

Construction/Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
07/11/2024	1	SB/AP
23/12/2024	2	AP

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

This CMP follows the best practice guidelines as described in the [Construction 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

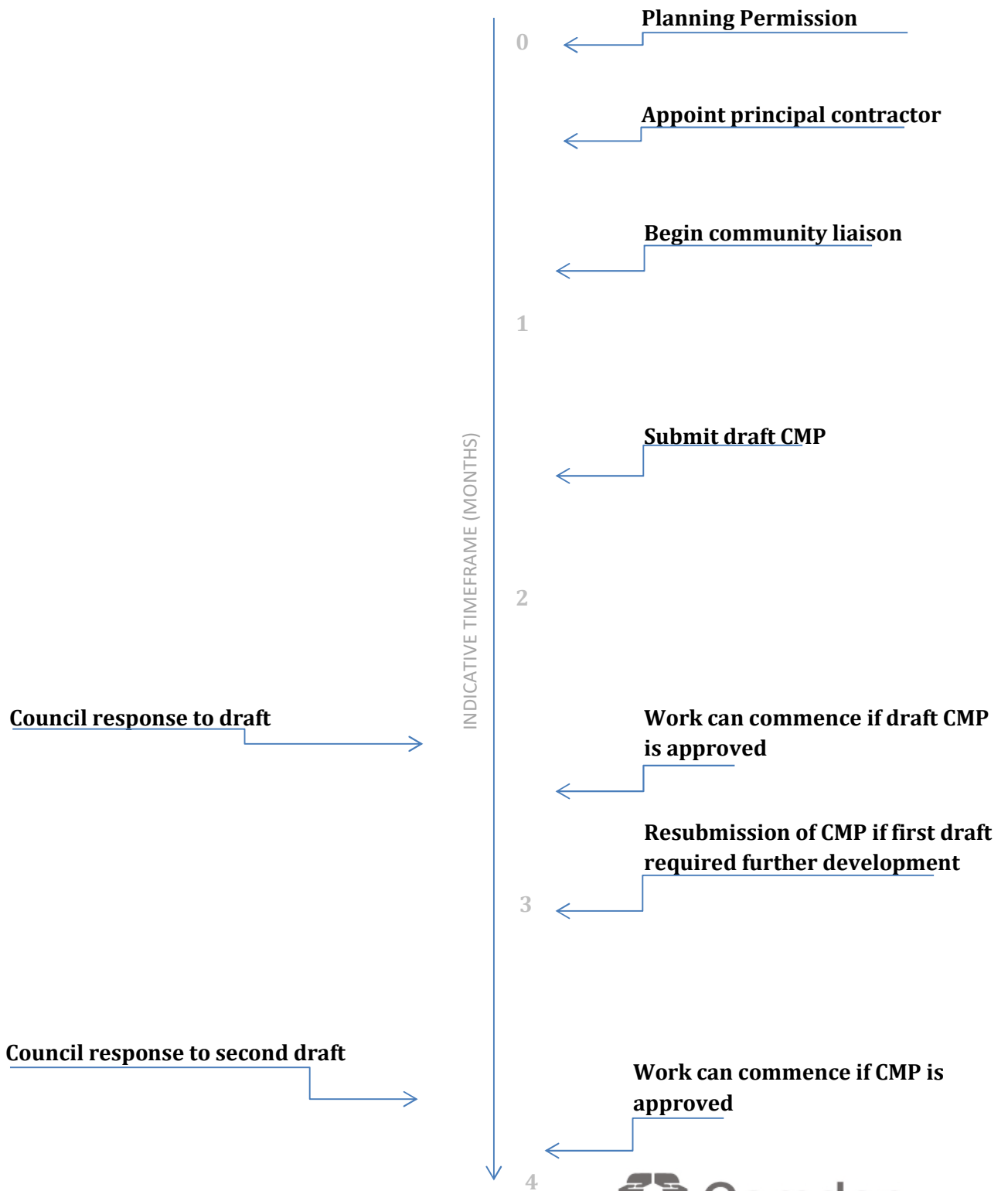
<https://www.camden.gov.uk/about-construction-management-plans>



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: Former Euro Car Parks Site, Britannia Street, London, WC1X 9BP

Planning reference number to which the CMP applies: This is a draft CMP. At the time of writing, the planning application has not yet been submitted.

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

Name: Rebecca Kingston

Address: Mayer Brown Limited, Lion House, Oriental Road, Woking. GU22 8AR

Email: rkingston@mayerbrown.co.uk

Phone: 01483 750508

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: To be confirmed on appointment of the principal contractor

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: To be confirmed on appointment of the principal contractor

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: To be confirmed on appointment of the principal contractor

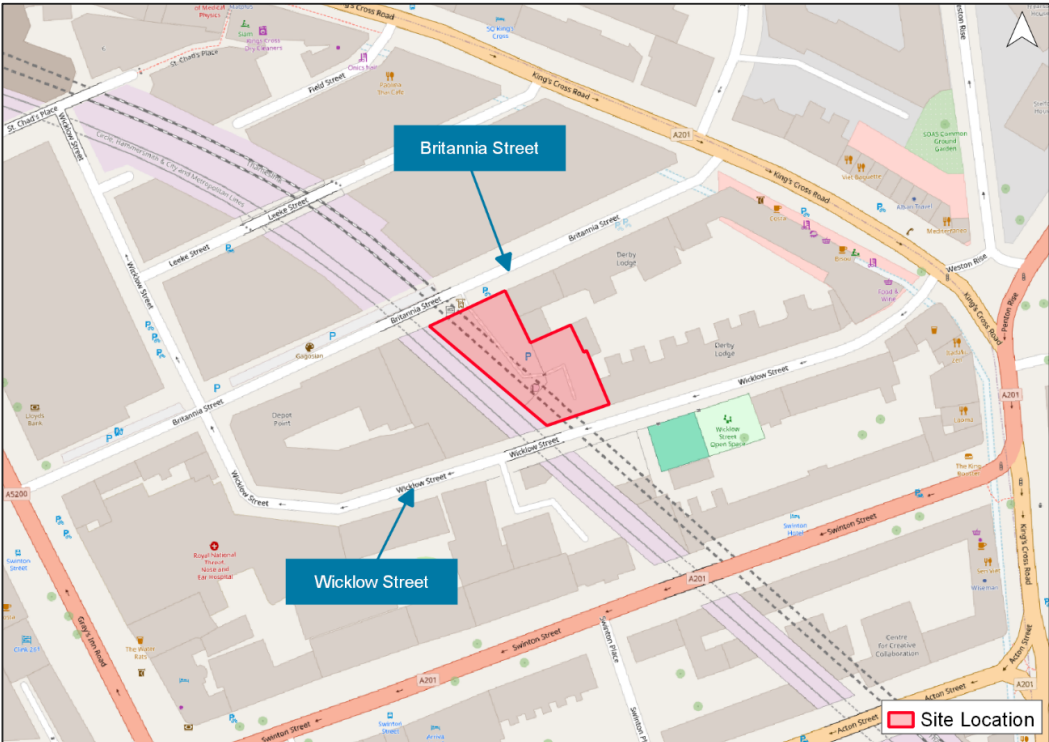
Address:

Email:

Phone:

Site

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



The site is presently used as a 30-space surface level car park. The site is bounded by Britannia Street to the north, three and six storey buildings to the east (known as Derby Lodge), Wicklow Street to the south, and by London Underground railway lines (in a cutting) to the west. A Thameslink railway runs in a shallow tunnel beneath the western part of the site along a northwest to southeast orientation. The site comprises an area of undeveloped operational hardstanding which is used as a public car park operated by Euro Car Parks and includes a ventilation shaft linked to the Thameslink railway tunnel running below the site.

The proposals comprise the following:

“Redevelopment of the Britannia Street Car Park through erection of a 7 storey Purpose-Built Student Accommodation (Sui Generis) building comprising [121 student rooms, 63sqm community floorspace at ground level], associated hard and soft landscaping, cycle parking, boundary treatments and other associated works.”

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).

The proposals comprise the demolition and capping of the existing Thameslink tunnel vent shaft and the construction of a 121-bed Purpose Built Student Accommodation scheme with ancillary student social, amenity and support space.

It is envisaged that the construction works will comprise:

- Demolition and enabling works
- Piling, bulk excavation and foundations
- Superstructure
- Cladding and roofing

The site is bounded by Derby Lodge to the east.

It is anticipated that construction vehicles will pull alongside the site access on Britannia Street. It is not anticipated that on-street parking on Britannia Street will need to be temporarily suspended for the duration of the construction works.

There is sufficient room for emergency service vehicles and other servicing vehicles to pass whilst a construction vehicle is parked on Britannia Street.

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

At the time of writing, the construction dates are approximately Q1 2026 to Q3 2027, comprising an 18 month duration. It is expected that the main works will be closer to 60 weeks, subject to any long leads and surveys. This will be confirmed following appointment of the principal contractor.

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.

Work will be conducted during Camden's standard working hours.

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 dwellings adjacent to the site of Derby Lodge, 39 Wicklow Street and 7 to 11 Britannia Street.

The properties opposite the site of 2 to 44 Britannia Street and the properties on Wicklow Street backing onto the site.

The Depot Point building on Wicklow Street, to the west of the railway line cutting.

Dwellings on the immediate construction vehicle route include: All properties along the A501 Swinton Street to the south (including the Nuffield Hearing Centre), 326 to 336 Grays Inn Road, 251 to 277 Grays Inn Road and all properties along Britannia Street.

This will be further reviewed on appointment of the principal contractor.

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.

This is a draft CMP. At the time of writing, the planning application has not yet been submitted. However, upon appointment of the principal contractor, local residents' panels will be contacted and leaflets explaining the proposals will be delivered to neighbours on Britannia Street and Wicklow Street.

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.

To be confirmed on appointment of the principal contractor.

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.

To be confirmed on appointment of the 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 the time of submission of the planning application, there is ongoing construction at 314 to 320 Acorn House, Gray's Inn Road comprising the redevelopment of Acorn House. This is adjacent the construction vehicle route for vehicles arriving from the east, however it is some distance from the site itself.

Construction is anticipated at 330 Gray's Inn Road comprising the redevelopment of the former Royal National Throat, Nose and Ear Hospital. This is close to the site and on the construction vehicle route. However, whilst the scheme has been approved, construction has not yet commenced, and timescales are currently unknown.

Construction is anticipated at 33 Wicklow Street comprising the construction of a new building on an existing vacant plot. This is immediately adjacent the southern boundary of the site. However, whilst the scheme has been approved, construction has not yet commenced, and timescales are currently unknown.

Due to the low number of construction vehicles anticipated per day for the proposed development, it is not believed necessary to mitigate any cumulative impacts of construction in the vicinity of the site.

This will be reviewed again on appointment of the principal contractor.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your CLOCS monitoring visits through CCS and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

15. Name of Principal contractor:

To be confirmed on appointment of the principal contractor.

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

To be confirmed on appointment of the principal contractor.

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:

To be confirmed on appointment of the principal contractor.

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.

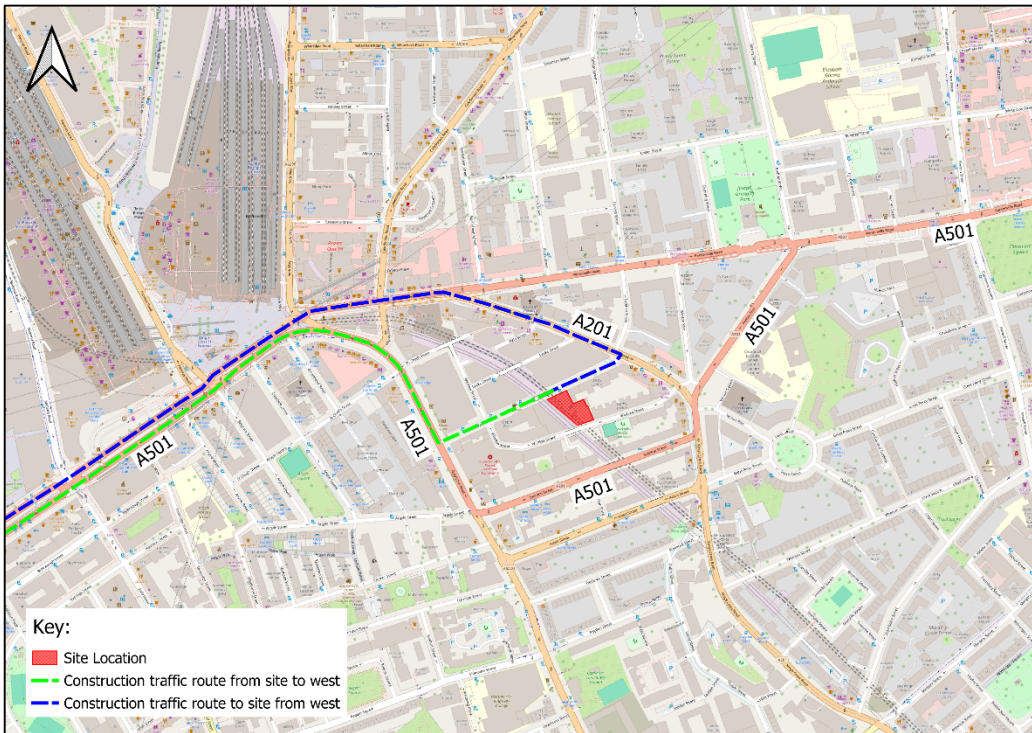
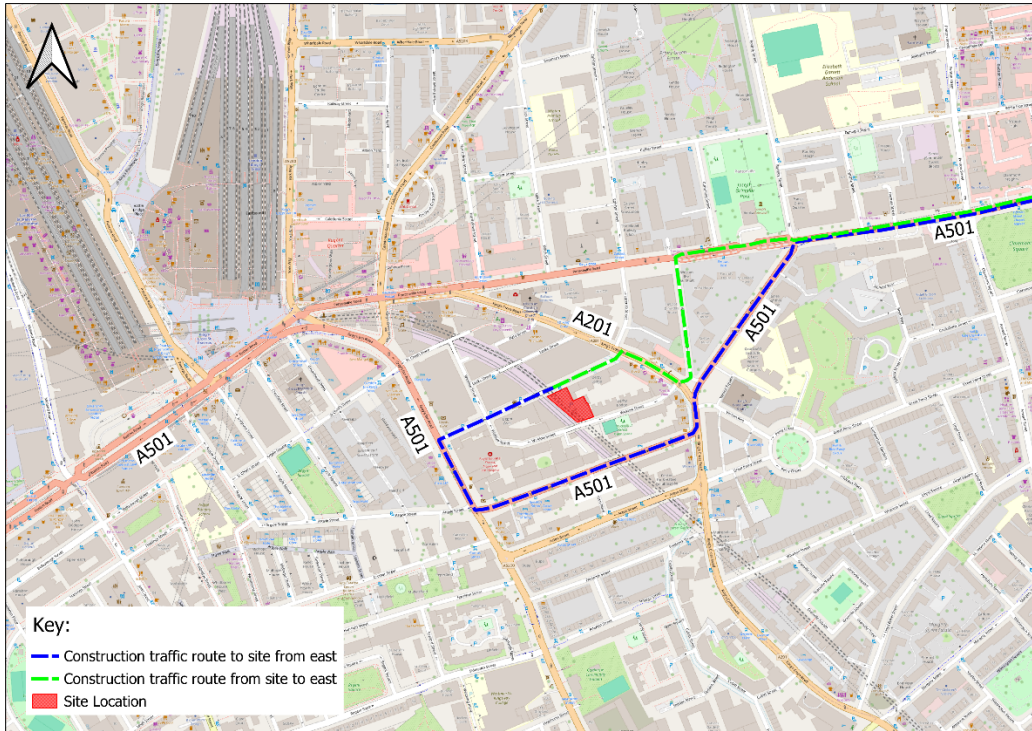
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless 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.



Two routes for site traffic are considered – for traffic coming from the east and for traffic coming from the west.

From the east, vehicles will turn left off the A501 Pentonville Road (TLRN) to the A501 Penton Rise (TLRN), continuing to the left, then right to the A501 Swinton Street (TLRN). Vehicles will then turn right to the A501 Grays Inn Road (TLRN) then right to Britannia Street. Vehicles will pull alongside the site access with the aid of a banksman. To depart, vehicles will pull away from the site in forward gear along Britannia Street. From Britannia Street, vehicles will turn right to the A201 King's Cross Road (TLRN), then left to Weston Rise before turning right back on to the A501 Pentonville Road (TLRN) to head east.

From the west, vehicles will turn right off the A501 Pentonville Road (TLRN) to the A201 King's Cross Road (TLRN). Vehicles will then turn right into Britannia Street and pull alongside the site with the aid of a banksman. To depart, vehicles will turn pull away from the site in forward gear along Britannia Street. From Britannia Street, vehicles will turn right onto the A501 Grays Inn Road (TLRN) before bearing left to join the A501 Euston Road (TLRN).

At the time of submission of the planning application, there is ongoing construction at 314 to 320 Acorn House, Gray's Inn Road, indicating that the route is suitable for use by construction vehicles. Cumulative impacts will be considered by the principal contractor at the time of their appointment.

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.

The routes will be issued to vehicle contractors and delivery companies when construction commences.

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

At the time of submission of the planning application, a principal contractor has not been appointed. The approximate number of construction vehicle movements has therefore been estimated using a construction traffic calculator. This is based on the TRICS "Construction Traffic Research Report," and the assumption of 29.4 one-way trips per £100,000 cost of scheme. The following estimated daily vehicle numbers by vehicle type are reported below:

- Car/pick-up/3.5t van: 2
- 7.5t box van/panel van: 3
- Ready mix concrete truck: 4
- Mobile crane: 0
- Skip lorry: 0
- 32t tipper truck: 9
- Low loader and articulated HGVs: 0

The above estimations have been made based on a construction cost of circa £21.2 million. These numbers will be updated on appointment of the principal contractor. The numbers are based on a programme of demolition and construction lasting an estimated 60 weeks. Major phasing will be confirmed upon appointment of the principal contractor, however, in every stage vehicle arrivals will be staggered and managed by the construction site manager so that no conflicting deliveries or collections occur.

b. Please specify the permitted delivery times.

In line with requirements, deliveries will be made during the standard hours of 09:30 to 16:30 from Monday to Friday and 08:00 to 13:00 on Saturday, with no deliveries on Sundays or bank holidays.

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.

No other development is presently expected on Britannia Street. Construction is anticipated at 33 Wicklow Street but whilst the scheme has been approved, construction has not yet commenced, and timescales are currently unknown.

At the time of the submission of the planning application, there is not believed to be any cumulative traffic impacts. Any cumulative impacts will be considered by the principal contractor at the time of their appointment.

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

Swept path plot drawings are provided in Appendix A, demonstrating:

11.8m rigid vehicle arriving on Britannia Street from the east and departing to the west:

- COBRITANNIASTREET.1/TK01
- COBRITANNIASTREET.1/TK02
- COBRITANNIASTREET.1/TK03

11.8m rigid vehicle arriving on Britannia Street from the west and departing to the east:

- COBRITANNIASTREET.1/TK04
- COBRITANNIASTREET.1/TK05
- COBRITANNIASTREET.1/TK06
- COBRITANNIASTREET.1/TK07

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.

On appointment of the principal contractor, the use of an off-site holding area or waiting point will be considered.

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.

On appointment of the principal contractor, the use of a consolidation centre will be considered.

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).

Given the proximity of the likely loading/unloading location to the site, the management of vehicle engine idling will be easily dealt with.

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.

The site will be accessed directly from Britannia 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.

It is anticipated that vehicles will pull alongside the site access on Britannia Street. Further details will be provided on appointment of the principal contractor.

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.

N/A

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.

N/A

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.

Vehicles will park directly outside the site on Britannia Street, as shown on drawings COBRITANNIASTREET.1/TK02 and COBRITANNIASTREET.1/TK05 in Appendix A.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process. Please note that deliveries should pause where possible to allow passage to pedestrians.

When deliveries are taking place and materials are being taken from the vehicles to the site, marshals will be deployed to ensure the safe passage of pedestrians and cyclists.

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.

To be confirmed on appointment of the 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](#).

To be confirmed on appointment of the 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 on-street parking on Britannia Street will need to be temporarily suspended for the duration of the construction works.

It is possible that a temporary road closure may be required on a singular Sunday morning in order to deliver site equipment, such as a crane.

This will be confirmed as necessary, and further details will be provided on appointment of the principal contractor.

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.

A temporary footway closure may be required on Britannia Street and Wicklow Street during phases of the programme where material needs to be transferred across the footway. If this is required, it will be confirmed on appointment of the principal contractor and any necessary diversion plans will be submitted.

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.

To be confirmed on appointment of the principal contractor.

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

28. Please list all noisy operation_ and the construction methods used, and provide details of the times that each of these are due to be carried out.

Noisy operations may include, but not be limited to, some demolition of the existing structure and erection of new steel structure.

Specific details and expected time periods will be confirmed on appointment of the principal contractor.

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 noise survey was carried out on 6th and 7th November 2023; please refer to Noise and Vibration Survey Report.

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

To be confirmed on appointment of the principal contractor.

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.

At the time of the submission of the planning application, the noise and vibration management and mitigation measures that may be considered include:

- Vehicle speed restrictions
- Adherence to best practice
- Optimisation of site layout to minimise noise impact on sensitive receptors
- Noise minimisation measures, including silencers/mufflers/hoardings
- Compliance with statutory/manufacturers' requirements
- Minimising machinery noise
- Reducing noise impact when loading/unloading vehicles
- Monitoring
- Adherence to maximum noise mitigation levels and the Control of Noise at Work Regulations 2005.

The measures will be confirmed as necessary, and further details will be provided on appointment of the principal contractor.

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

To be confirmed on appointment of the principal contractor.

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.

There is the potential for windblown dust to be generated from earthworks, stockpiles and construction vehicle movements. As such, dust suppression techniques, such as dampening down, use of temporary screens and covering of stockpiles, will be employed. Any vehicles carrying dusty materials will be suitable covered. Any activities found to be generating dust in conditions where dust being spread may affect the public, will be stopped, rescheduling or mitigated.

The measures will be confirmed as necessary, and further details will be provided on appointment of the principal contractor.

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.

Dust suppression techniques, such as dampening down, use of temporary screens and covering of stockpiles, will be employed. Any vehicles carrying dusty materials will be suitable covered. Any activities found to be generating dust in conditions where dust being spread may affect the public, will be stopped, rescheduling or mitigated.

The measures will be confirmed as necessary, and further details will be provided on appointment of the principal contractor.

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.

Noise, vibration and dust monitoring will be undertaken. The arrangements will be provided on appointment of the principal contractor.

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.**

To be confirmed on appointment of the principal contractor.

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.)

To be confirmed on appointment of the principal contractor.

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.

To be confirmed on appointment of the principal contractor.

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).

To be confirmed on appointment of the principal contractor.

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

A refurbishment/demolition survey has yet to be carried out but will be carried out before any strip-out or demolition commences.

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.

To be confirmed on appointment of the principal contractor.

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): Q1 2026 to Q3 2027, comprising an 18 month duration
- 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): To be confirmed on appointment of the principal contractor.
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: To be confirmed on appointment of the principal contractor.
- 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: To be confirmed on appointment of the principal contractor.
- 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: To be confirmed on appointment of the principal contractor.

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.

Given the proximity of the likely loading/unloading location to the site, the management of vehicle engine idling will be easily dealt with. Further details will be provided on appointment of the principal contractor.

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.

To be confirmed on appointment of the principal contractor.

● SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date:

Print Name:

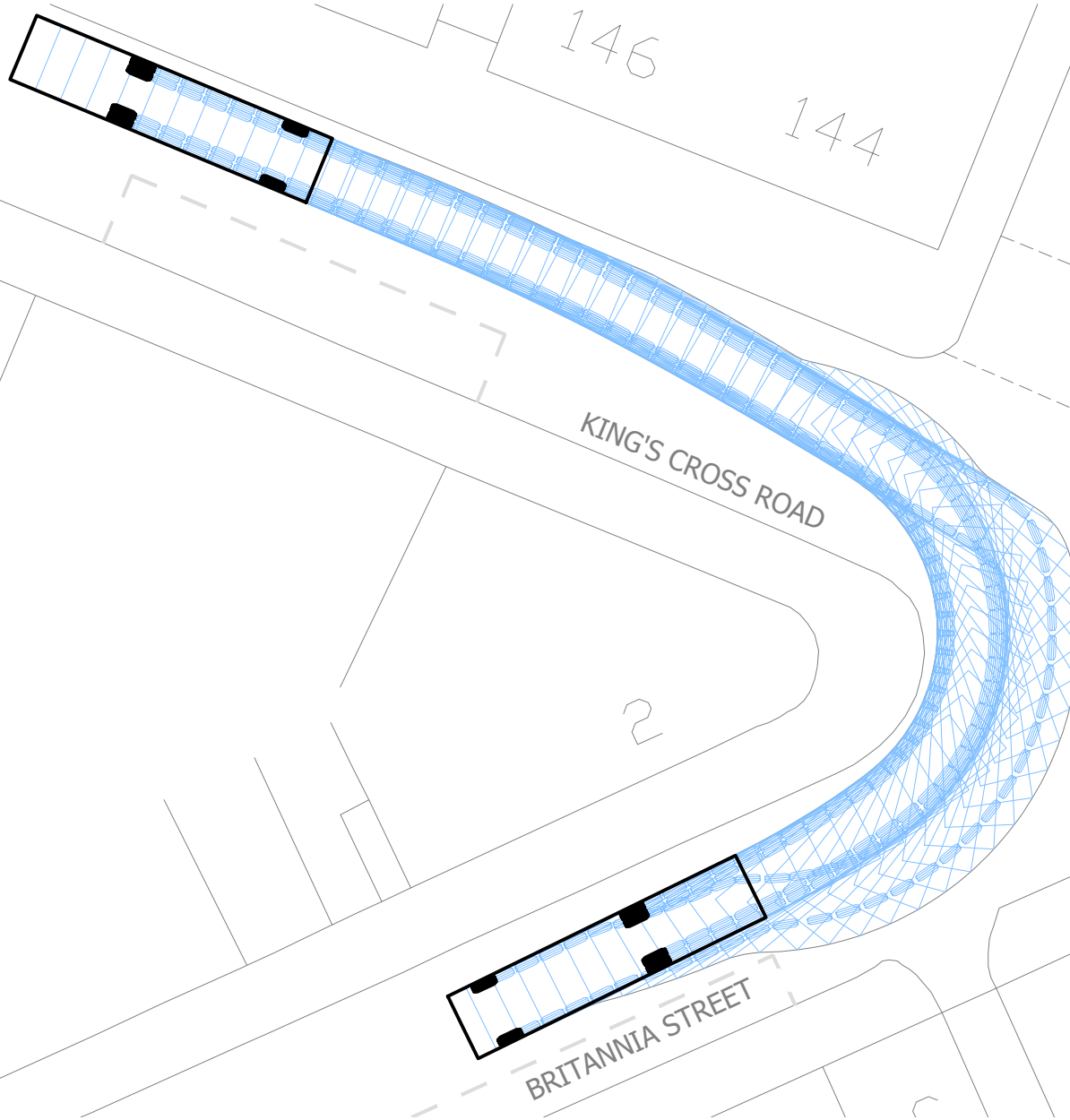
Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

Appendix A: Swept Path Analysis



26 Tonne Rigid Vehicle (11.8m)

Overall Length	11.820m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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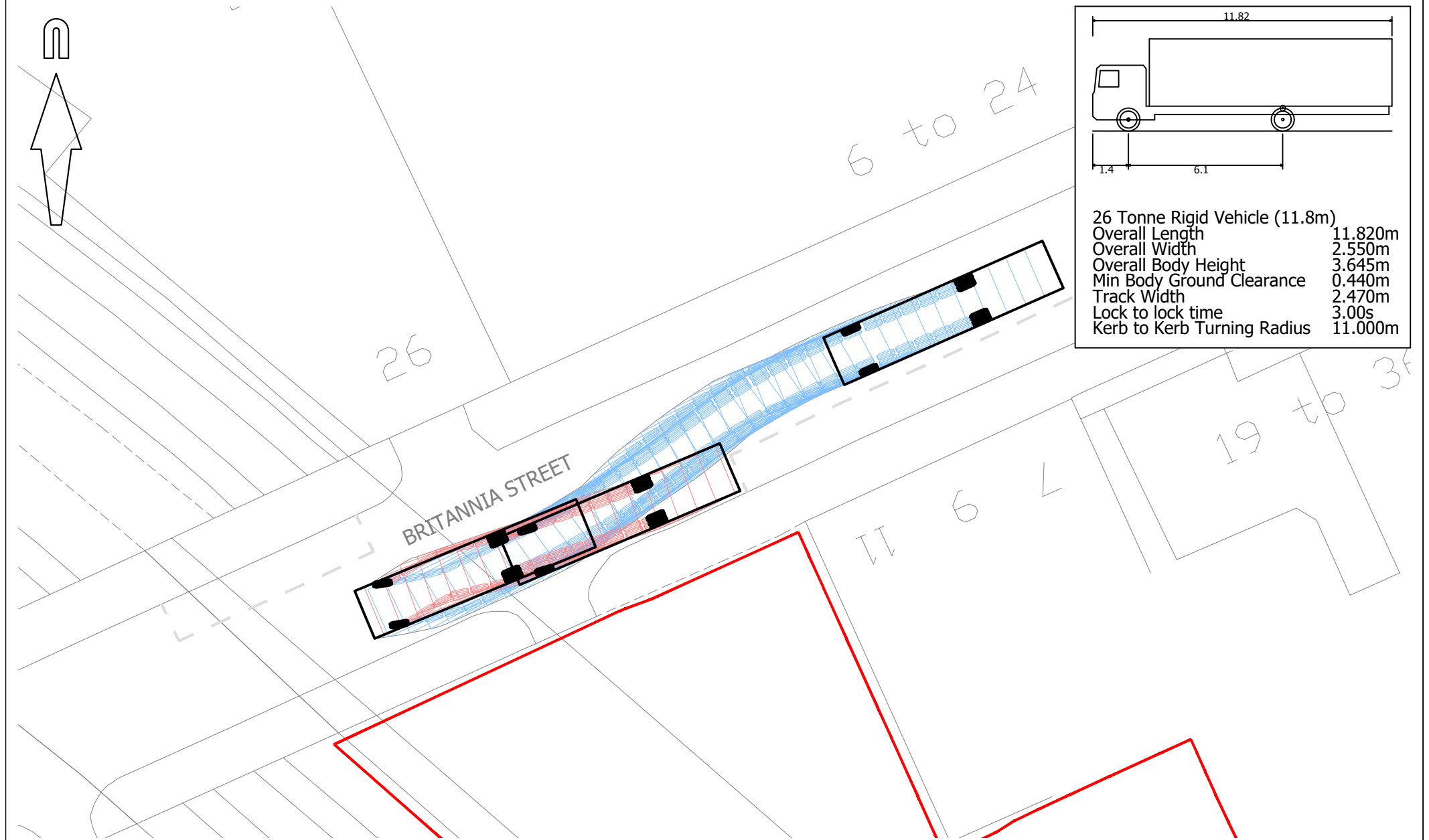
Mayer Brown Limited
 Lion House Oriental Road Woking Surrey GU22 8AR
 Telephone 01483 750 508 Fax 01483 750 437
 enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client
CURLEW OPPORTUNITIES

project
BRITANNIA STREET, CAMDEN

title
**SWEPT PATH ANALYSIS
 11.8M RIGID VEHICLE ENTERING BRITANNIA
 STREET FROM KING'S CROSS ROAD**

scale 1:250 @ A4	drawn by JME	checked by AP
date NOVEMBER 2024	cad file MASTER 2024-11-05	suitability -
drawing number COBRITANNIASTREET.1/TK01		rev. P1



26 Tonne Rigid Vehicle (11.8m)
 Overall Length 11.820m
 Overall Width 2.550m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

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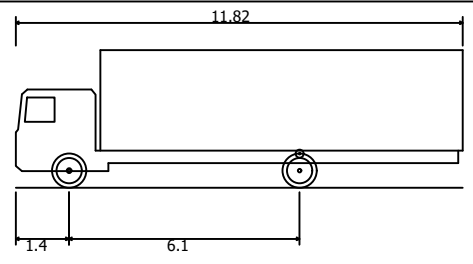
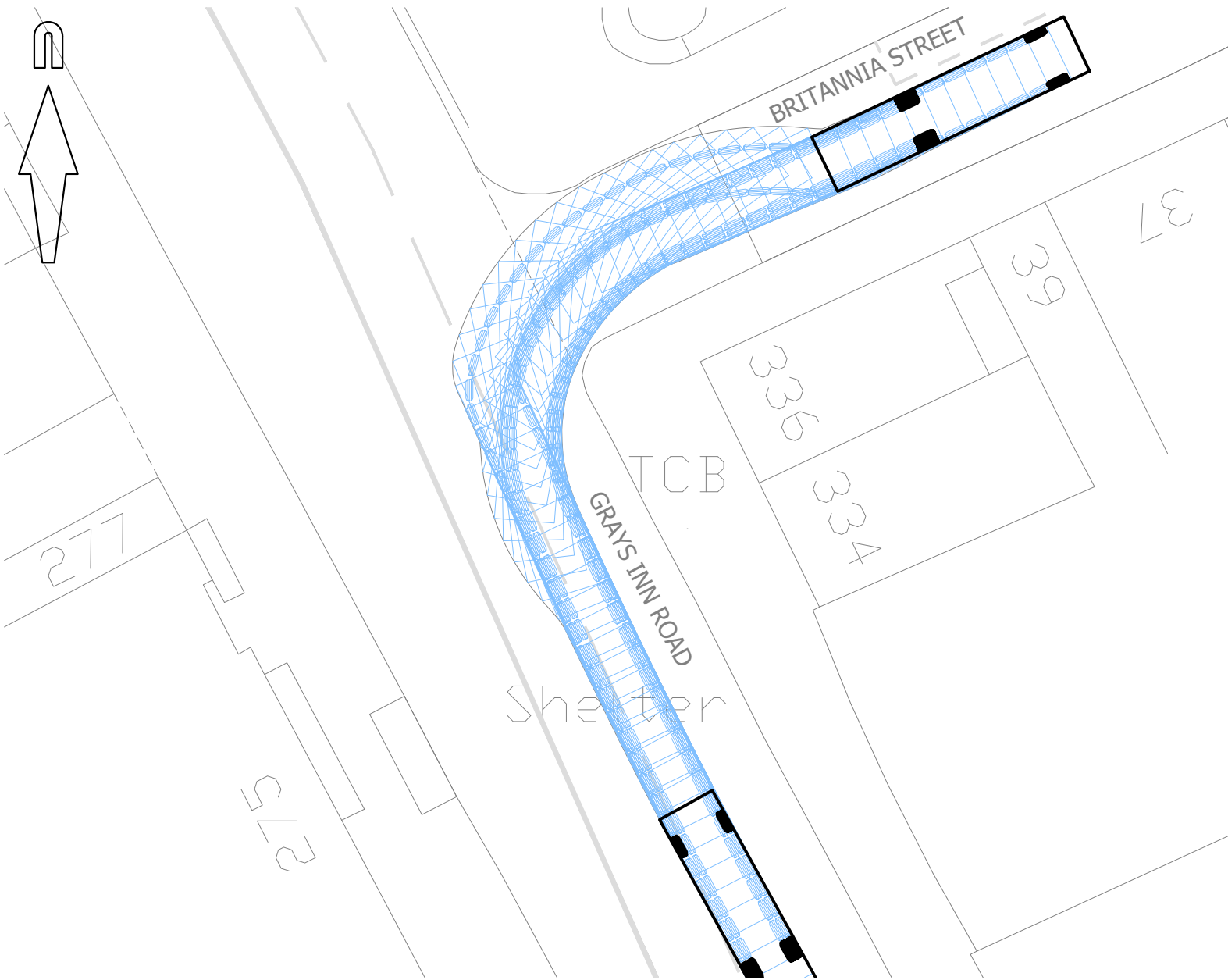
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 enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client
CURLEW OPPORTUNITIES

 project
BRITANNIA STREET, CAMDEN

title
**SWEPT PATH ANALYSIS
 11.8M RIGID VEHICLE PULLING UP OUTSIDE SITE
 ON BRITANNIA STREET COMING FROM THE EAST**

scale 1:250 @ A4	drawn by JME	checked by AP
date NOVEMBER 2024	cad file MASTER 2024-11-05	suitability -
drawing number COBRITANNIASTREET.1/TK02		rev. P1



26 Tonne Rigid Vehicle (11.8m)	
Overall Length	11.820m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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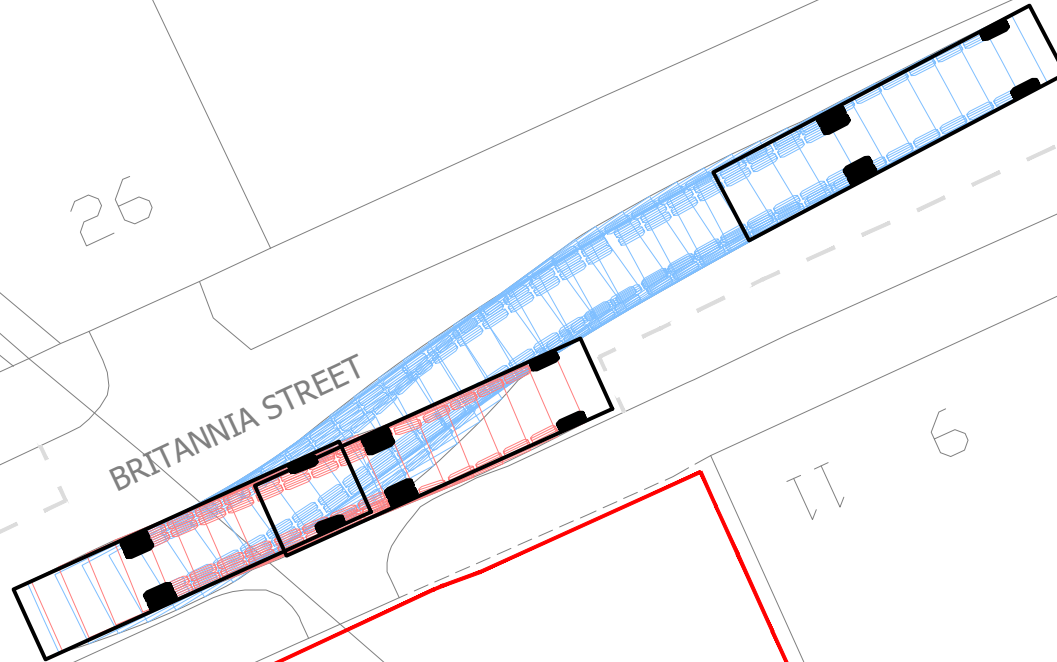
client
CURLEW OPPORTUNITIES

project
BRITANNIA STREET, CAMDEN

title
**SWEPT PATH ANALYSIS
 11.8M RIGID VEHICLE ENTERING BRITANNIA
 STREET FROM GRAYS INN ROAD**

scale 1:250 @ A4	drawn by JME	checked by AP
date NOVEMBER 2024	cad file MASTER 2024-11-05	suitability -
drawing number		rev. P1

COBRITANNIASTREET.1/TK04



26 Tonne Rigid Vehicle (11.8m)	
Overall Length	11.820m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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project
BRITANNIA STREET, CAMDEN

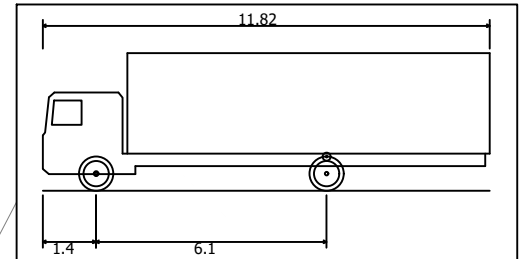
title
SWEPT PATH ANALYSIS
11.8M RIGID VEHICLE DEPARTING FROM OUTSIDE
THE SITE ON BRITANNIA STREET TO THE EAST

scale 1:250 @ A4	drawn by JME	checked by AP
date NOVEMBER 2024	cad file MASTER 2024-11-05	suitability -
drawing number COBRITANNIASTREET.1/TK05		rev. P1



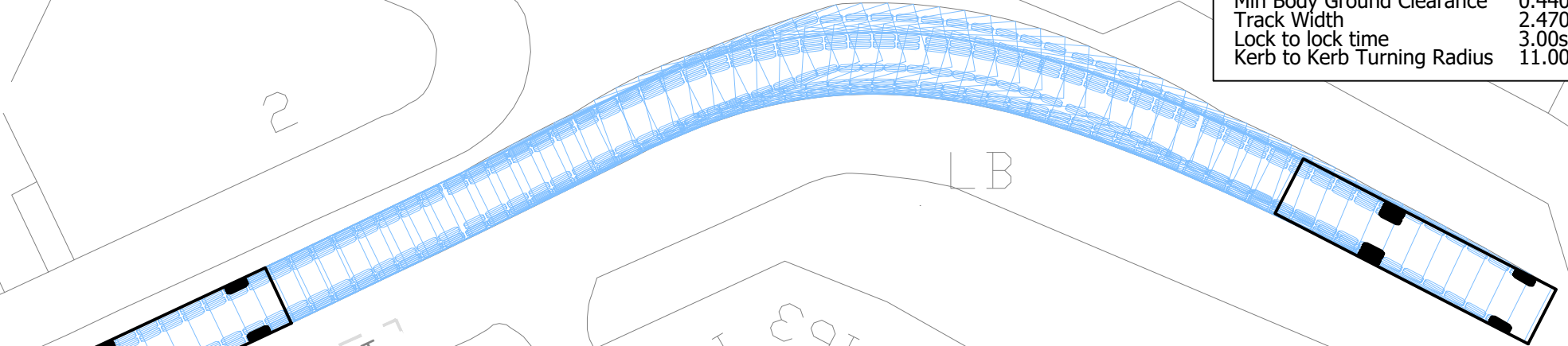
KING'S CROSS ROAD

140
142
140a



26 Tonne Rigid Vehicle (11.8m)

Overall Length	11.820m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



BRITANNIA STREET

159 to 163 1
157

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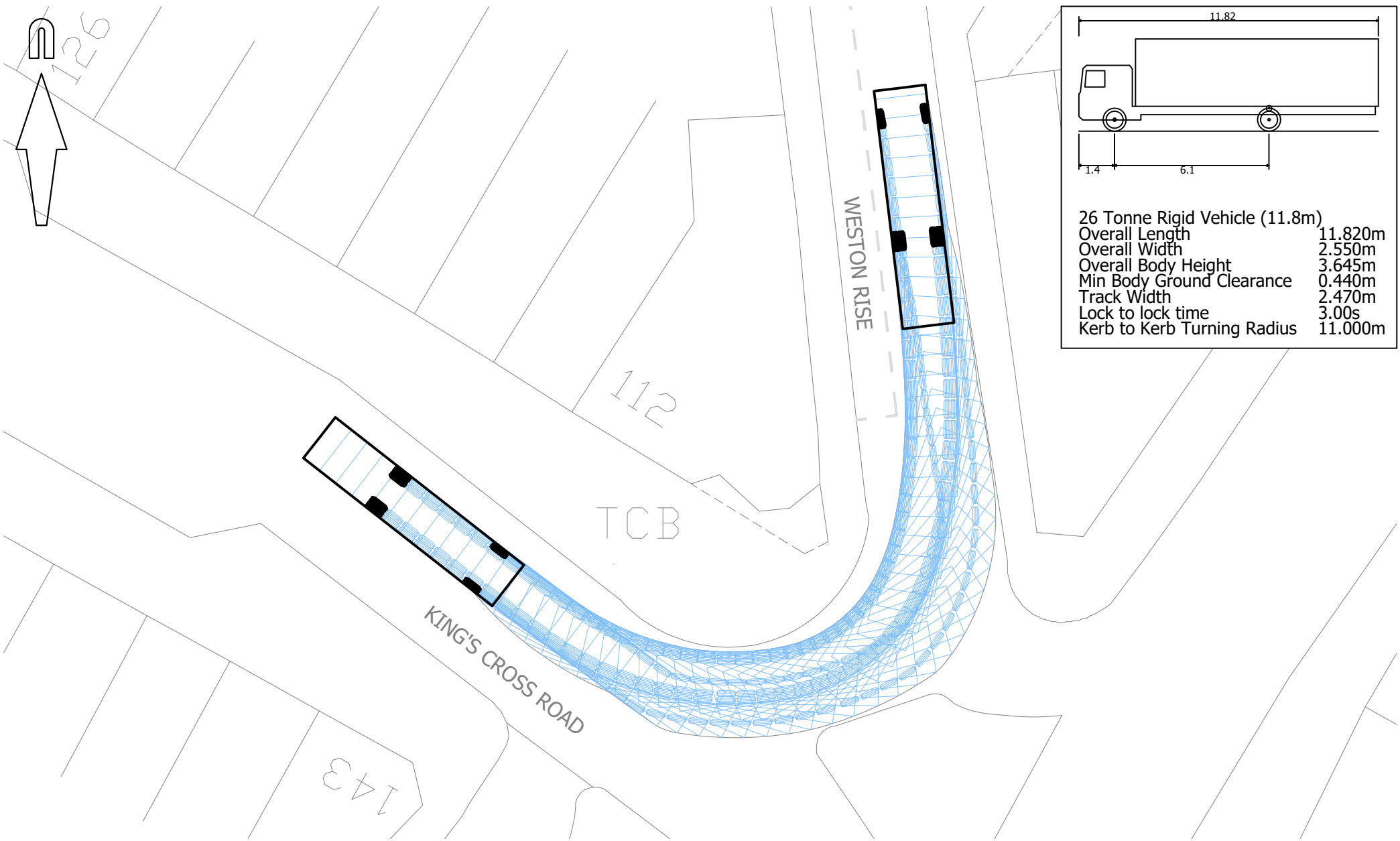
client
CURLEW OPPORTUNITIES

project
BRITANNIA STREET, CAMDEN

title
**SWEPT PATH ANALYSIS
 11.8M RIGID VEHICLE EXITING BRITANNIA
 STREET ONTO KING'S CROSS ROAD**

scale 1:250 @ A4	drawn by JME	checked by AP
date NOVEMBER 2024	cad file MASTER 2024-11-05	suitability -
drawing number		rev. P1

COBRITANNIASTREET.1/TK06



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client
CURLEW OPPORTUNITIES

project
BRITANNIA STREET, CAMDEN

title
**SWEPT PATH ANALYSIS
 11.8M RIGID VEHICLE TURNING ONTO
 WESTON RISE FROM KING'S CROSS ROAD**

scale 1:250 @ A4	drawn by JME	checked by AP
date NOVEMBER 2024	cad file MASTER 2024-11-05	suitability -
drawing number		rev. P1

COBRITANNIASTREET.1/TK07