

LYTTON COURT, BARTER STREET, WC1A 2AH

CONSTRUCTION MANAGEMENT PLAN

PROJECT NO. 25-007 DOC NO. D001

DATE: MARCH 2025

VERSION: 1.0

Velocity Transport Planning Ltd

www.velocity-tp.com



VELOCITY
Transport Planning

Construction Management Plan

Pro-forma

Updated 01/01/2025 Version 3

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
11/03/2025	1.0	Velocity (DF)

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 a 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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will consist of both 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 where requested. Please only provide detail that is relevant to the question and provide responses that are as brief as possible.

Additional material may be appended to the main document, however large standalone files such as environmental reports must be submitted as separate files. These should be clearly referenced/linked to from the CMP.

Contact

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

Address: Lytton Court, Barter Street, WC1A 2AH

Planning reference number to which the CMP applies: N/A at this stage. This document has been prepared to accompany a planning application and is an outline document prior to the appointment of a contractor.

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

Name: Dan Fenton

Address: Velocity, 4th Floor, Nutmeg House 60 Gainsford St, London SE1 2NY

Email: dfenton@velocity-tp.com

Phone: 020 3336 7310

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.

Name: TBC and subject to appointment of a contractor

Address: TBC

Email: TBC

Phone: TBC

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

Name: TBC and subject to appointment of a contractor

Address: TBC

Email: TBC

Phone: TBC

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

Name: TBC and subject to appointment of a contractor

Address: TBC

Email: TBC

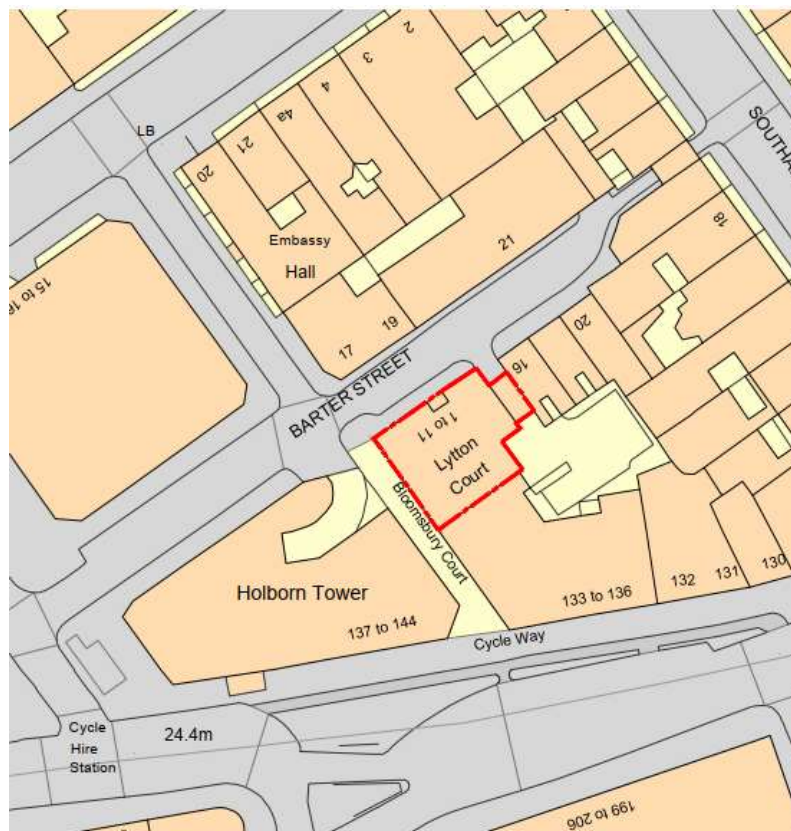
Phone: TBC

Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The application site comprises a four-storey building and is in use as self-contained flats (Class C3). The building is located on the corner of Barter Street and Bloomsbury Court, approximately 190m northwest of Holborn Underground Station. The surrounding area comprises a mix of residential and commercial uses.

A site location plan is shown as follows and at **Appendix A**.



The proposals seek to erect a two-storey roof extension for the provision of three additional residential units.

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 seek to erect a two-storey roof extension for the provision of three additional residential units.

The main challenges associated with the development relate to the local highway network and ensuring that access is maintained whilst the site is under construction. Furthermore, a suitable strategy should be implemented for deliveries, collections and ensuring that transfer of materials can be undertaken without harmful disruption. In addition, it will be necessary to ensure sufficient measures are introduced to mitigate the potential impacts associated with construction with respect to noise, dust, vibrations and traffic in order to minimise disruption to neighbours as far as practically possible.

Barter Street is a two-way road that operates between Bury Place to the west and Southampton Place to the east, however, egress onto Southampton Place is constrained by an archway associated with a building that extends across the carriageway and therefore restricts vehicles, larger than a Light Goods Vehicle, from exiting Barter Street in this direction.

Barter Street, outside of the site, measures 5.1m in terms of its carriageway width.

The local road constraints means that appropriate consideration needs to be given to construction vehicle access, how vehicles turn around to exit the site, and how the site is setup to maintain appropriate access past the site.

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

The start date for works is subject planning permission and the discharge of all relevant conditions and legal agreements.

Further details on dates and the programme would be provided once a contractor has been appointed, however, it is estimated that at this stage is for construction works to last approximately 12 months. This would comprise of:

- Site Setup – 3 weeks
- Superstructure – 12 weeks
- Cladding/Envelope – 12 weeks
- Fit-out – 20 weeks

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows. Please note that permitted delivery times differ from this as per section 19.

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays subject to agreement with Camden
- No working on Sundays or public holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

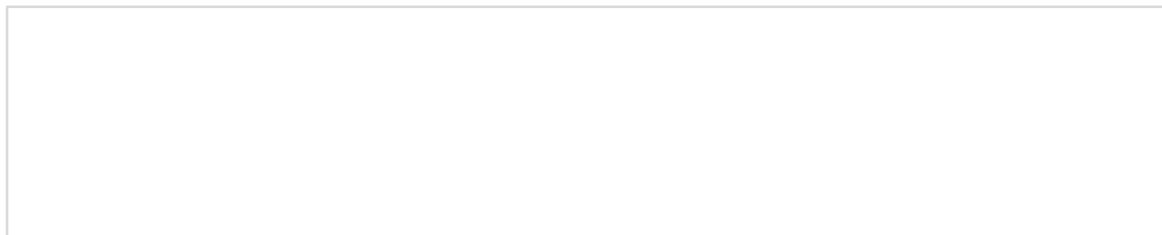
Confirmed and accepted.

Community Liaison

Consultation is an important part of the CMP process. Camden requires the process to:

- Be separate to any previous engagement that may have taken place during the planning process and is specifically around construction impacts
- Take place before the submission of the first draft
- Provide a copy or link to the draft CMP
- Allow a response time of 14 days
- To be followed up with newsletters, email updates etc
- To take into consideration other sites in the immediate area and how cumulative impacts with those sites will be minimised
- To demonstrate any changes to the proposed approach based on feedback
- To outline a construction working group where necessary

The Council can advise on this where necessary. Please contact the Council if there is uncertainty over the need for highways changes to deliver the site before any engagement work is undertaken.



10. Consultation

Letters introducing the contractor and outlining the works should be sent to affected parties. Please use the letter template which is provided in the Transport guidance section. Please ensure that ward councillors are emailed a copy of the letter. Ward councillor contact details can be found on the Camden website.

Where relevant/applicable, please ensure that letters are also sent to:

- Residents
- Businesses
- Neighbouring or nearby construction sites
- Resident groups or similar
- Neighbouring planning authorities where applicable

- Transport for London if the site impacts on bus movement/infrastructure, is located on the Strategic Route Network (SRN) or Transport for London Route Network (TLRN)
- Network Rail and/or London Underground where applicable
- Emergency service where applicable

The Council can advise on the above if needed.

Please provide the following as part of the CMP submission in the appendices:

- A copy of the letter
- An address list or map showing the letter distribution area
- A summary of any responses received and any aspects of the proposed approach that has been modified to accommodate feedback.
- If a meeting has taken place to discuss construction impacts, please provide a list of attendees and minutes for the meeting.

Please provide a summary of the consultation here ie. Dates of meetings, letter drops, whether any responses were received, and where relevant material is appended.

No public consultation exercise has been undertaken at this stage as the scheme is yet to be submitted for planning.

The consultation process will start once planning permission has been granted and a contractor has been appointed.

11. Construction Working Group

For particularly sensitive/contentious sites, 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. Please ensure that adjacent or neighbouring construction sites are included as part of this.

At this stage, a Construction Working Group has not been formed. This would be reviewed once planning permission has been granted and a contractor has been appointed.

12. Schemes

Camden requires that all sites with CMPs are registered with the Considerate Constructors Scheme (CCS). 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. The number of CLOCS visits should be based on your project duration and should continue throughout. A CCS site ID number must be provided rather than a company registration number.

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.

Please provide your site CCS registration number.

This will be confirmed once planning permission has been granted and a contractor has been appointed.

13. Complaints

Please agree to maintain a complaints log which must be made available for inspection.

This is agreed and would be undertaken by the appointed contractor.

Transport

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 both by Camden compliance monitoring officers and also CCS monitors as part of your CLOCS monitoring visits through CCS 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

14. Name of Principal contractor:

This will be confirmed once planning permission has been granted and a contractor has been appointed.

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

The following would take place:

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

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

Site checks - A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site OR / AND checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged, retained and enforced upon accordingly.

Where the contractor's own vehicles and drivers are used the above approach will be modified accordingly. Collision reporting data will be requested from operators and acted upon when necessary.

16. 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, and that all drivers of vehicles over 3.5t will have undertaken safe urban driver training, and that all such vehicles will be fitted with additional driver vision aids and audible left turn alerts.

I also confirm that all suppliers will be made aware of agreed vehicle routing and delivery times as provided below.

This would be agreed upon appointment of a contractor.

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

Site Traffic

17. Construction traffic routing

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes, schools/nurseries, and areas which attract high concentrations of pedestrians.

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

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Vehicles arriving at the site would approach from the west and exit Bloomsbury Way (A40), where they would proceed south onto Barter Street towards the site. At the junction of Barter Street and Bloomsbury Court, vehicles would head west before reversing back to the site's construction vehicle loading area, located immediately outside the site.

Vehicles departing the site would travel westbound along Barter Street and then south onto Bury Place. Vehicles would then turn onto New Oxford Street and head west back to the A40.

This would be the proposed route for all HGV vehicles and is considered appropriate based on the existing height restriction in place for vehicles that head east from the site onto Southampton Place.

A vehicle route plan showing access to and from the site via the strategic road network is shown at **Appendix B**.

b. Please provide tracking/swept path drawings for constrained manoeuvres on both approach and departure routes.

Vehicle tracking is provided at **Appendix C**. This is provided for a 10m flatbed, the largest vehicle expected to attend the site. The drawings also demonstrate that there is sufficient passing space on Barter Street for Light Goods Vehicles that may choose to exit onto Southampton Place and pass the proposed construction vehicle loading area.

18. Construction traffic vehicle types and delivery times

Construction vehicle movements should be restricted during the hours of 9.30am to 4.30pm on weekdays. If there is a school in the vicinity of the site or on the proposed approach and/or departure routes, then deliveries must also be restricted during the hours of 3pm and 3.30pm on weekdays during term time.

Vehicles may be permitted to arrive at site between 07.00 and 08.00 subject to agreement with Camden. Where this is not possible, vehicles should arrive at 8.00am whereby they must be immediately admitted to site. Vehicles should then be held until 09.30 before being allowed to depart. If vehicles need to wait outside the site before 08.00 then they should only do so with prior agreement with Camden. Engines must be switched off during any agreed queuing/waiting on the highway.

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

The following vehicles will attend the site. There is also likely to be a requirement for 1-2 road closures required over the course of the works.

- 10m 2-axle flatbed (for deliveries) – it is estimated that there would be 1-2 vehicles per day during the superstructure and fit-out phases.
- 9.7m 4-axle concrete mixer (for concrete) – on large pour days, it is anticipated that 4-6 vehicles would be required per day. This is anticipated for circa 2 days.
- 9.1m 4-axle hi-ab (for delivery) – it is estimated there would be 1-2 vehicles per day during the superstructure and fit-out days.
- 9.1m grab lorry (for waste removal) – it is estimated that there would be 1-2 vehicles per day during the setup, strip out and clear-up phases.
- 3.5t/7.5t Van - (for deliveries, trades and any waste removal) – it is estimated that there would be no more than 3–4 vehicles attending per day during the fit-out stages.

b. Please specify the permitted delivery times as agreed with Camden.

Deliveries and collections would be restricted to take place between 9:30am and 4:30pm on weekdays and between 8:00am and 1:00pm on Saturdays. All vehicles will unload/load within the proposed loading/storage area located immediately outside the frontage of the site on Barter Street. All relevant licenses would be applied for by the contractor.

Vehicles would call 20 minutes prior to arriving to ensure that the proposed loading area is clear and that the site is ready to receive the vehicle.

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.

This would be reviewed prior to starting on-site and following planning permission and appointment of a contractor. The appointed contractor would seek to co-ordinate with any other construction sites where necessary.

d. 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.

Please identify the locations of any off-site holding areas or waiting points on approach to site.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

Holding areas are not proposed at this stage and not considered necessary.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres or reusing materials on site.

The use of construction material consolidation centres will be explored by the appointed contractor. Materials will be reused on-site where feasible.

19. Construction vehicle loading

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked. Traffic marshals must oversee all vehicle movements during site entry and exit. Marshals must control/stop all general traffic to permit this when necessary, particularly if the vehicle is reversing.

Traffic marshals, or site staff acting as traffic marshals, must hold the relevant qualifications required for directing large vehicles when reversing. This must be available for inspection during compliance monitoring visits. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required during vehicle banking/loading. Marshals should have radio contact with one another where necessary.

a. Please state whether vehicles will load from within the site boundary or from the public highway.

Vehicles will load from the public highway on Barter Street, immediately in front of the site, utilising existing Pay by Phone bays that would be suspended.

This is shown at **Appendix D** which provides an indicative proposed arrangement, as well as existing arrangement drawing.

b. Please describe how the above – either site entry/exit or loading from the highway - will be managed/overseen by traffic marshals, stating the number of marshals that will be required. If marshals need to be stationed away from site to manage vehicles on approach/departure, please also detail this here.

A minimum of two traffic marshals will be made available to assist with vehicle arrivals and departures including the turning/reverse manoeuvre which is required to enter the proposed vehicle loading area.

They will provide awareness of surrounding vehicle, cyclist and pedestrian movements and communicate with site works to ensure that any activity is temporarily halted in the event of any potential conflict.

Banksmen will also be available when construction vehicles are unloading / loading to assist with the transfer of material and to manage any pedestrian activity where necessary.

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

Wheel washing facilities are not required for this site.

Site set up

20. Site set-up and temporary highways changes

Please detail all temporary highways changes that will be required as part of the site set up – eg. Parking bay suspensions/changes to kerbside loading, temporary crossovers, lighting column relocation, gantry over the footway etc. Any accompanying drawings should be provided in the appendix. Please note that the impact on the public highway must be minimised as far as possible.

As part of the above, any detail drawings of the site up on the public highway should be presented as a scaled plan and must:

- Use the latest highways layout
- Show vehicle loading areas/vehicle site access points
- Show any structures that are to be located on the highway
- Show all parking/kerbside impacts
- Show all street furniture that is to be impacted/relocated
- Show all relevant dimensions including footway and carriageway widths

The following - where applicable - can be shown as part of the above or separately if preferred:

- Vehicle tracking into and out of site
- The site set up and any associated temporary traffic management measures must conform to the [Safety at Street Works and Road Works Code of Practice](#).
- Numbers and locations of traffic marshals
- Scaffolding plans

Please note that any load-bearing gantries located on the highway may be subject to a separate assessment by our structures team. This will be advised upon when the CMP is reviewed by Camden.

a. Please list all relevant changes below and/or reference drawings in the appendix.

An existing and proposed highway arrangement plan is shown at **Appendix D**. The existing arrangement plan shows the existing conditions surrounding the site showing relevant street parking bays, footway extents and relevant street furniture. The proposed arrangement plan shows the proposed vehicle loading area and indicative scaffolding/gantry arrangement.

Construction vehicles will unload / load on-street immediately outside the frontage of the site on Barter Street. Parking suspensions are required for the existing Pay by Phone bays for the full duration of works.

Scaffolding would be erected around the site boundary on the footways on Barter Street and Bloomsbury Court. A minimum 1.2m clear footway is proposed to be maintained at all times. Access will also be maintained into the existing building.

All materials and plant are proposed to be stored within the site compound.

b. Please confirm whether or not the footway will remain accessible to pedestrians during installation of temporary structures on the highway. If this is not possible then please state how pedestrian safety will be maintained during this period, providing details of any associated traffic/pedestrian management, including provision of safe crossing points.

The footway will be temporarily closed during the installation of the scaffolding/gantry arrangement. Pedestrians would be directed to use the footway on the opposite side with appropriate temporary ramping provided where required and banksmen available to assist where necessary.

The temporary arrangement would be reviewed upon appointment of a contractor.

21. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and can be provided using individual bay suspensions for up to 6 months, or a temporary traffic restriction (TTR) for periods exceeding 6 months. Information regarding parking suspensions can be found [here](#). For periods greater than 6 months, or for any other changes to existing parking/loading/traffic restrictions on the highway, a [Temporary Traffic Restriction \(TTR\)](#) will be required. Please refer to the CMP guidance document which outlines the TTR process.

Please state clearly the number and type(s) of bays that will require individual suspension or removal using a TTR.

Please also state whether separate, short-term closures are anticipated for crane operations, utilities works etc.

This information can be presented as a drawing if preferred.

A TTR will be required to suspend two existing Pay by Phone parking bays that are located immediately outside the site. This is to accommodate the proposed construction vehicle loading area as shown on the proposed arrangement plan.

Short-term road closures could be required for ad hoc lifting requirements, however, this would be reviewed with the contractor once appointed.

22. Motor vehicle/cyclist/pedestrian diversions

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 alternative 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 routes here, or present these in a drawing if preferred. All motor vehicle diversion routes should be presented in the form of a drawing showing the relevant signage.

There are no diversions proposed or considered necessary as part of the main construction works, except for the temporary footway closure reference in Q20b, relating to the installation of the scaffold/gantry.

This would be reviewed in more detail once a contractor has been appointed.

23. 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.

There are no anticipated changes to services at this stage.

Environment

24. 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 subject to agreement with Camden
- No working on Sundays or Public Holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

Where noise or vibration from the construction of the proposed development exceed the significant observed adverse effect levels or at the reasonable request of the council, works (where reasonably practicable) shall take place on a 2 hours on/off basis. For example:

- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00
- ON - Saturdays 11:00 - 13:00.

Where quiet periods are not practical due to engineering reasons the contractor will consider the provision of alternative quiet spaces.

The standard working hours listed above will be applicable for the site.

25. Please include a site plan detailing the location of the works and any nearby sensitive receptors

The site plan is shown at **Appendix A**. This shows that there are numerous buildings in the vicinity comprising of residential and commercial uses.

26. Where applicable, please describe the methods to be used for the demolition, ground works and piling phases. Include the type of plant likely to be used onsite

This would be provided upon appointment of a contractor.

27. Please describe the mitigation measures to be incorporated during the demolition and construction works to prevent noise and vibration disturbances from the activities on the site.

A number of noise and vibration measures can be implemented at the site to mitigate the potential environmental impacts associated with construction. This will be re-confirmed once a contractor has been appointed. Site activities will be controlled as far as is reasonably practicable so that surrounding receptors are protected from excessive levels arising from the construction process.

- Each section of the project will be planned to ensure all noisy working requirements are identified along with the timescales so such information can be advised to all concerned parties. There will be no site working during any anti-social hours;
- All site plant not in use will be shut down and not left idling on site;
- The shouting out of instructions on site will be strictly forbidden, all site management and supervisors will be issued with site communication radios;
- The playing of radios etc on site will be strictly forbidden at all times;
- The sounding of vehicle hooters on site or in any adjacent street will be strictly forbidden at all times;
- No commercial vehicles will be allowed to park in the adjacent streets waiting for access to the site, particularly with engines left 'ticking over';
- Where possible all site plant will be effectively silenced and located in such areas of the site to cause the minimum amount of noise migration to areas beyond the site boundary;
- There will be no site activities or plant engines started or lorry movements to and from the site made before 8am and not after 6pm;
- Working methods, procedures and logistics will be appraised and reviews on a regular basis to ensure continuous development of BPM;
- Concrete pours sizes will be planned with the start of concrete pours arranged as early as possible within normal working hours to avoid overruns;
- No materials will be allowed to fall from height which may result in the generation of vibration; and
- All lorries will be loaded and operated by competent operators with material placed into the vehicles or site and not dropped.

28. Please confirm that the works will follow the guidance included in 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction.

This will be confirmed by the contractor once appointed.

29. For medium or large developments, please provide details describing arrangements for the monitoring of noise and vibration levels, including instrumentation, locations of monitors and trigger levels where appropriate. Small sites can be asked to implement a monitoring strategy due to the sensitivity of the local environment.

Contractor shall ensure that all monitoring data is available for inspection and review by the council and should include noise, vibration and dust monitoring data.

We may request to provide a real-time monitoring data to be published if requested by the community working group.

Please refer to the Camden Guidance for additional information on monitoring requirements.

This is not considered necessary for this site.

30. For large developments, please confirm if a S61 application will be submitted once the contractor has been appointed. Please see the Camden guidance for information on how to apply for extended working hours.

This is not considered necessary for this site.

31. If required, please provide an Air Quality Assessment (AQA) and/or Dust Risk Assessment (DRA).

To establish if an AQA is required, please refer to Camden's [Air Quality Planning Guidance](#) document (section 3) and the Council's 'Air quality assessments in planning applications' [webpage](#).

Please attach the AQA and/or DRA as an appendix to this proforma.

This is not considered necessary for this site.

AQAs and/or Dust Risk Assessments (DRA) should be undertaken at planning application stage for all major developments and follow the methodology outlined in the GLA's [The Control of Dust and Emissions During Demolition and Construction SPG](#). This may not be required for smaller developments, but a DRA will be as part of the CMP assessment. The risk assessment must take into account the proximity of all human and sensitive local receptors (e.g. schools, care homes, health centres etc.) relative to the site boundary, as detailed in the [SPG](#).

Please attach the AQA and DRA as an appendix to this proforma.

This would be provided once planning permission has been granted and a contractor has been appointed, if required.

32. 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 the AQA have been addressed by completing the GLA mitigation measures checklist. (See [Appendix 7 of the SPG document](#).)

This would be confirmed upon appointment of a 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 are a number of air and dust mitigation measures that can be implemented at the site. The list will be re-confirmed once a contractor has been appointed for the site:

- Maintain machinery in good working order to prevent smoke and fumes;
- No lighting of bonfires;
- Instruct drivers to switch off engines;
- Use abatement technology and alternative fuels where possible;
- Ensure vehicles meet current and relevant standards;
- Carry out regular air quality checks;
- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- Any emissions of nuisance dust and fine particulate emissions are to be adequately controlled and kept within acceptable limits;
- Carry out regular site inspections to monitor compliance, record inspection results;
- Fully enclose the site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Remove materials that have a potential to produce dust from the site as soon as possible, unless being re-used on site;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

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.

A dust sweeper will be made available for the local roads, upon request, to remove any material tracked out from associated construction vehicle movements.

35. Air quality monitoring requirements.

Real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' sensors will be required for all sites with a high OR medium dust impact risk level, as established by the air quality assessment. If the site is a 'high risk site, **four** real time dust monitors will be required. If the site is a 'medium risk site', **two** real time dust monitors will be required.

The dust monitoring must be utilised in accordance with the [SPG](#) and [IAQM guidance](#), and **the proposed dust monitoring regime (including number of sensors, monitoring locations, equipment specification, and trigger levels) must be submitted to the Council for approval during the CMP process.** 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.** The Council encourage proactive planning when strategizing the dust monitoring regime to reduce unwanted delays.

A minimum of three-months of baseline air quality monitoring data must be collected prior to the commencement of works on site. A summary report must be provided to AirQuality@Camden.gov.uk, following the baseline monitoring period.

Monthly dust monitoring reports must also be provided to the Council detailing: onsite activities during each monthly monitoring period, dust mitigation measures utilised, 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 the 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.

Using the above information, please provide details on the air quality monitoring strategy for the proposed development

This would be confirmed upon appointment of a contractor.

36. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" ([SPG](#)), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of Camden Council. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at:

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

Direct link to NRMM Practical Guide (V6):

<https://www.london.gov.uk/sites/default/files/2024-05/NRMM-Practical-Guide-Accessible-May2024.pdf>

Current requirements

(i) Any development within Greater London – NRMM used on the site of any major development will be required to meet Emission Stage IIIB as a minimum.

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Emission Stage IV as a minimum.

(iii) NRMM register - The site and all in-scope machinery (37-560kW) must be registered on the [GLA's NRMM Website](#).

(iv) Generators - Generators are required to meet Emission Stage V across the whole of London. When bringing a generator to site, you must ask your supplier for a Stage V generator. If a suitable Stage V solution is not available for the site, you will need to apply for an exemption.

From 1st January 2025

(v) All development sites in Greater London required to meet Stage IV - The CAZ, Opportunity Areas and Greater London zones will no longer have different emission standards. All NRMM on all sites within Greater London will be required to meet Stage IV as a minimum. Generators will continue to be required to meet Stage V.

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

- a) Construction time period (mm/yy - mm/yy):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- 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:
- 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:

This will be reviewed upon appointment of a contractor.

37. 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/resources-1>

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.

All drivers will be instructed to turn off their engines when attending the site and unloading / loading. Banksmen will also be given responsibility to monitor that drivers are adhering to this instruction.

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

A survey has not been carried out at this stage.

39. 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.

A project manager will be appointed and assume all responsibility of all staff conduct, actions and complaints.

The project manager will also be responsible for monitoring and reviews activity on an ongoing basis. They will be contactable during office hours with information boards displayed on the site hoarding highlighting key personnel on site including their contact details. A 24-hour emergency contact number will also be provided.

40. The CMP Planning Site Inspector conduct site inspections, which may be scheduled (planned) or unscheduled (unplanned) visits. Ensure the site accessible and available for these inspections. Non-compliance with the agreed CMP plan or failure to meet CMP requirements may result in a deduction from the bond payment, please confirm that you understand these requirements.

This would be confirmed by the contractor once appointed.

Mental Health Training

41. 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.

This would be confirmed by the contractor once appointed.

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 the failure to ensure compliance with the CMP will be taken very seriously by the Council including draw down of funds from the construction management bond payment and possible formal enforcement in line with the CMP Guidance.

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.

Print name

Position.....

Date

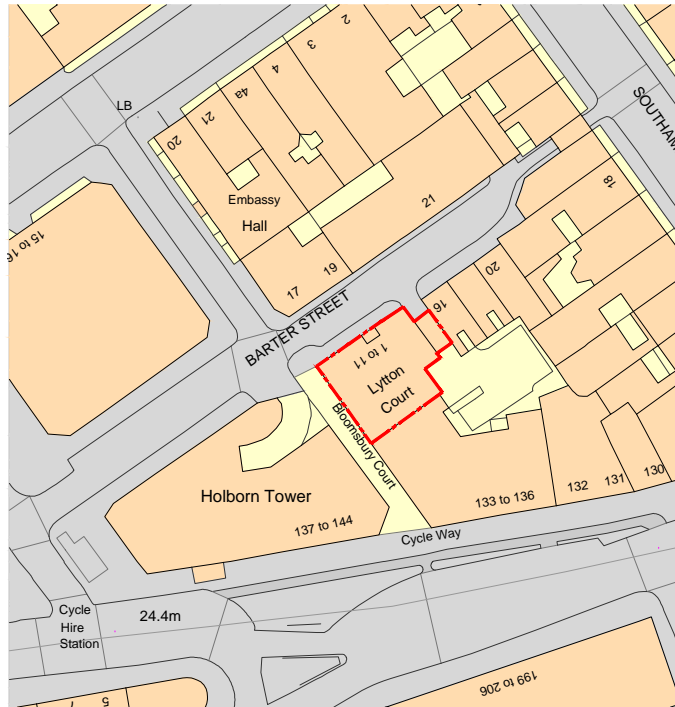
Please submit to: planningobligations@camden.gov.uk

End of form.

Updated 01/01/2025 V3.0

APPENDIX A

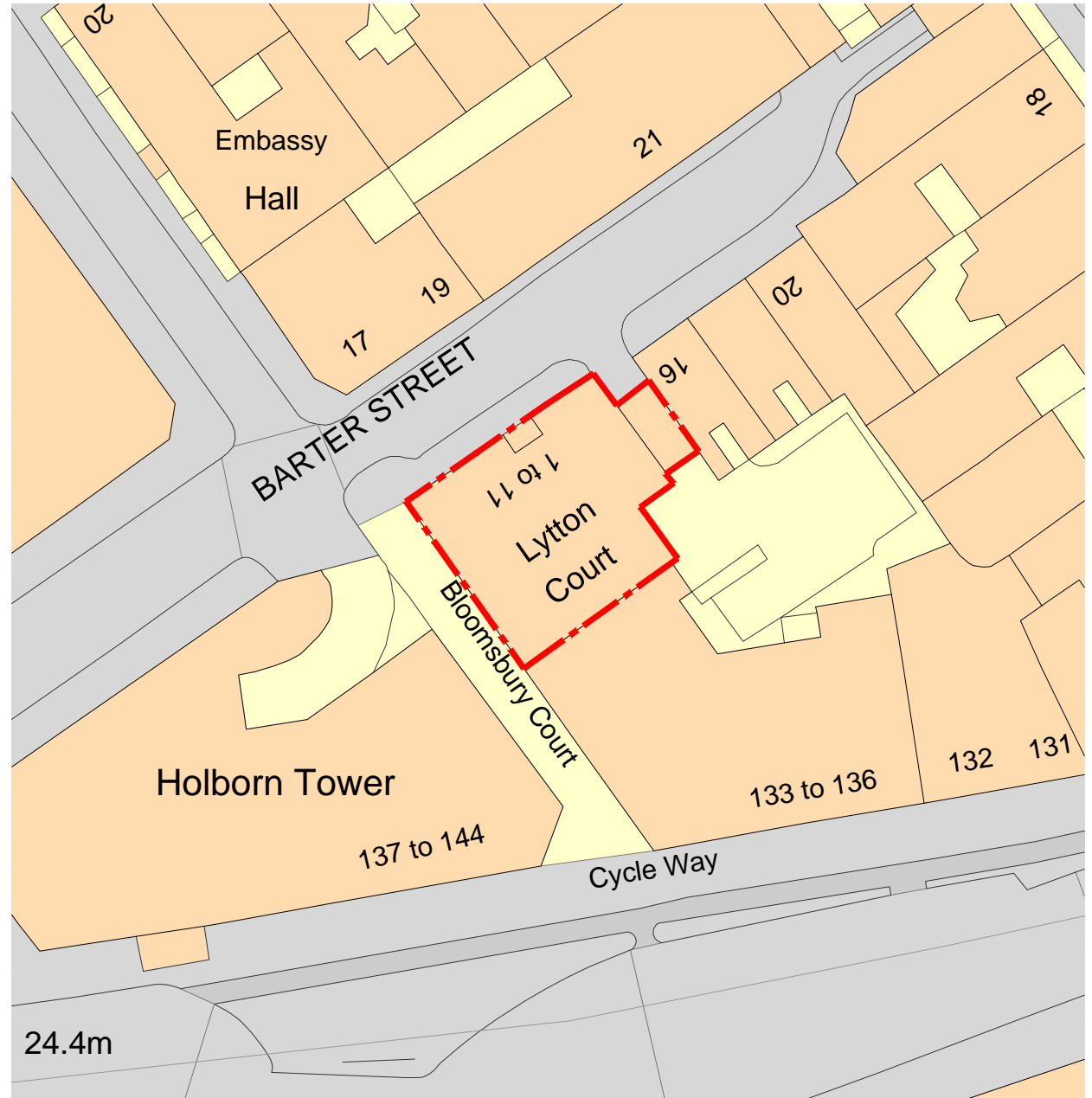




Scale 1:625 @ A1, 1:1250 @ A3

0 10 20 30 40 50 60 70 80 90 100m

1 Location Plan
1:625 @ A1 / 1:1250 @ A3



Scale 1:250 @ A1, 1:500 @ A3

0 5 10 15 20 25 30 35 40 45 50m

2 Site Plan
1:250 @ A1 / 1:500 @ A3

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REPORT ANY DRAWING INCONSISTENCIES OR DISCREPANCIES TO THE ARCHITECT
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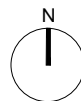
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KEY:

REVISIONS:

/ 14.06.2024
A 15.01.2025

Issued for Pre-Application
Issued for Planning



Client Audeo Property Ventures Ltd	Project No. 1077	Project Lytton Court, Barter Street, London, WC1A 2AH
Scale AS INDICATED	Drawn by AC	Drawing Title Site Location Plan
Date JANUARY 2025	Checked by BD	Drawing No. EX.SLP.001
		Rev A

PLANNING

Rodić Davidson Architects

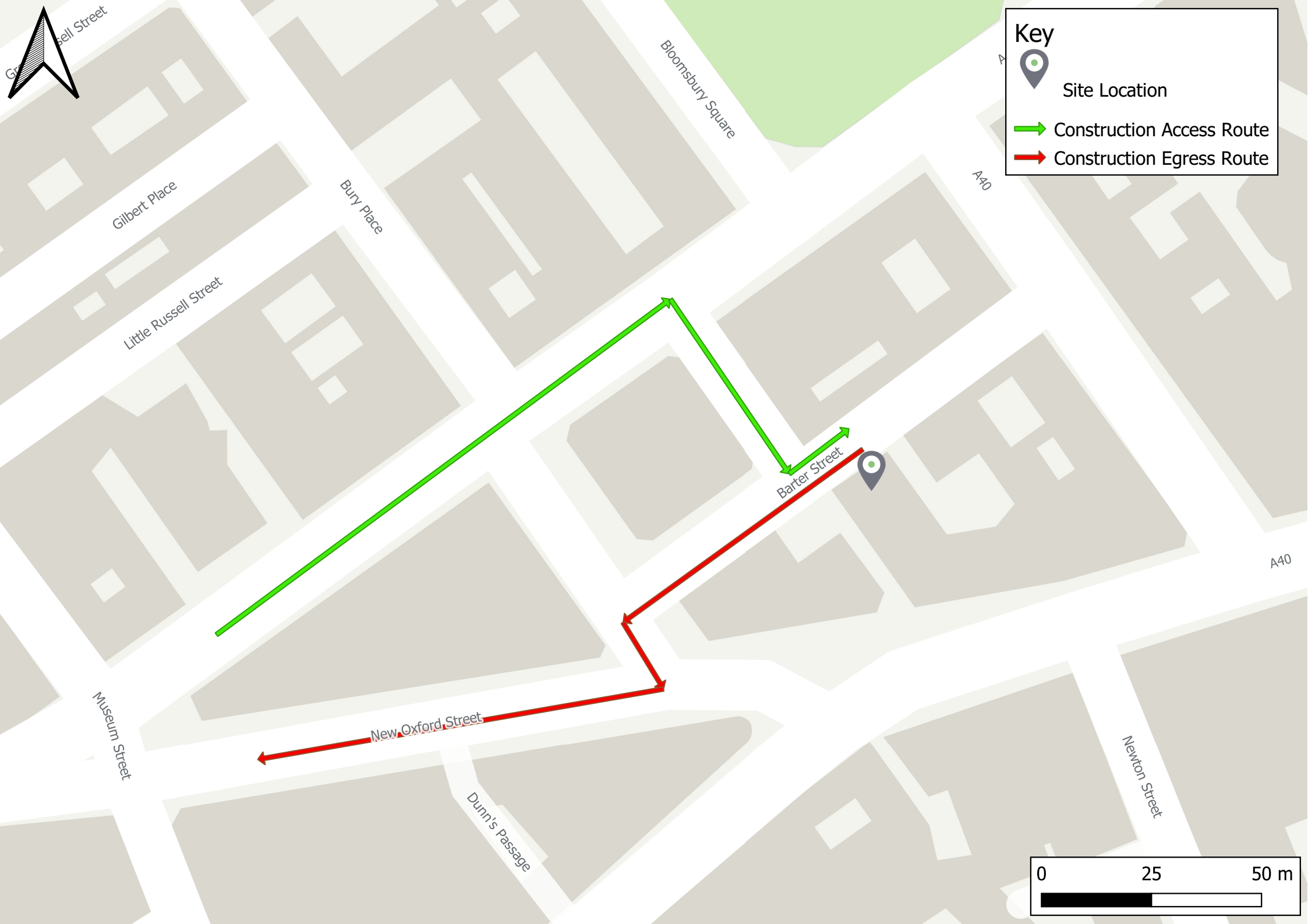
1 Pied Bull Yard
London WC1A 2AE
020 7043 3551

www.rodicdavidson.co.uk

Rodić Davidson Architects is the trading name of bdAR Ltd

APPENDIX B

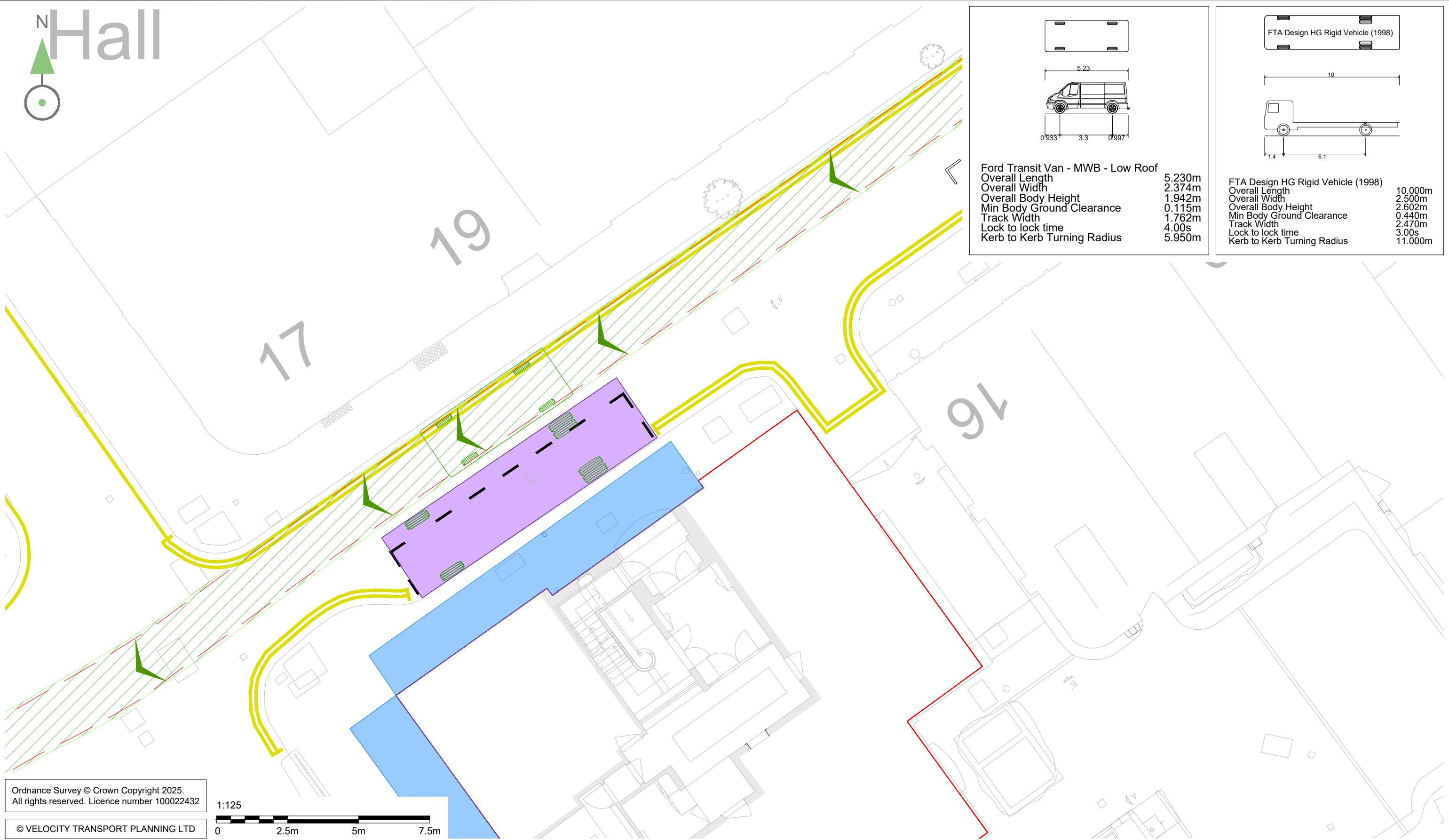


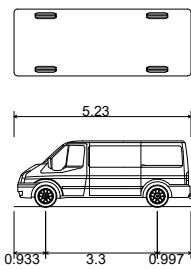


APPENDIX C



P:\0-25\25-007 Lytton Court\02 TECHNICAL\B DWGS\1. CAD\IDW\GS\25-007-T-004-Swept Path Analysis-Ford Transit Van Analysis-Ford Transit Van Passing-Proposed Arrangement.dwg (004) Plotted on: Feb 05, 2025 - 6:11pm by IZakula

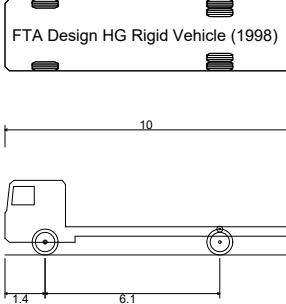




5.23
0.933 3.3 0.997

Ford Transit Van - MWB - Low Roof

Overall Length	5.230m
Overall Width	2.374m
Overall Body Height	1.942m
Min Body Ground Clearance	0.115m
Track Width	1.762m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



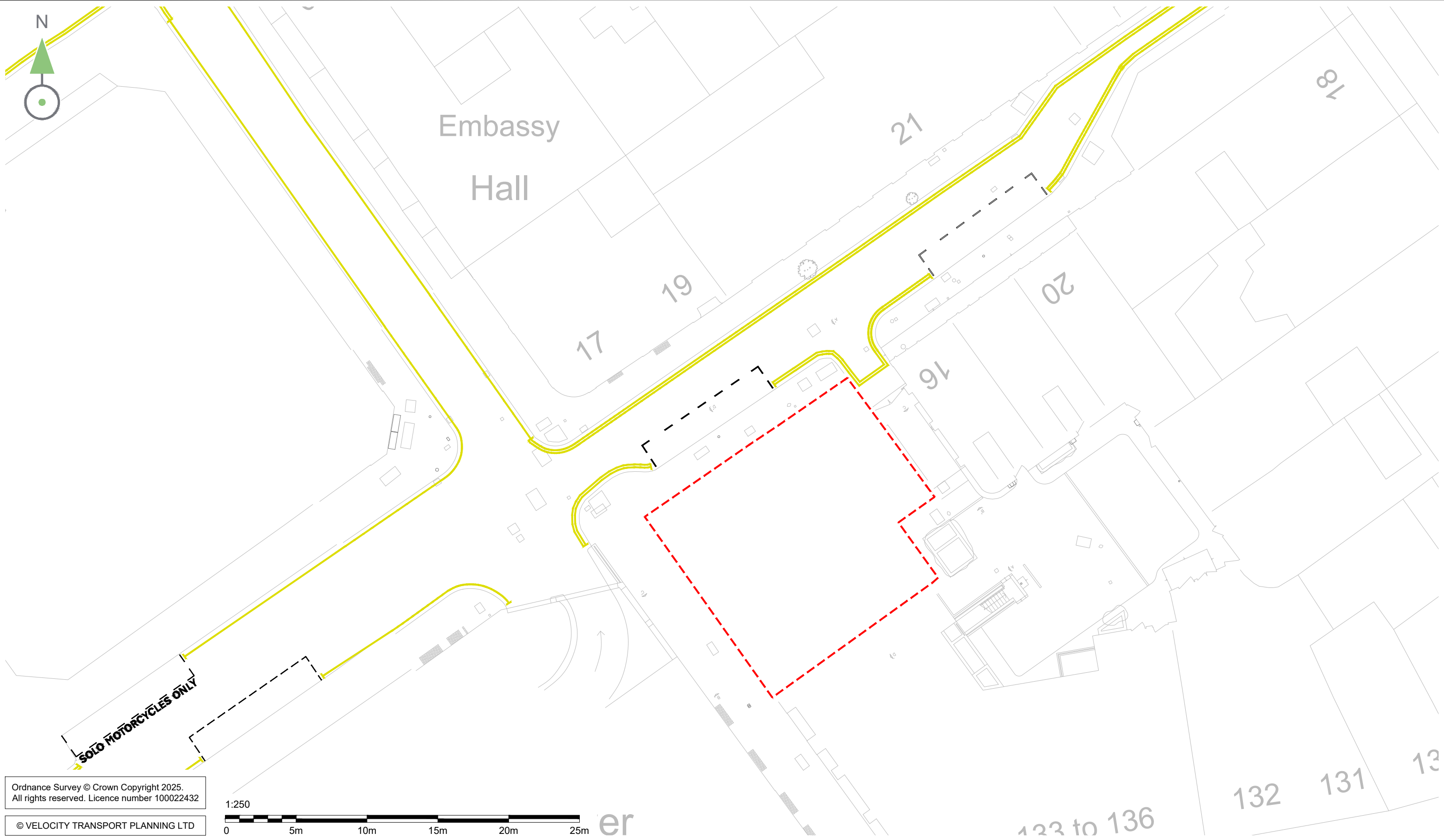
10
1.4 6.1

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	2.602m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

APPENDIX D





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A	05/02/25	FIRST ISSUE	IŽ	DF	DF
Rev	Date	Description	Drn	Chk	App

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Client AUDEO PROPERTY VENTURES		Drawing Title EXISTING ARRANGEMENT			
		Scale @ A3 1:250	Date 05/02/25	Designed/Drawn IŽ	Checked DF
Architect RODIĆ DAVISON ARCHITECTS		Project Ref 25-007	Drawing Number 25-007-T-001		Rev A

