works commencing a method statement will be submitted containing methodology on how the destruction/dispersion of rodents will be controlled during demolition works. This will demonstrate how the presence of rats and mice has been ascertained and how they will be removed if found on site.

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

TBC

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.

Exact measures and management / enforcement procedures will be detailed in the revised draft CMP. It is envisaged that:

Expected behaviour on and around the site will be clearly communicated within the site rules and contractor handbook. These will be issued to all subcontractors prior to the commencement of works on site, will be included in the site induction and will be displayed on site.

The site's registration with the Considerate Constructors Scheme will be widely advertised on and around the site, and the expectations of the Scheme will be made clear to all staff and operatives before and during works on site.

Smoking will be contained via a designated smoking area within the site boundary. The location of this area will be brought to all staff, operatives and visitors' attention during the site induction. Designated cigarette bins will be provided.

Toolbox Talks will be delivered detailing the expected behaviour on site and enforced with posters and signage around the site, including the site exit.

Contact details for the Project Manager, and Community Liaison will be displayed on the site hoarding via the community notice board, including 24 hours for issues arising out of hours. They will also be included on community newsletters. Complaints received from neighbours and residents will be investigated, and findings reported back to the complainant to ensure a satisfactory conclusion. Complaints and their conclusions will be recorded in the site's compliments and complaints log and will be escalated in line with ISG policy. Training and Toolbox Talks will be reissued where required, and the yellow / red / green card system will be used to promote positive behaviour on and around the site.

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

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

Direct link to NRMM Practical Guide (V4):

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): TBC
- b) Is the development within the CAZ? (Y/N): Yes
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- 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.

Engine idling will be forbidden and this will be explicitly stated in the drivers handbook.

Exact measures and management / enforcement procedures will be detailed in the revised draft CMP.

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.

It will be ensured that a trained Mental Health First Aider is on-site and available to all staff upon request.

• 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.

E. A

Signed:

Date:12/08/24.....

Print Name: ...Ewan Nelson-Addy.....

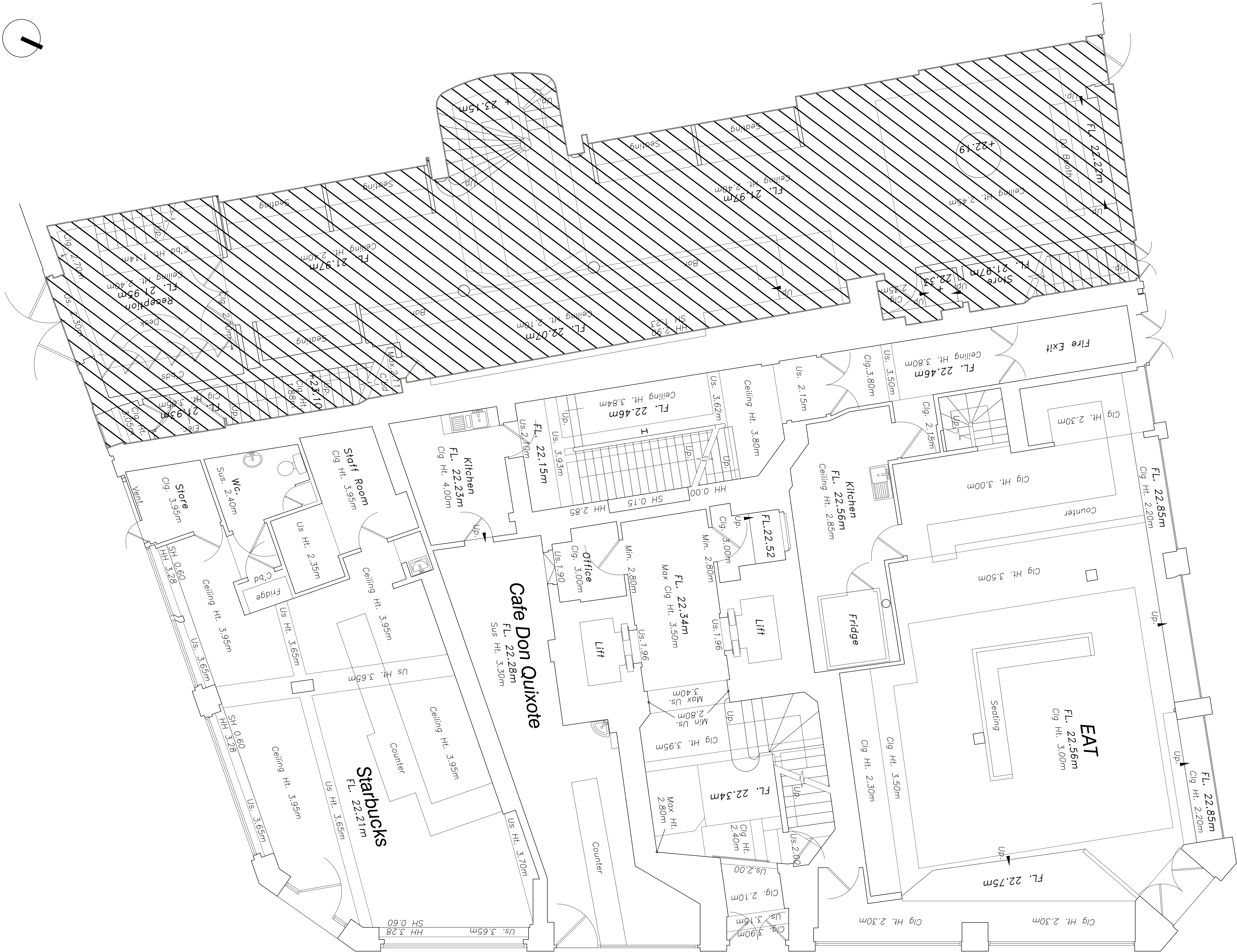
Position:Transport Planner.....

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

Appendix A:
Existing Site Plan



Existing Ground Floor Plan
Scale 1:50@A1



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Only the original drawing should be relied upon. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings.
All shop drawings to be submitted to the architect / interior designer for comment prior to fabrication.
This drawing is to be read in conjunction with the architect's / interior designer's specification, bills of quantities / schedules, structural, mechanical & electrical drawings and all discrepancies are to be reported to the architect / interior designer.
Do not scale from this drawing. Dimensions are in millimetres unless otherwise stated.
All fire related elements and items as set out within the Fire Engineers Fire Strategy Report. Fire rating of elements / components require fire certification from certified test bodies to be provided to both the Fire Engineer & Building Control for review and sign off, prior to procurement and installation.
Studio Moren Ltd will coordinate with all other consultants in relation to statutory items / elements under that consultants control. These items may be shown on Studio Moren Ltd drawings for coordination purposes, however they remain under that consultants design and control.

NOTES

C1 Be descriptive rev amendments	dd.mm.yy date	AB XY by chk
studio moren	57d jamestown road london nw1 7db UK	t: 020 7267 4440
studio moren Ltd architecture urban design interior design creative media www.studiomoren.co.uk studio@studiomoren.co.uk architecture	project 99-103 Kingsway Holborn client GMS Estates	
drawing title Existing Ground Floor Plan	drawing status FEASIBILITY	
scale 1:50 @ A1 1:100 @ A3	date 06.02.24	drawn by TP
job no. 2017	drawing no. A-025-100	revision F1

1



Existing Basement Plan
Scale 1:50@A1



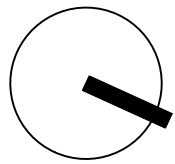
Copyright: All rights reserved. This drawing must not be reproduced without permission.
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C1 Be descriptive rev amendments	dd.mm.yy date	AB XY by chk
studio moren studio moren Ltd architecture urban design interior design creative media www.studiomoren.co.uk studio@studiomoren.co.uk architecture	57d jamestown road london nw1 7db UK	t: 020 7267 4440
project 99-103 Kingsway Holborn	client GMS Estates	
drawing title Existing Basement Plan	drawing status FEASIBILITY	
scale 1:50 @ A1 1:100 @ A3	date 06.02.24	drawn by TP
job no. 2017	drawing no. A-025-099	revision F1

Appendix B:

Architects Ground Floor and Basement Layout



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All fire related elements and items as set out within the Fire Engineers Fire Strategy Report. Fire rating of elements / components require fire certification from certified test bodies to be provided to both the Fire Engineer & Building Control for review and sign off, prior to procurement and installation.

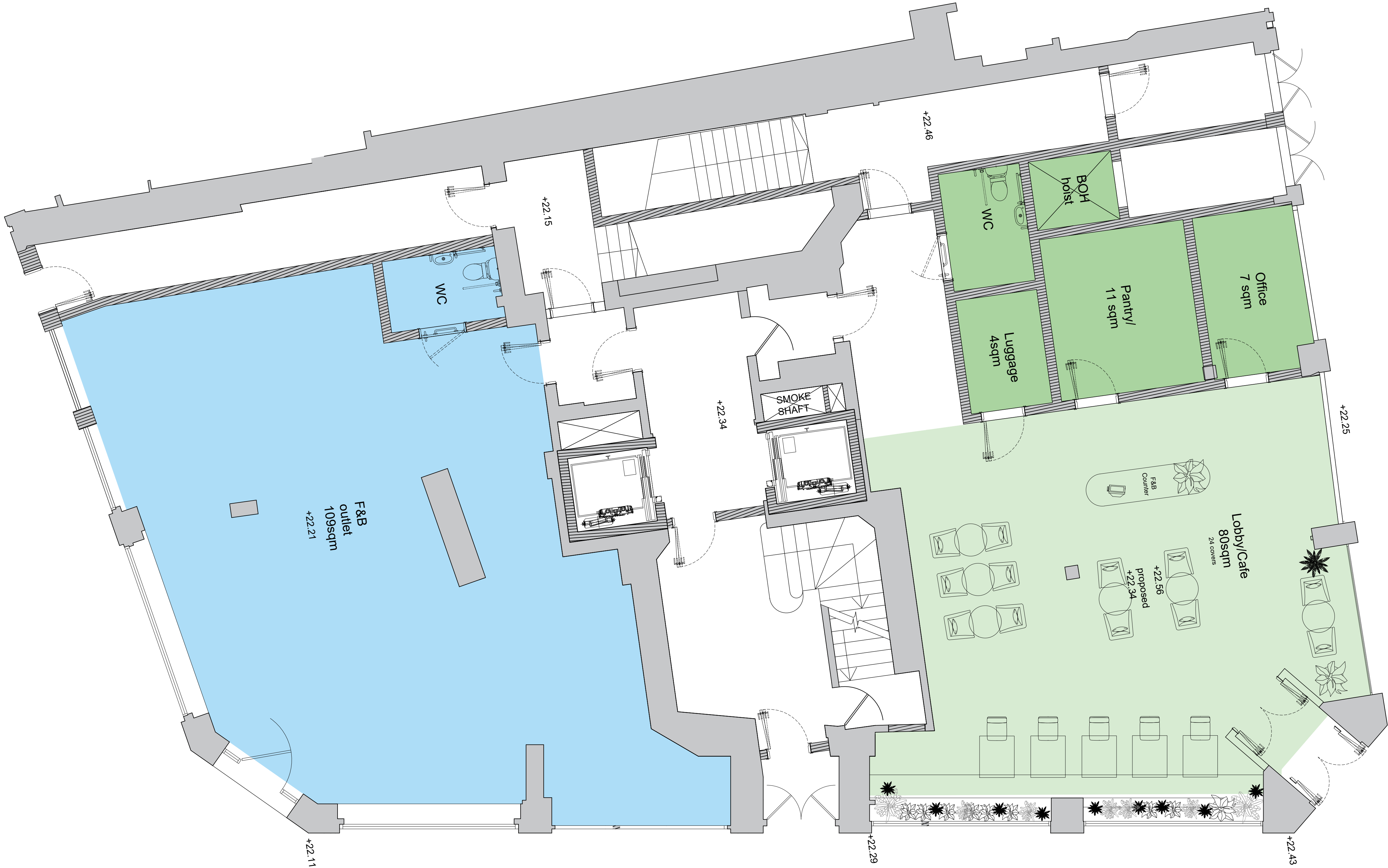
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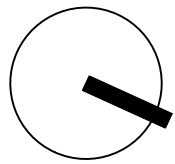
NOTES

- Beyond Suite 20-25sqm
- Beyond Suite 28-35sqm
- Beyond Balcony Suite 38-45sqm
- Hotel FOH
- Hotel BOH
- Commercial FOH
- Commercial BOH
- Plant

P1	First issue for Planning	23.07.24	TP	PW
rev	amendments	date	by	chk
studio moren		57d jamestown road london nw1 7db UK		
studio moren Ltd architecture urban design interior design creative media www.studiomoren.co.uk studio@studiomoren.co.uk		t: 020 7267 4440		
project		99-103 Kingsway Holborn		
client		GMS Estates		
drawing title		Proposed Ground Floor Plan		
drawing status		PLANNING		
scale	date	drawn by		
1:50 @ A1	06.02.24	TP		
1:100 @ A3				
job no.	drawing no.	revision		
2017	A-100-100	P1		

Proposed Ground Floor Plan
Scale 1:50@A1





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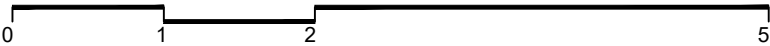
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NOTES

- Beyond Suite 20-25sqm
- Beyond Suite 28-35sqm
- Beyond Balcony Suite 38-45sqm
- Hotel FOH
- Hotel BOH
- Commercial FOH
- Commercial BOH
- Plant
- Existing walls
- Proposed walls



Proposed Basement Plan
Scale 1:50@A1



P1	First issue for Planning	23.07.24	TP	PW
rev	amendments	date	by	chk
studio moren		57d jamestown road london nw1 7db UK		
studio moren Ltd architecture urban design interior design creative media www.studiomoren.co.uk studio@studiomoren.co.uk		t: 020 7267 4440		
project		99-103 Kingsway Holborn		
client		GMS Estates		
drawing title		Proposed Basement Plan		
drawing status		PLANNING		
scale	date	drawn by		
1:50 @ A1	06.02.24	TP		
1:100 @ A3				
job no.	drawing no.	revision		
2017	A-100-099	P1		