



Construction Management Plan (CMP)

for the

Redevelopment of 26 Red Lion Square, WC1R 4HQ

Planning reference – 2024/2684/PRE

Prepared by CMP Construct Limited

Rev No.	Revision Description	Updated by	Date
1	Updated with Team comments	DFK	2 Dec 24
2			
3			
4			

Introduction to CMP Construct Limited

CMP Construct Limited was established to provide professional Construction Management Plans and associated documents, to Clients, Developers, Contractors, Project Managers and Architects to support their Planning Applications and Discharge of Conditions. We have completed CMPs for the majority of London and South-East England Councils over the past 6 years.

CMP Construct Limited is led by Damien Kenny – Technical Director (BSc in Construction, MCIQB), who has over 30 years' experience in the delivery of Construction Projects across the UK. He has worked for a number of major contractors including Sir Robert McAlpine, Bovis Lendlease and has been a main board director at Mace Limited and at Morgan Sindall plc subsidiary – Overbury plc.

Contents

This document has been structured to follow the numbering and questions included in the London Borough of Camden – Construction Management Template dated 10 November 2022.

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](#).

Section 1. Introduction & Contact

Section 2. Site.

Section 3. Community Liaison

Section 4. Transport

Section 5. Environmental

Section 6. Agreement

Appendix A – CIA Checklist

Appendix B – Signed CMPWF

Section 1. Introduction and Contact

The following Construction Management Plan (CMP) has been produced for, the site owner RAILPEN, to explain the proposed programming and construction logistics methodology for the redevelopment of the property at 26 Red Lion Square including internal remodelling, roof level extension and recladding of the building.

The CMP has been produced in accordance with the requirements of the Pre-App Response - 2024/2684/PRE dated 3 September 24

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

Address: 26 Red Lion Square, London, WC1R 4HQ

Planning reference number to which the CMP applies: 2024/2684/PRE

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

Name: Damien Kenny – Technical Director – CMP Construct Limited

Address: 112 South Block, 1b Belvedere Road, London, SE1 7GD

Email: damien@cmpconstruct.com

Phone: 07973 205 531

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: Currently the project is only at Pre-App Stage so a contractor has yet to be appointed

Address:

Email:

Phone:

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

Name: Currently the project is only at Pre-App Stage so a contractor has yet to be appointed

Address:

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: This will be the contractor as per Question 3

Address:

Email:

Phone:

Section 2. Site

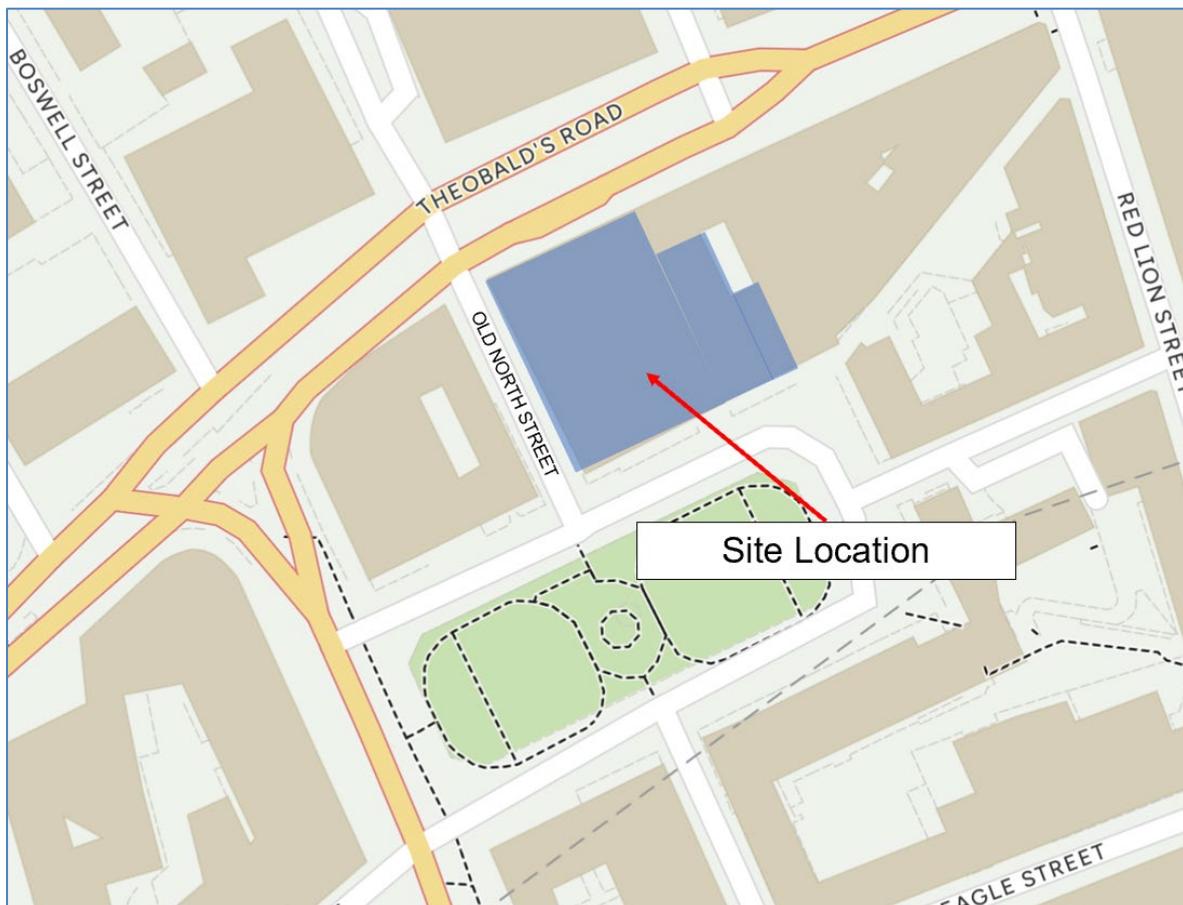
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies. Please fill up [Cumulative Impact Area \(CIA\) checklist form](#) if site fall within the CIA zone (Central London)

The site does fall within the Cumulative Impact Area (CIA), as it is located in the centre of Bloomsbury. A completed CIA checklist is appended to this CMP.

The scope of works includes the internal remodelling of the existing internal layouts to the building, removal of the existing cladding and replacement with new cladding to all elevations and structural extensions at roof top and to the Theobalds Road Elevation.

The primary access to the site for deliveries is proposed to be via Old North Street to the West of the Building.

The intention is that the site operations will commence with the erection of a hoarding on Theobalds Road, Red Lion Square and Old North Road to provide a secure site perimeter.



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).

To minimise the impact on the adjacent properties, the construction of the demolition works, and the new construction works will be undertaken by competent Demolition and Main Contractors. The works are planned to commence with the Demolition works which will start with the site soft strip of the building followed by minor structural demolition followed by the removal of the external cladding.

The project will then be handed over to a Main Contractor to complete the structural modifications to the upper floors, new roofing, new cladding to the external elevations as well as re-fitting of the internal of the building.

The cladding removal and installation of new cladding will follow the sequence and methodology prepared by Evolve (Structural Engineer) and Colorminimum (Cladding Consultant) to maintain the building stability and to minimise the risk of movement and subsidence on adjacent buildings.

All vehicles leaving the site, via Old North Street or Red Lion Square will be monitored to ensure that should any dirt or dust be dropped onto the highway it is immediately cleaned up. Further to this, the area around the site, will be regularly and adequately swept to prevent any accumulation of dust and dirt.

All waste vehicles shall be properly covered when leaving the site and disposed of at a licensed tip.

To ensure the minimum disruption to users of Theobalds Road and Red Lion Square, it is proposed that the contractor will erect a gantry over the footpath to the street facing external elevations, to protect pedestrians during the removal of the existing cladding and installation of the new cladding, whilst also providing a lay down area for material storage. .

To ensure delivery periods are kept to a minimum, it is intended to install a tower crane which will be used for the removal of the existing cladding and the erection of new structure and cladding panels, the crane will be located within the footprint of the building. It is also intended to utilise the use of palletted materials for the internal fit out works which can be off-loaded quickly using a lorry mounted crane and delivered into the site.

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

The principal strategy in programming the works, is to minimise the disruption to the residents, road users, and pedestrians in and around Red Lion Square, Theobalds Road and adjacent streets during the construction programme. It is proposed to achieve this both by timing the works to minimise disruption to adjacent properties during the working day, but to also avoid traffic movements to and from the site during peak periods, including the school drop off and pick up times.

The procurement strategy for the works is not yet finalised however, it is envisaged that the if the demolition is let as an initial package of works the demolition contractor will commence the site works in late Q3 2025.

On appointment, the first activity will be the erection of the perimeter hoardings & gantries to the site. This will be followed by the internal strip out of the existing office floors, which will be completed in the initial 2-3-month period. During this period the erection of the tower crane will be completed to facilitate the removal of the cladding, cladding removal will then be completed over a 2-3 month period giving an overall demolition period of approx. 6 months.

The Main Contract works will be in two distinct phases, the extension & new cladding works which will be completed over a 6-8 month period and the fit out works to the internal of the building which, will in part, run concurrently for approx. 10 months, giving a likely overall programme of 18-24 months to complete the project.

The phasing will be as follows:

Phase 1. Site set up / Strip Out / Cladding Removal	6 months.
Phase 2. Extension /Structural and Cladding Works	6-8 months
Phase 3. Internal Fit Out / External works	10 months.

The phasing outlined above is indicative and there will be some overlapping between the phases to suit site conditions and sequencing.

It is envisaged that during the project the loading and unloading of vehicles will be completed from Old North Street which will be closed to traffic during the working day using a mixture of articulated 3 and 4 axle HGV vehicles, which will access the site via the designated access route.

During the arrival and departure of delivery vehicles, to protect pedestrians, cyclists and other road users, a traffic marshal will be in place to stop traffic and pedestrians for a short period, as vehicles enter the unloading zone from Red Lion Square into Old North Street and on departure from Old North Street onto Theobalds Road minimising the disruption to the general public from the works.

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

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

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

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

The programme is based on the working hours for the site being in accordance with London Borough of Camden Council permitted hours. As this site is within the Cumulative Impact Area (CIA), there is no Saturday works.

08:00 and 18:00 Monday to Friday (normal working)

No work on Saturday, Sunday, Bank and Public Holidays

All site deliveries and rubbish removal will be arranged between these hours and will be co-ordinated and managed on a 'just-in-time' delivery basis. Deliveries will be programmed to avoid the peak travel periods and arrival and departure of parents and children at local schools of 8.00am to 9.30am and 3.00pm to 5.00pm Monday to Friday, during term time. All subcontractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle and unloading point.

Any noisy work outside these hours will only be undertaken by prior agreement, and / or reasonable notice to London Borough of Camden Environmental Health Teams. However, it is envisaged that all of the works will be completed without the need for out-of-hours works, with the exception of the erection and removal of the tower crane, which will require road closures to Red Lion Square and Old North Street to complete.

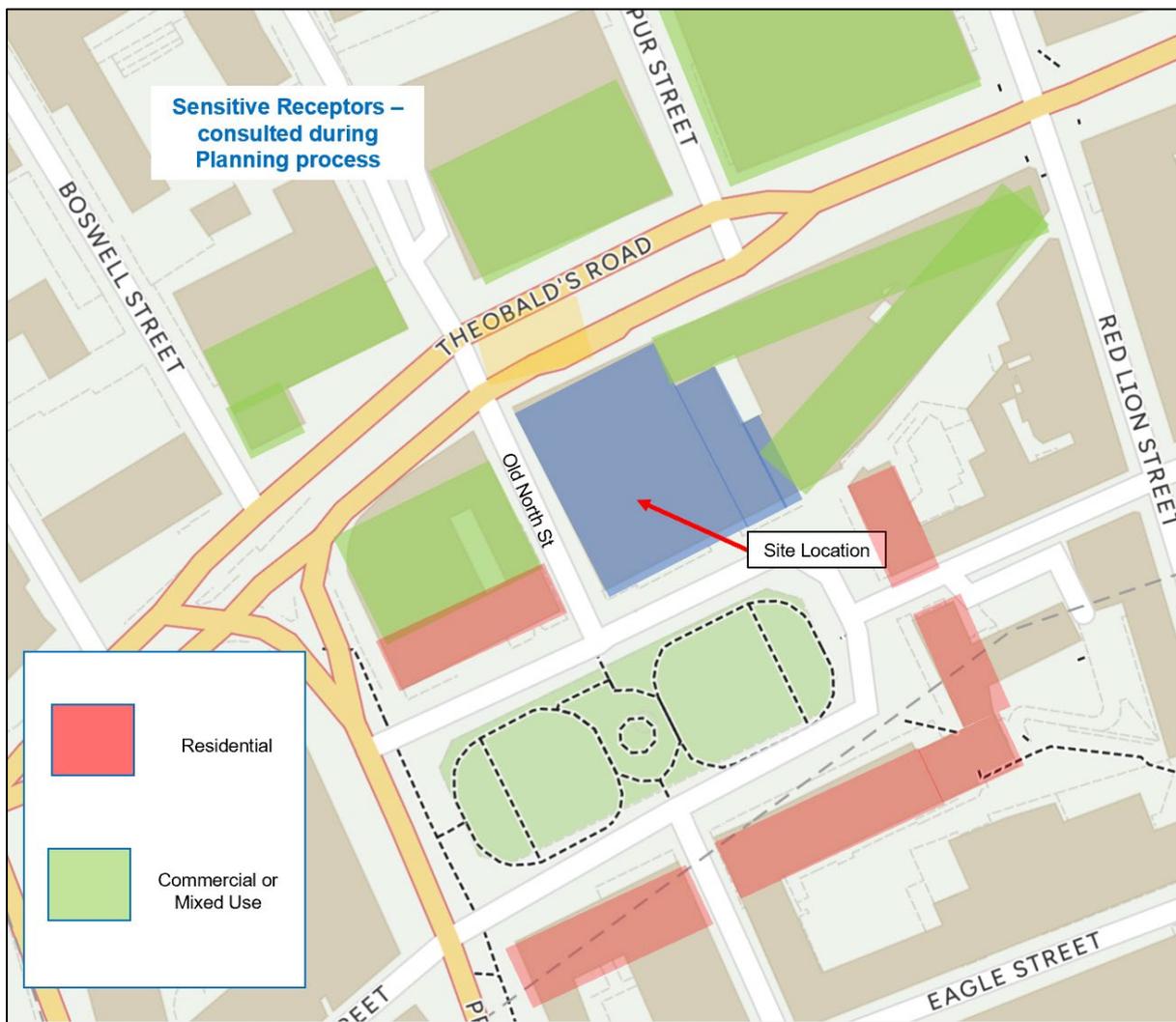
Section 3. Community Liaison

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 diagram below shows the neighbouring properties which will potentially be impacted during the siteworks and who have all been contacted by the Developer as part of the Communications strategy for the redevelopment of the site during the consultation process.

The areas shown on the plan in red highlight the residential properties, green the retail and commercial facilities in the proximity of the site, which could potentially be impacted by the works, for some period of the project programme.



11. Consultation

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 client, Railpen Limited have engaged Meeting Place UK to make contact with the residents of the adjacent properties likely to be impacted by the works in Red Lion Square, Theobalds Road and adjacent streets to consult on the proposed changes to the building to ensure that the works have the minimum impact on the adjacent neighbours.

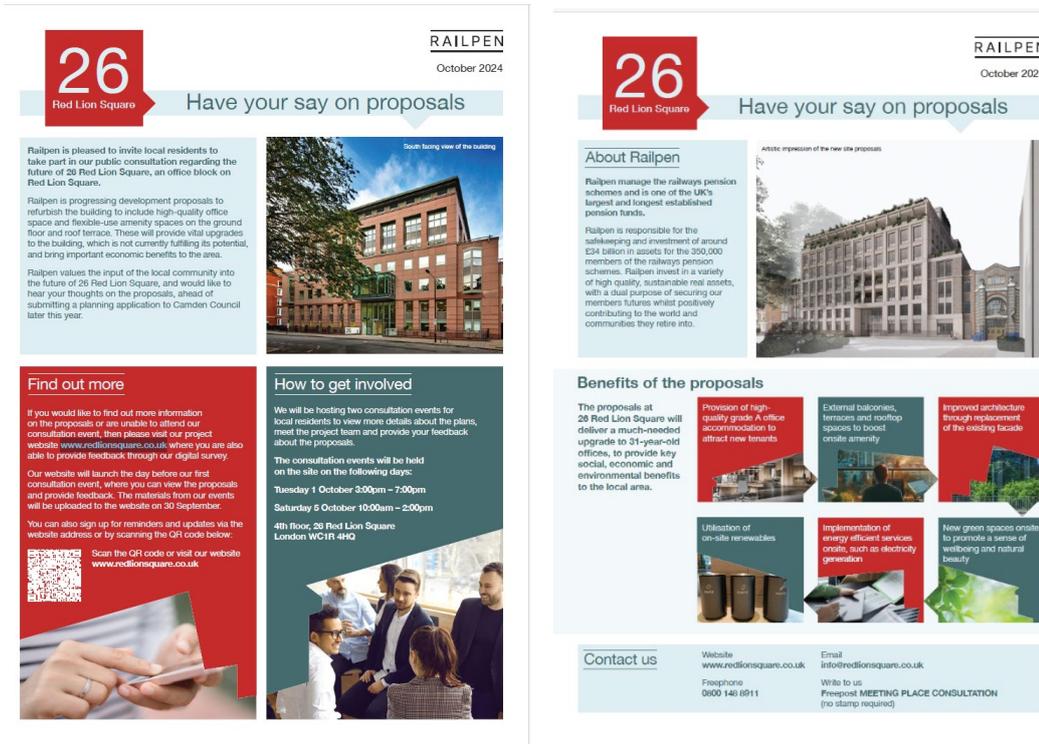
Consultation is being completed by the use of a number of mediums to ensure the consultation encompasses as many interested parties as possible.

Website

A project website has been set up at www.redlionsquare.co.uk, where details of the scheme can be reviewed and comments made via a digital survey.

Newsletter

The first newsletter was issued in mid Sept 24 to local residents and businesses, including details of the scheme, website and consultation meetings.



Consultation Meetings

The client has organised a series of meetings on weekdays and weekends for local residents to view the proposals for the building, meet the team and provide feedback.

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.

As part of the CMP process, we have visited site and currently there are no major construction projects currently ongoing, so the need for a construction working group in conjunction with other projects is not applicable.

We are however aware that there are a number of schemes in the area of Red Lion Square, that may go live in the period during which the project is on site, such as the refurbishment of Victoria House on Southampton Row and the Central Saint Martins building on Procter Street, if these were to become live projects the appointed contractor would set up a working group with these projects to ensure that works were co-ordinated to minimise impact of deliveries / construction activities.

13. Schemes

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

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

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

The contractor has yet to be appointed, however part of the tender requirements is that the selected Contractor will register the project with the Considerate Constructors Scheme and will ensure the CCS / CLOCS monitoring is undertaken.

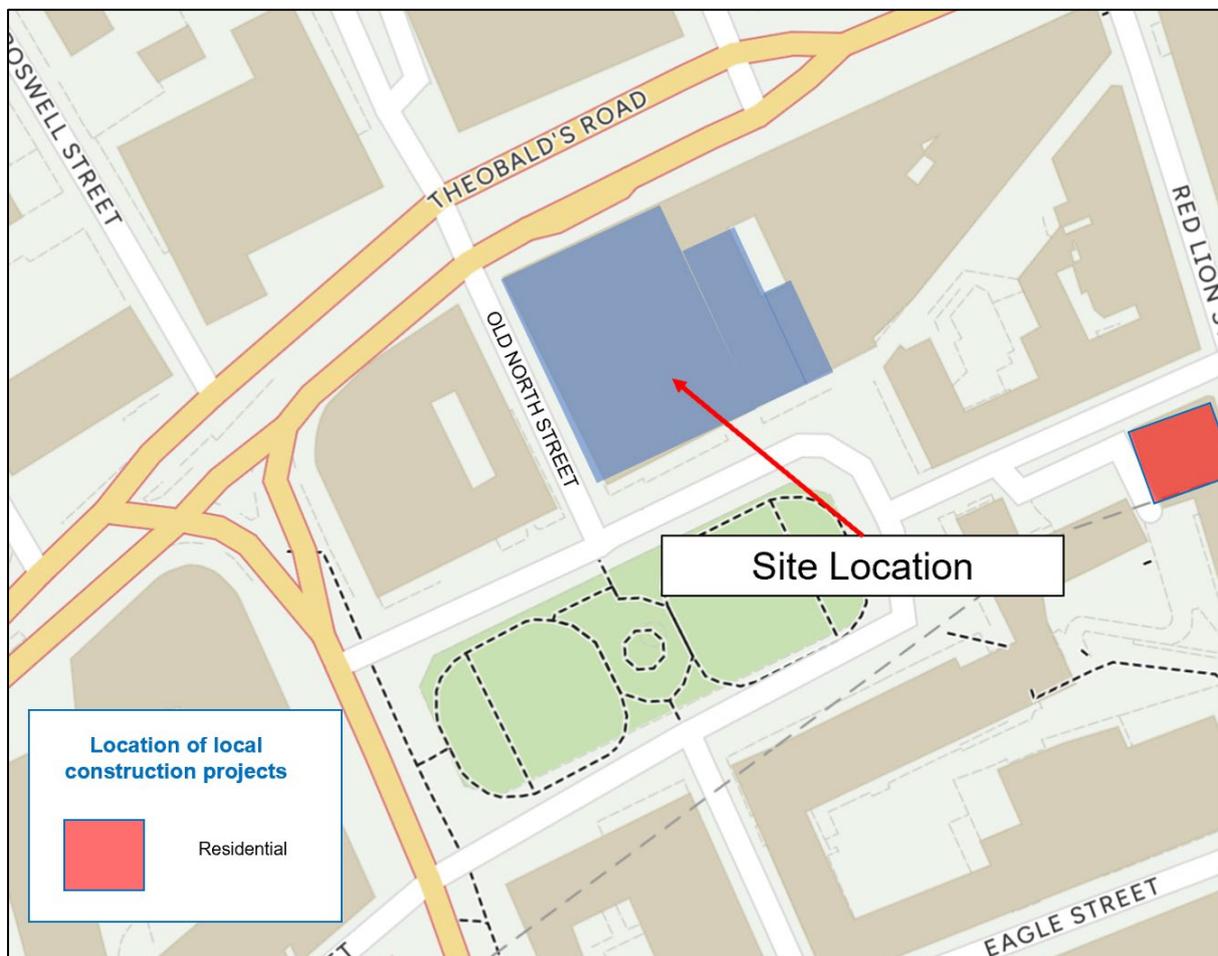
A copy of the Guide for Contractors Working in Camden will be included as part of the Tender documents, and it will be a requirement that the Contractor confirms that they have read and understood the guidelines and will abide by them for the duration of the works.

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 is currently one residential refurbishment site in Red Lion Street in the proximity of the proposed scheme as shown on the drawing below. As these are not in the immediate vicinity of the site, limited mitigation over and above that described in response to Question 9 is proposed.

However, we are aware of a number of impending schemes in the area, and this may change and will be addressed as these come online.



Section 4. Transport

CLOCS Contractual Considerations

15. Name of Principal contractor:

The contractor is yet to be appointed and the use of a demolition contract followed by a main contractor appointment is being considered. The contractor will act as Principal Contractor and will fully comply with the CDM Regulations 2015 and will register the contract with the Considerate Constructors Scheme (CCS).

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

The contractor will be requested in the tender documents to make it a condition that all supplier agreements with their suppliers, that all vehicles used to deliver to site must be less than three years old and must as a minimum comply with the standards laid down in the London Ultra Low Emissions Zone (ULEZ). As of October 2021, the ULEZ was extended and now includes the location of the project.

All operators of delivery vehicles to the site will also be expected to adopt the Fleet Operator Recognition Scheme (FORS) and the Construction Logistics and Community Safety (CLOCS) standards and will be expected to become as a minimum FORS silver accredited, and CLOCS silver standard accredited.

As part of the procurement process, the contractor was required to ensure any subcontractors confirm that they will comply with the requirements of CLOCS and FORS.

It will also be a requirement that all HGV vehicles delivering to site, should be a minimum of three stars on the HGV Direct Vision Standard, by virtue of complying with CLOCS and FORS, the vehicles will generally be compliant with the HGV Direct Vision Standard.

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 on behalf of the client Railpen, that the tender documents for the Demolition and Main Contractor will include the requirement to abide by the CLOCS Standard and have also advised, that all subcontracts must also include the requirement to comply.



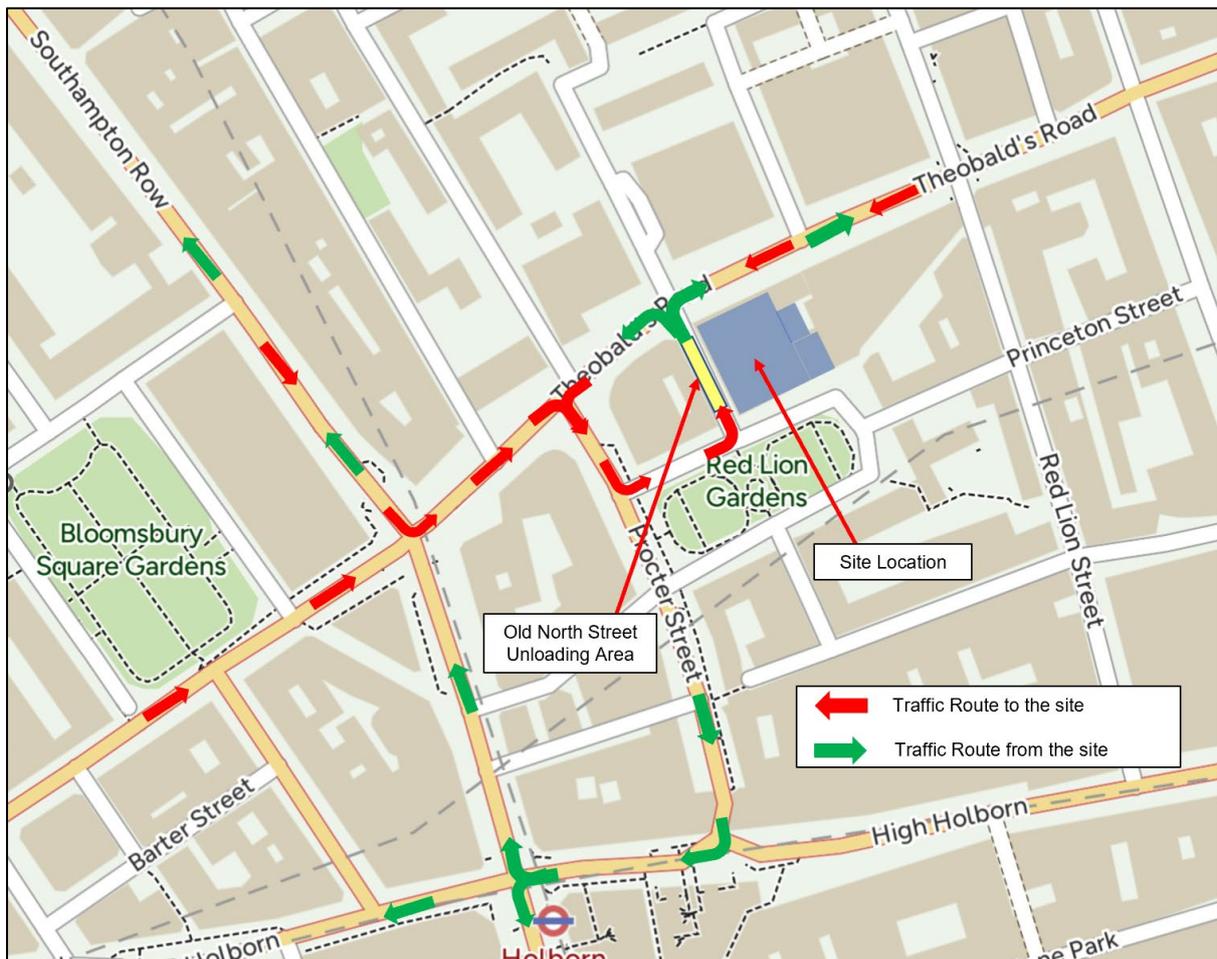
Damien Kenny – CMP Construct Limited.

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)

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.

We have outlined below the access routes to and from the site from the A4200 Southampton Row from the North & West and A401 Theobalds Road from the East. Vehicles will enter Red Lion Square from Procter Street and will then turn north into Old North Street to load and unload. When leaving site, the vehicles will proceed in forward gear turning left into Theobalds Road to return to Southampton Row and turn right into A401 Theobalds Road where vehicles can head to join up with the Transport for London Road Network.



Delivery Vehicle Routing to and from the site.

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.

All suppliers will be issued with site access details which will clearly layout the following: -

- Access route be followed to and from site.
- Delivery times
- Location of Unloading area
- No waiting rules.
- Location of off-site waiting area – HGV parking

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)

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.

We have outlined below the principal types of vehicles that will be used to service the site during the construction period.

	<p>Large Skip Vehicle</p> <p>Used for the removal of strip out materials from site and for general waste removal.</p>
	<p>Ready mix delivery truck</p> <p>Used for the delivery of ready-mix concrete for new slabs to extension works.</p>
	<p>Steelwork & cladding delivery truck</p> <p>Used for the removal of existing cladding panels, delivery of structural steel elements, cladding wall panels etc, vehicles will be equipped with safety systems to allow safe unloading.</p>

	<p>Flat-bed delivery truck</p> <p>Used for the delivery of rebar beam and block floor, bricks/blocks, new cladding / windows, plasterboard and general materials to site, most vehicles will be equipped with lorry mounted cranes.</p>
	<p>Compactor truck</p> <p>Used for the removal of waste materials from the site set up and from the fit out of the new house.</p>

The following details and schedules provide an overview of the projected plant and vehicles that will be involved in the delivery of materials and construction activities on site. We have broken the analysis into the following phases.

- **Phase 1 & 2** – Strip Out & Cladding Removal / New Cladding and Extension Works
- **Phase 3** –Fit out works.

Plant and Usage	Phase 1/2	Phase 3	Vehicle Movements	Total Duration On Site
Site Enabling Works (flat-bed lorries) required for the erection of site set up and hoardings	✓		8-10 per week	4 weeks
Strip Out and Cladding Removal Materials (4 axle skip trucks and articulated vehicles) Removal of strip out materials and external cladding	✓		15-20 per week	6 months
Structural Steel and Cladding Deliveries (4 axle rigid and articulated vehicles) Delivery of structural steelwork, rebar and new cladding panels	✓		15-20 per week	6 months
Ready Mix Concrete (3-4 axle trucks) Underpinning, Basement and Ground Floor Works	✓		2-4 visits per week	2 months
Roofing / Materials (3 axle lorries with Hiab crane) Required for new roof areas	✓		5-6 visits	2 months
Small Materials/ Power Tools (van deliveries) required for all works during period of construction	✓	✓	20-25 per week	18 months
Fit out Material Delivery Vehicles (3 axle vehicles with Hiab cranes / articulated lorries with forklift) required for fit out works e.g., plasterboard, sanitaryware, kitchens		✓	15-20 per week	10 months
Skip and Compactor Vehicles (2/3 axle specialist skip and compactor vehicles) required for general waste removal during construction and fit out periods		✓	3-5 per week	18 months

b. Please specify the permitted delivery times.

All site deliveries and rubbish removal will be arranged during the site hours and will be co-ordinated and managed on a 'just-in-time' delivery basis. Deliveries will be programmed to avoid the peak travel periods and arrival and departure of local school and college students of 8.00am to 9.30am and 3.00pm to 5.00pm Monday to Friday.

All subcontractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle and unloading point.

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.

We have highlighted in the response to Question 14, the location of current operating sites in the locality and on the proposed access routes, as there are currently no large sites close, and we do believe there is a need for a delivery co-ordination strategy with other sites.

If this changes, and proposed schemes at Victoria House in Southampton Row and Central Saint Martins in Procter Street come online we will liaise with these projects to co-ordinate deliveries.

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

As it proposed to load and unload from Old North Street, all vehicles will turn left from Procter Street into Red Lion Square and then left into Old North Street where they will be unloaded, all roads are of a suitable size to accommodate the proposed delivery vehicles as can be seen from the photo below of an articulated lorry loading in Old North Street in Sept 24.



Articulated vehicle loading in Old North Street

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.

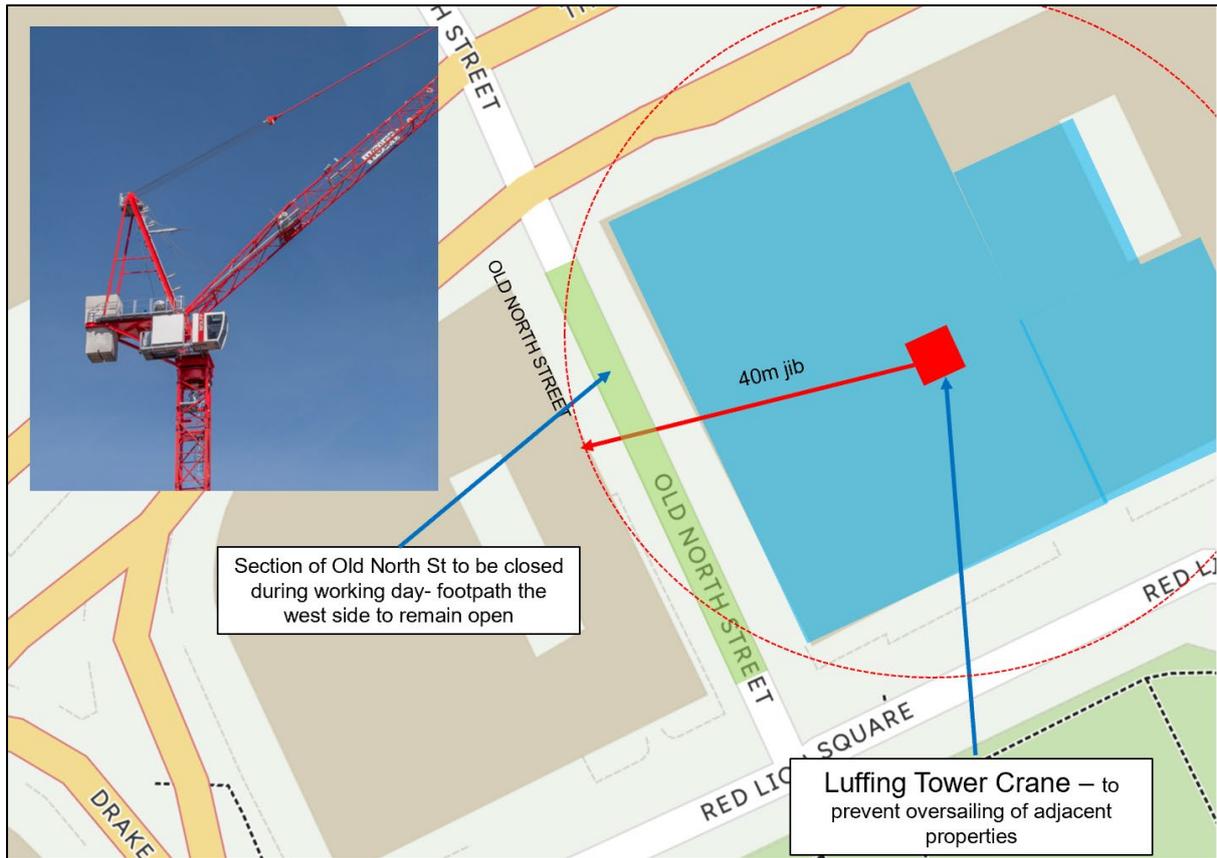
All subcontractors and suppliers will be required to book delivery slots to agree dates and times prior to delivery as well as the size of vehicle, all drivers will have the mobile number for the Traffic Marshal and will be asked to call 10-15 minutes ahead of their planned delivery, to confirm arrangements.

As it is intended to close a section of Old North Street during the working day to facilitate deliveries there will be space for up to two articulated vehicles at any one time. The selected contractor as part of their tender submission, will be expected to provide details of a holding area within 5 miles of the site, where vehicles will be able to park, ahead of arriving at site, this is particularly important for the cladding panels as these are possibly going to be delivered from the EU so will need a holding area prior to arriving at site,

It will be made very clear to all sub-contractors that the use of Red Lion Square, Theobalds Road or Procter Street is strictly prohibited for the parking of vehicles.

A temporary road closure will be required on Old North Street, during the working week for the duration of the works. The relevant application will be made to London Borough of Camden Highways Team. By using Old North Street, this will negate the need for HGV vehicles to pass the residential buildings to the south side of Red Lion Square.

See detail overleaf.



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 removal of the existing cladding panels will be reviewed to see if they can be removed as complete panels to minimise the vehicle movements to site.

As indicated in the response to Q 19 e, we will request in the tender documents that the selected contractor utilizes a holding area within 5 miles of the site, and we will also ask them to consider using this as a material consolidation centre for the fit-out materials.

Due to the location of the site the use of rail or water for deliveries is not viable.

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).

All drivers will be asked to turn off their engine during deliveries, unless required to power Hiab cranes or concrete mixer drums.

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)

During deliveries the contractor will utilize concertina barriers around the site to protect pedestrians during deliveries, as shown below, suitable signage will also be used.



During the delivery of materials / collection of waste materials, to protect pedestrians, cyclists and other road users, a traffic marshal will be in place to stop traffic and pedestrians for a short period, as vehicles access and egress the closed section of the street, minimising the disruption to the general public from the works. All vehicles will arrive and leave site, leaving in forward gear, negating the need for vehicles to reverse.



PORTABLE SIGNS
STOP – WORKS SIGN

STOP – WORKS sign can only be operated by qualified Traffic Marshals and:

- ▶ On single carriageways with clear visibility for drivers to the sign
- ▶ To stop vehicular traffic during works on or near a road
- ▶ For short periods, no more than 2 minutes in any 15 minutes
- ▶ Must be held by a Traffic Marshal wearing high-visibility clothing
- ▶ Must be illuminated by its own lighting during darkness



Control signage to be used during arrival and departure of vehicles.

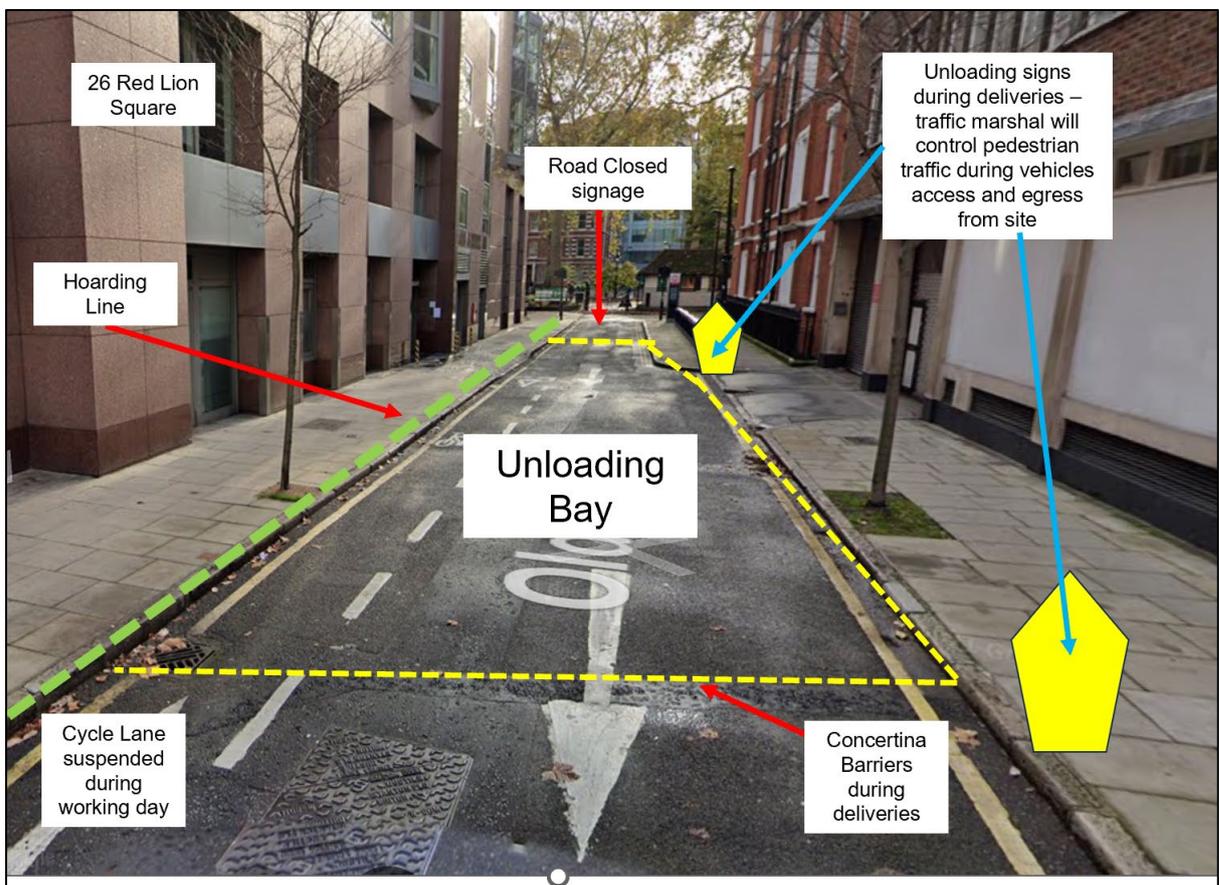
The traffic will utilise a TSRGD 7031 – Stop Works sign (as per example above), to control the traffic, cyclists and pedestrians whilst vehicles are arriving and departing the site and will limit the stopping of traffic to a maximum of two minutes in any 15-minute period.

All vehicle manoeuvres will be in line with the plan above so all vehicles' manoeuvres will be under the control of a qualified traffic marshal at all times.

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)

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 see diagram below showing proposed location of loading bay for delivery of materials during the working day, the approach to loading will remain under review and will be revised if deemed necessary by Camden.



b. Where necessary, Traffic Marshals 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.

Please refer to the response to Question 20 for details of traffic marshal's role and responsibilities.

Site Set-up

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

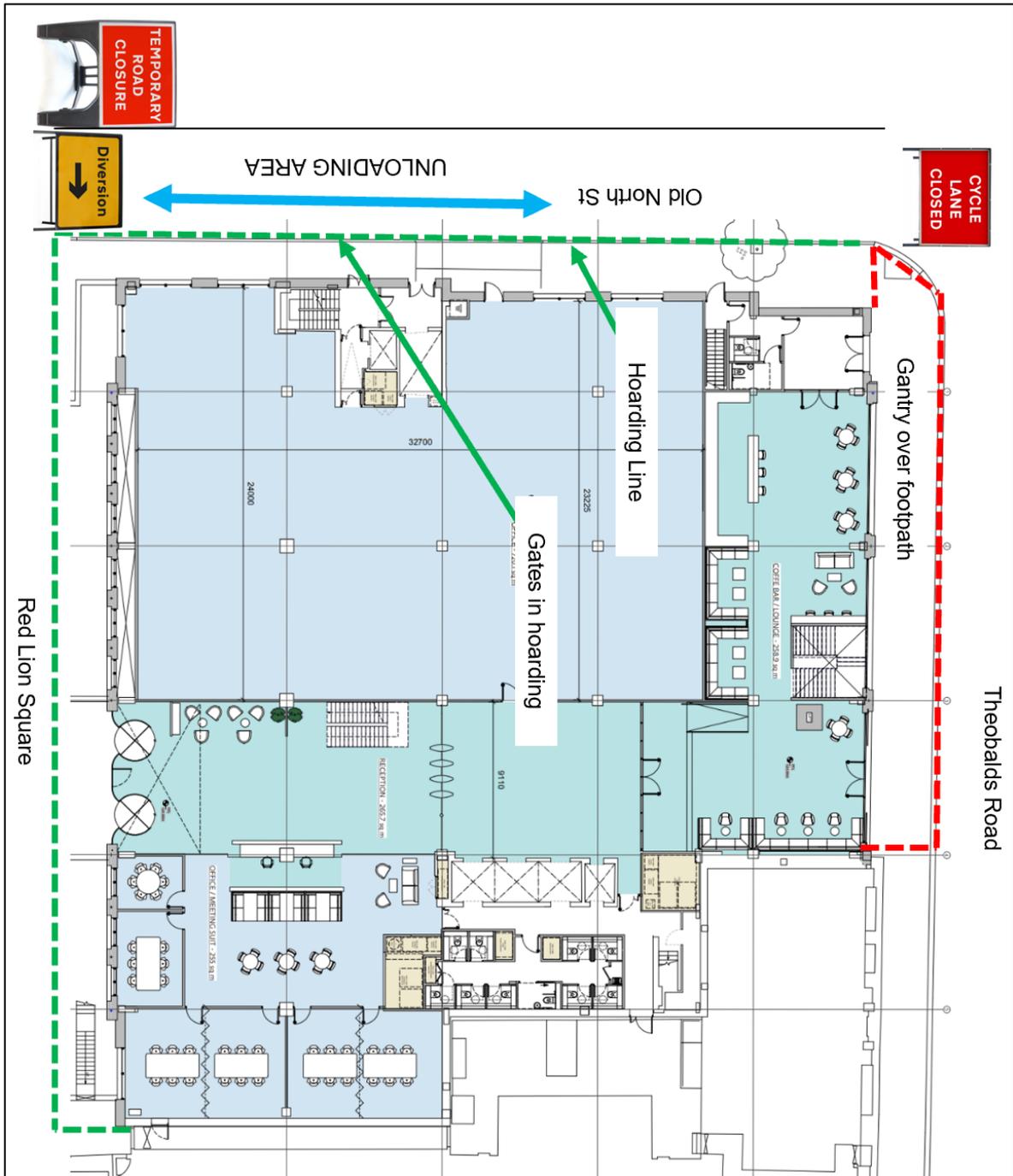
Please provide detail drawings of the site up on the public highway. This should be presented as a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, 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.

It is not proposed to put any structures or store materials on the public highway or pavements. Only during the delivery of materials Unloading signs and concertina barriers will be put in place warning pedestrians of material deliveries, the movement of materials across the pavement will be controlled by a qualified traffic marshal who will ensure pedestrians are safe at all times.

To complete the works, it is not intended to need to remove any street lighting or road signage so the involvement of UKPN is unlikely to be required.

See drawing overleaf



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 response to Question 22a)

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 highway's 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 proposed to apply for a TTR to use Old North Street directly outside the site for vehicle unloading use only during the working day – Monday to Friday, it is intended that no materials will be stored on the highway and pavement as confirmed in responses to Questions 21 a) and b)

It is currently not intended to suspend parking bays on Red Lion Square.

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.

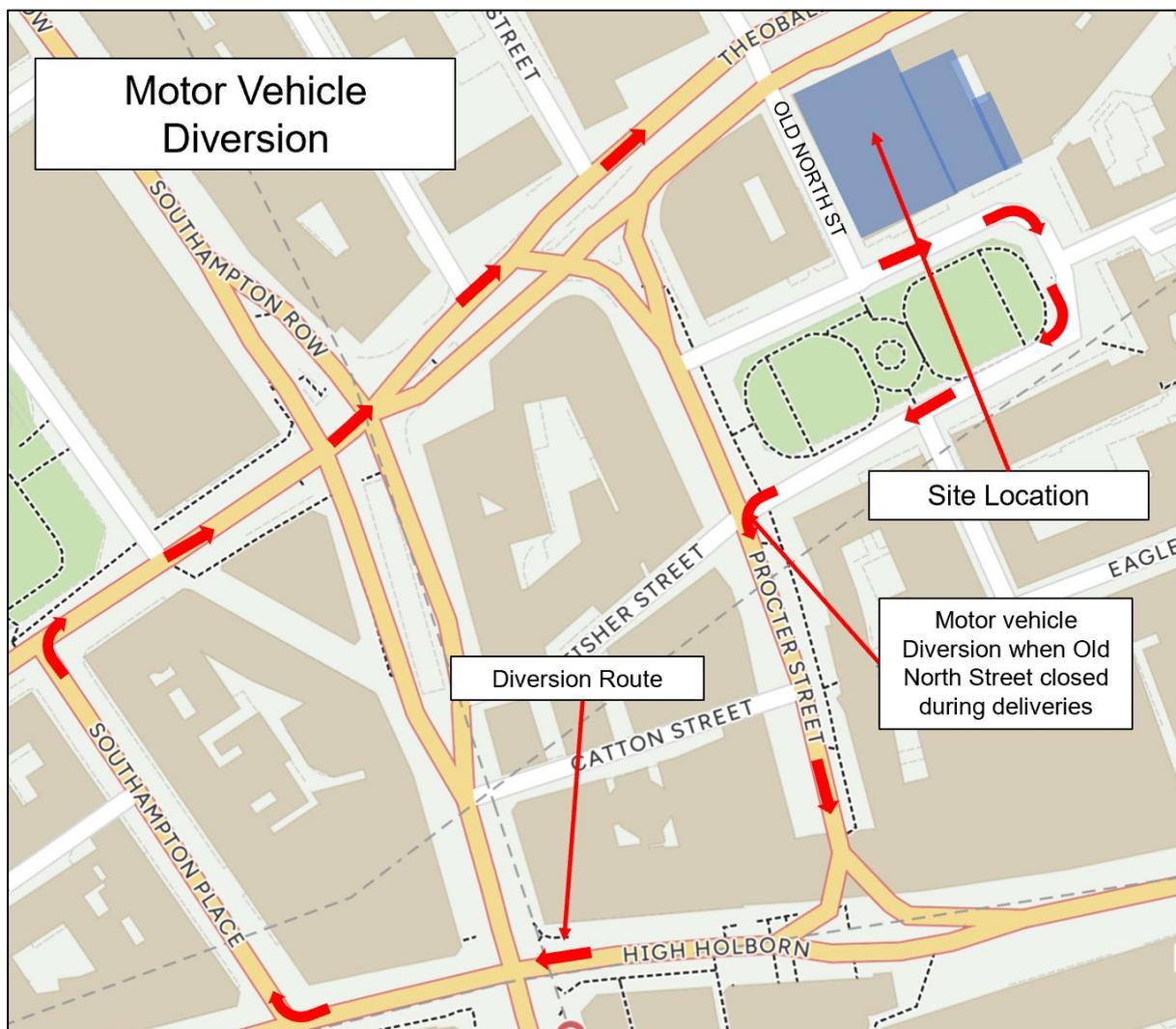
Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access 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.

We have already highlighted in the responses to Question 21 a) and b) the proposed arrangement during deliveries, please see sketches showing diversions for motor vehicles, cyclists and pedestrians.

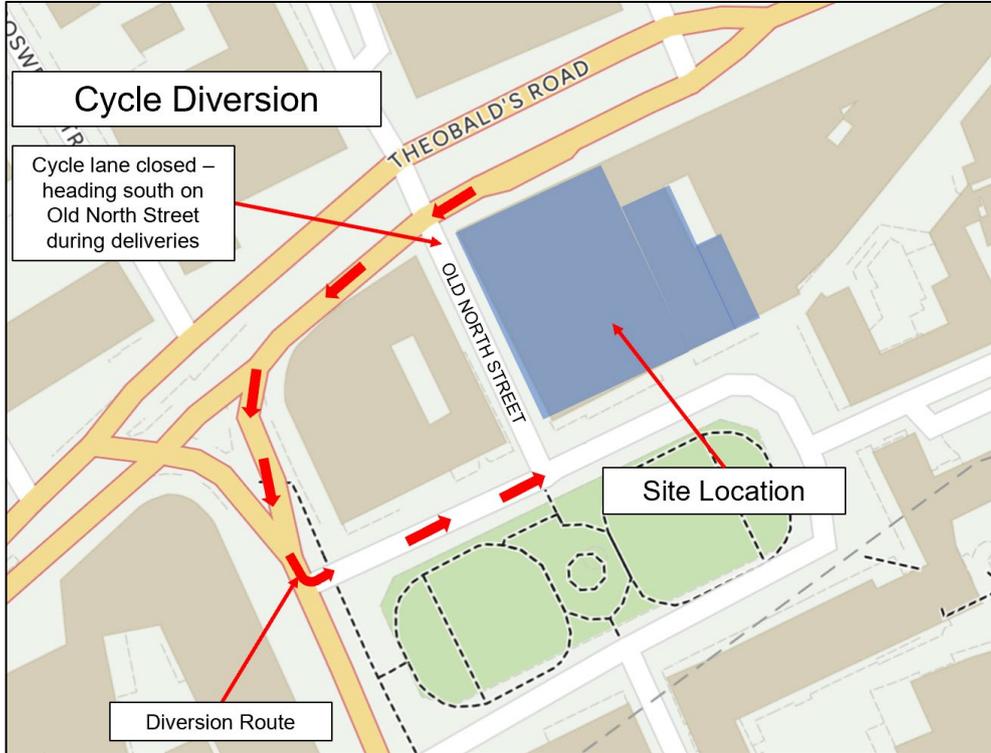
Motor Vehicles

Motor vehicles entering Red Lion Square, will follow the diversion route below when Old North Street is closed for deliveries, if they wish to join Theobalds Road



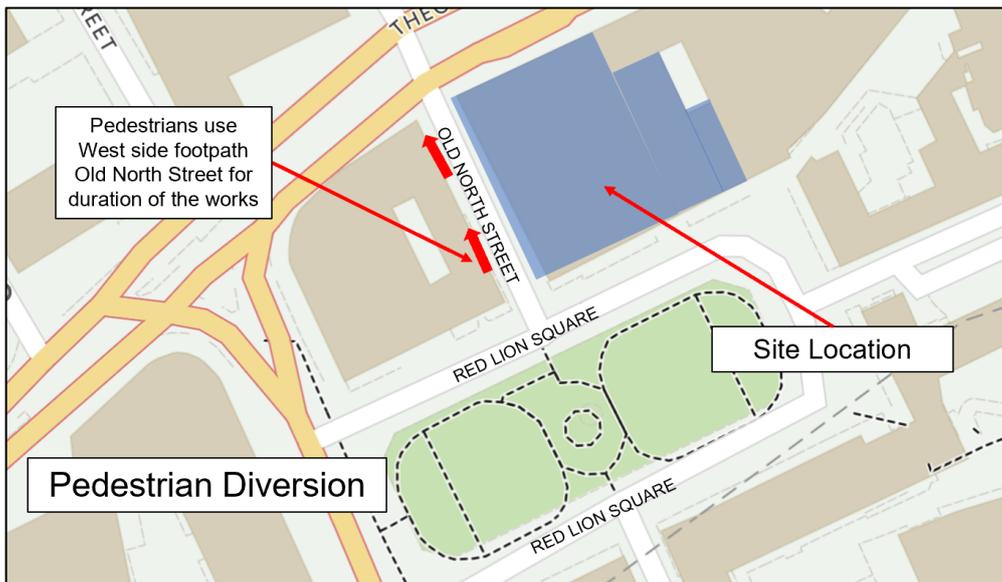
Cyclists

Cyclists who use the cycle lane which heads south on Old North Street, will be directed to continue on Theobalds Road and join Procter Street before turning into Red Lion Square during site deliveries.



Pedestrians

Pedestrians will be directed to use the footpath on the west side of Old North Street, which will be open throughout 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.

It is intended that the refurbished building will be serviced from the existing statutory services which are in place at 26 Red Lion Square.

Section 5. Environmental

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.

The intention is to limit noisy activities, where practicable noisy plant and equipment will be situated as far as possible from noise sensitive buildings and / or acoustic lined enclosures will be erected. Use of plant will be limited to the site working hours – Monday to Friday.

The only exception will be the erection of dismantling of the tower crane which will need to be completed out-of-hours due to TfL requirements, the relevant approvals will be sought from LB of Camden as road closures will be required for the mobile crane.

Potential Noisy Activities

Activity	Potential Noise source
Demolition	Cutting and Percussive Tools
Structural Modifications	Cutting of steelwork, bolting up
Concrete Works	Cutting of rebar, concrete pump and vibrating poker
Brickwork / Blockwork	Cutting of bricks and blocks
Sheet Materials	Cutting of sheet materials

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.

A pre-construction noise survey has not been carried out; however, the client will complete a noise survey if required by Camden Environmental Team

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

As indicated in our response to Question 29 there is limited high noise generating activities in completing the replacement of the external cladding as it is intended to remove the existing panels intact and the new cladding will be panellised limiting the onsite work required, we do not therefore expect noise levels to exceed the recommendations in Camden's Minimum Requirements for Building Construction (CMRBC).

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.

Where practicable noisy plant and equipment will be situated as far as possible from noise sensitive buildings and / or acoustic lined enclosures will be erected. In accordance with the latest version of the Mayor of London's Planning Guidance on 'The Control of Dust and Emissions during Construction and Demolition', from 1 September 2015, any Non-Road Mobile Machinery (NRMM) of net power between 37kW and 560kW used on the project will be required to meet the standards based upon the engine emissions standards in EU Directive 97/68/EC and its subsequent amendments.

Where practicable, plant and equipment powered by mains electricity will be used in preference to equipment powered by petrol or diesel engine.

Where practicable, plant and equipment will be fitted with effective exhaust silencers; compressors will be fitted with properly lined and sealed acoustic covers which will be kept closed whenever in use; and pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. All plant and equipment will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

Plant and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

Excessive noise on site can represent a major impact to site workers, neighbours and adjacent wildlife. To avoid these impacts, the selected Contractor will:

- Carefully select equipment, construction methods and programming to reduce noise and vibration.
- Use of hoardings or screens as noise barriers.
- Locate plant as far as reasonably practicable from receptor.
- Ensure that plant is shut down when they are not in use.
- Monitor the noise levels regularly to confirm the noise level of site activities.
- Include noise minimisation practice in induction.
- Liaise with the community to provide information of the noise work activities and their durations.
- Arrange delivery times to suit the area, as it is primarily a residential area.

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

The selected contractor will ensure that at least that one site foreman / site manager has received training in Environmental Management including BS5228:2009.

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

The works will be carried out taking consideration of 'Air Quality: Best Practice Guidance - The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance (published by the Greater London Authority, July 2014).

Materials with the potential to produce dust e.g., sand, excavated materials and aggregates, will be kept away from working area boundaries and shall be stored in bunded areas or bins, and will be covered and not be allowed to dry out to minimise the risk of dust transfer.

Methods of working will be selected for all activities that will aim to minimise dust and air pollution.

No burning of materials / refuse will be permitted on the site.

Site Clearance and excavation pollution will be minimised by a combination of screening and watering down. No crushing of materials will be undertaken on site.

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.

All vehicles will be loaded on the public highway using wheely bins for the strip out materials so there should be no dust or debris on the tyres of the vehicles. However, all vehicles leaving the site will, be subject to an inspection to ensure that they are 'clean enough to leave site without depositing dirt or debris on the public highway.

If there are any instances of dirt or spoil being dropped during the loading of lorries onto the highway, the contractor will direct operatives to sweep up and clear the highway of debris.

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.

The monitoring of the site will be completed using a reputable Acoustics, Vibration and Dust Monitoring company to provide the equipment to monitor the site from the start of site clearance through to completion of the works.

The equipment will consist of the following:

- Noise Monitor
- Triaxial Vibration Monitor
- PM10 Particle Monitor



The monitoring system will be connected to a sim card which will provide real time information to the project team, by mobile or e-mail.

Access Your Data Anywhere, Anytime.

Our dashboard (customised to your requirements) is compatible with all platforms including Windows, macos, Linux, Android and iOS meaning that you can monitor all your sensors from your computer, tablet or mobile at anytime from anywhere.

Cross platform compatible

- ✓ Review historic data
- ✓ Geolocate sensors
- ✓ Generate custom reports
- ✓ Review alerts log
- ✓ User access control

A laptop and a smartphone displaying the monitoring dashboard with various charts and gauges.

Know When Limits Are Exceeded

Whether you have instantaneous or time averaged limits for noise, vibration and dust levels, our system is able to alert you before and when these limits are breached.



Clear view of absolute limits and current levels

Rolling averages

Custom alert triggers

Simply Export Charts and Reports from the Dashboard

Automatic Alert Triggering

Whether for noise, vibration or PM10 count, any number of alerts can be setup either to pre-empt exceedences or warn the relevant parties when set limits are reached or exceeded.



SMS

Receive a text message on as many devices as required when trigger levels are exceeded or just before limits are reached.



Email

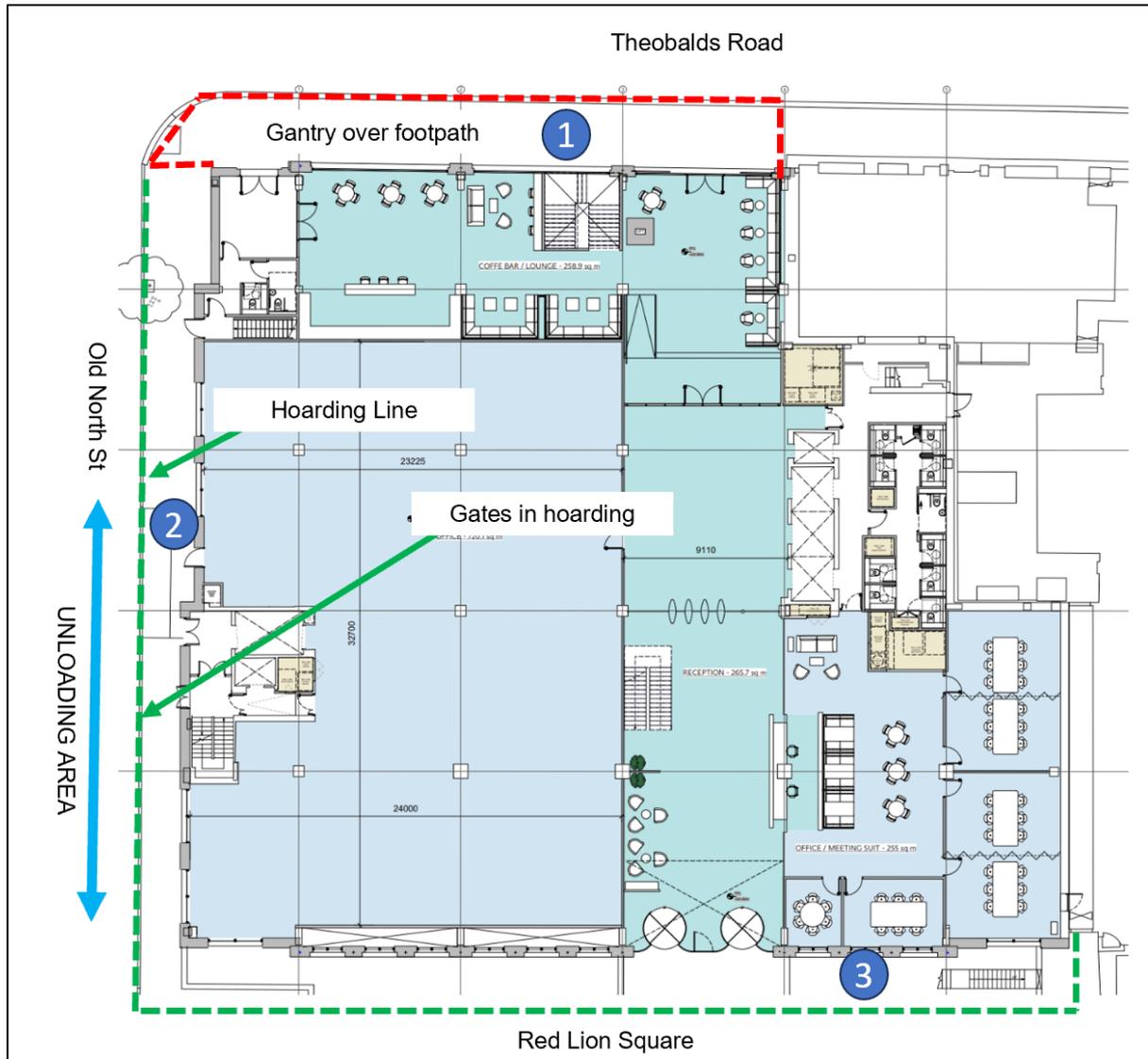
Emails can be sent at the same time or instead of text messages when specific levels are reached. This creates an easy to access log of alerts.



Visual

Flashing beacons can be set up on site to warn operators of noisy machinery that limits are being reached or exceeded.

Easily review historic alerts via the dashboard



Location of Environmental Monitor stations

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

An Air Quality and Dust Risk Assessment will be completed as part of the Planning Application

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).

Please refer to the Air Quality and Dust Risk Assessment.

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

As this project is in the CIA the contractor will discuss with the Camden Air Quality Team the extent of Real Time Dust Monitoring, the initial proposal is outlined in the response to Question 35 showing real time monitoring to Red Lion Square, Old North Street and Theobalds Road Elevations

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

The site is currently an occupied office building that is occupied by a number of tenants, currently they do not have issues with pests inc rodents.

The contractor will ensure that any food left on site is in sealed containers and food waste will be stored in dustbins to prevent vermin being attracted to the site.

If evidence of vermin is found on site during the strip out works, the Contractor will engage with a pest control company to ensure the control of pests is correctly managed,

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.

As the site is primarily within the existing building at 26 Red Lion Square, the interface with the public will be minimal, and primarily only during the loading and unloading of vehicles.

At their site induction, all site staff and operatives will be advised that they should use the welfare area on site and be courteous to the neighbours and users of Red Lion Square, Old North Street and Theobalds Road.

All operatives will be advised that the site operates a two-knock policy, where any issues relating to unacceptable behaviour to other operatives or local residents will result on the operative being banned form 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): - Dec 25 to December 2027
- 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: Confirmed
- 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: Confirmed
- 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: Confirmed

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.

As already indicated in the response to Question 19 g), all drivers will be asked to turn off their engines during deliveries, unless required to power equipment, such as, concrete mixer or Hiab crane.

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.

As part of the tender information to be issued to the Main Contractor there will be a requirement for then to provide details of their Mental Health Charter, the contractor, will also ensure that their First Aider has received Mental Health training.

Section 6. Agreement

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

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

Signed:



Date: 1 October 2024

Print Name: Damien Kenny

Position: Technical Director – CMP Construct Limited

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A – CIA Checklist

Appendix B – Signed CMPWF

To be completed once contractor appointed