

New College Limited

9-12 New College Parade

Construction Management Plan
(Camden Pro Forma)

March 2025

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1 INTRODUCTION

- 1.1 This Construction Management Plan has been prepared by Caneparo Associates on behalf of New College Limited ('the Applicant') in support of an application for the proposed redevelopment of 9-12 New College Parade, within the London Borough of Camden (LBC) ('the Site').
- 1.2 The existing Site is comprised of four retail units which occupy the ground and first floors of the Site. This planning application seeks planning consent for the demolition of the existing Site, the part-retention of the existing façade on New College Parade and the construction of a hotel-led, mixed-use development comprising a 53-room hotel and a restaurant located at basement and ground floors measuring 169.5sqm GIA.
- 1.3 Specifically, the full planning application seeks planning permission for:
- "Retention of existing two storey facade and basement, and redevelopment to provide a five storey (plus basement) building comprising hotel and associated bin/cycle stores".*
- 1.4 This Construction Management Plan has been prepared in accordance with Camden's Pro Forma with a completed version of the report provided hereafter.

Construction/ Demolition Management Plan

pro forma

Contents

Revisions	3
Introduction	4
Timeframe	6
<u>Contact</u>	7
<u>Site</u>	9
<u>Community liaison</u>	12
<u>Transport</u>	14
<u>Environment</u>	26
<u>Agreement</u>	31

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
19.03.2025	D1	Caneparo Associates
31.03.2025	F1	Caneparo Associates

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.

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](#)."

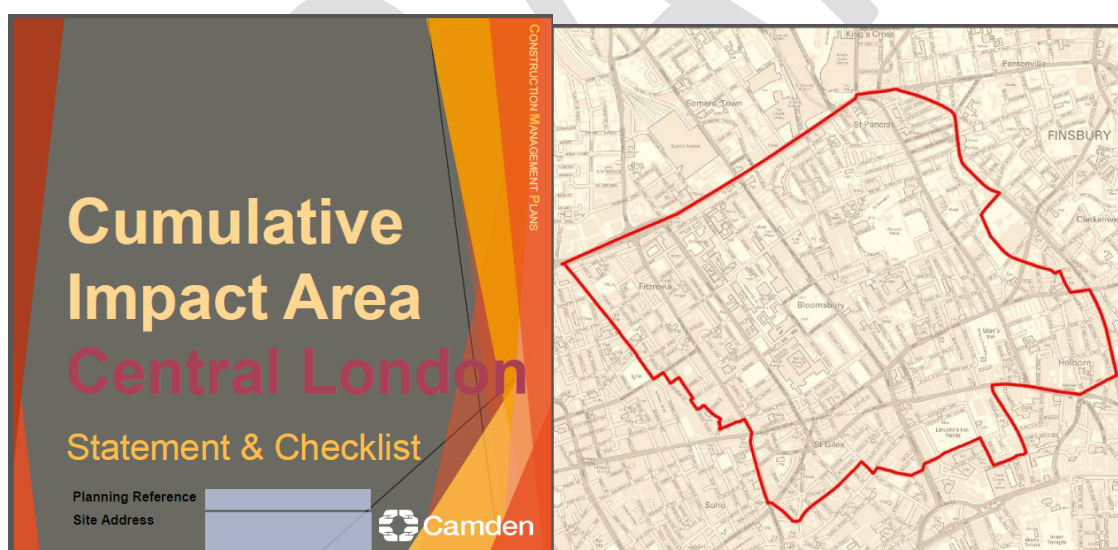
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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 (as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area) 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.

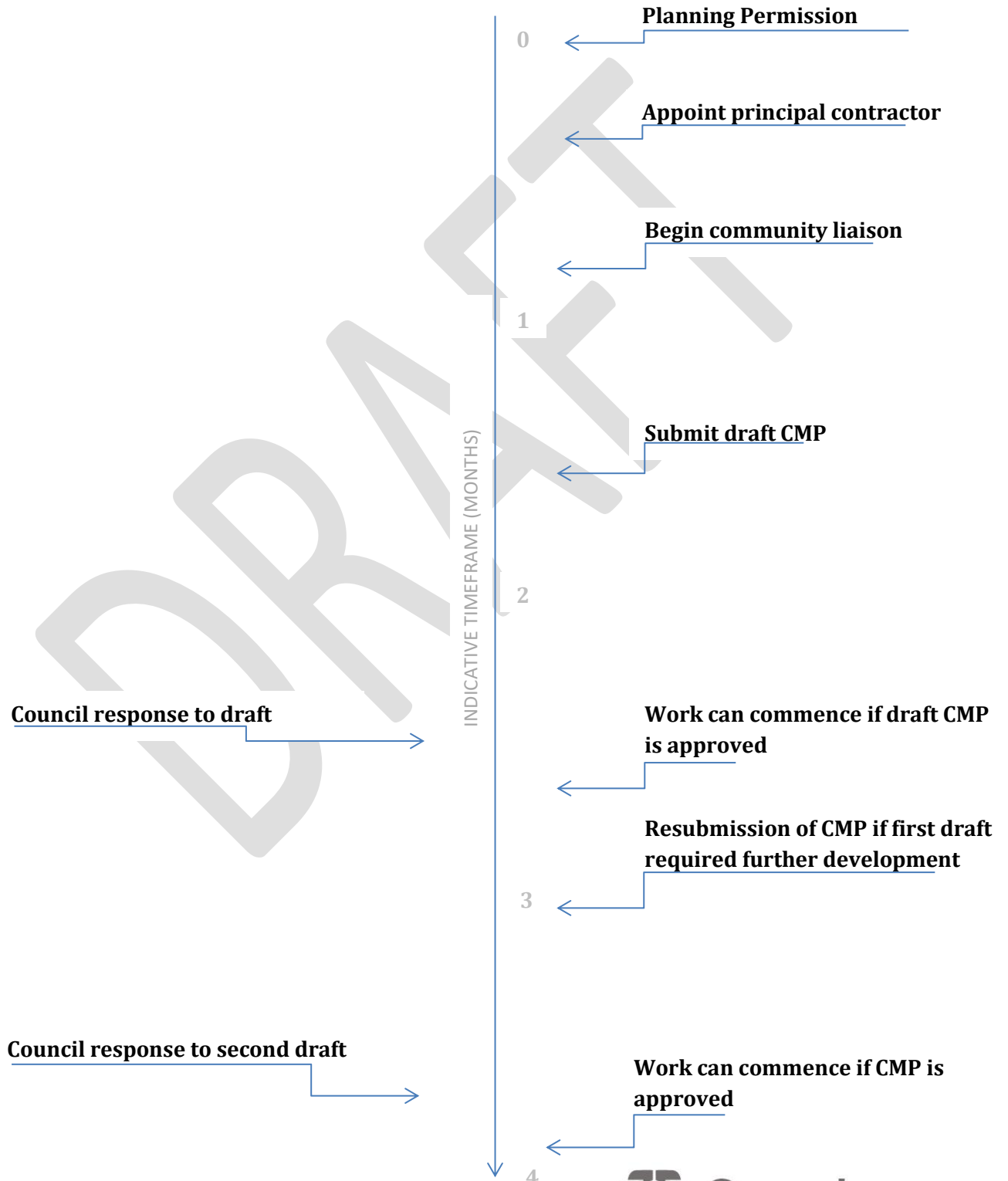
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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: 9-12 New College Parade, Camden, NW3 5EP

Planning reference number to which the CMP applies: N/A: This CMP has been prepared to support a planning application.

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

Name: Chris Clark, Caneparo Associates

Address: 21 Little Portland Street, London, W1W 8BT

Email: info@caneparoassociates.com

Phone: 020 3617 8200

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.

N/A - A contractor is not yet appointed

Name:

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 Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

As above, a contractor is not yet appointed. It is recognised that Community Liaison is an important element of developing a CMP following the granting of planning permission and appropriate details will be provided.

Name:

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.

N/A - A contractor is not yet appointed

Name:

Address:

Email:

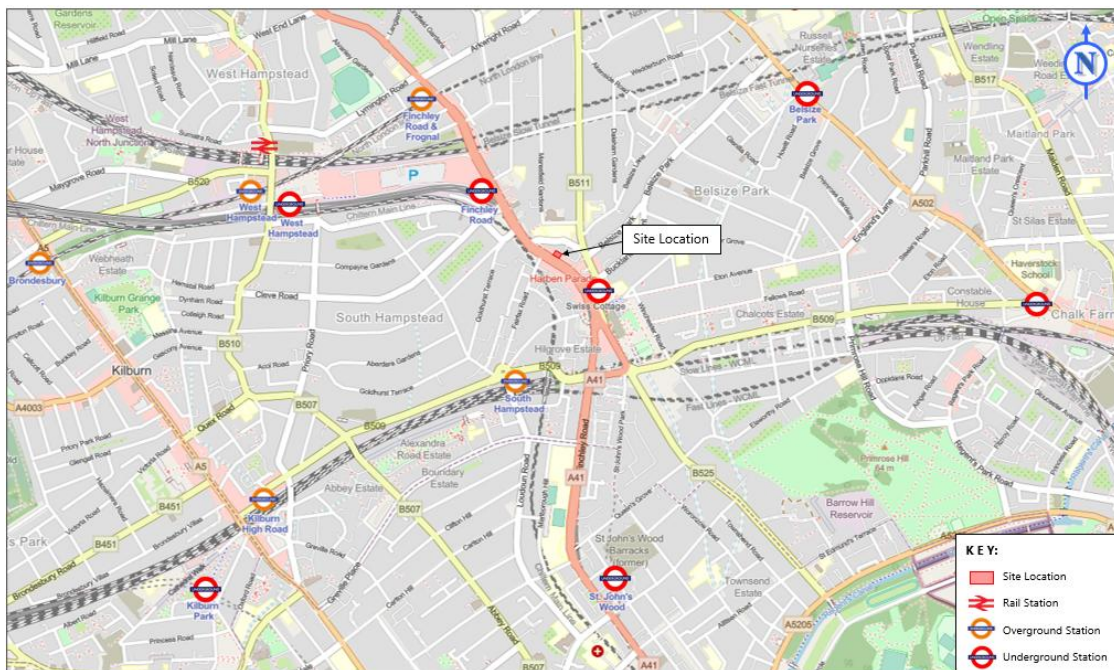
Phone:

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.

The Site (9-12 New College Parade) consists of a three storey building (including basement) that is located on the western side of the A41 Finchley Road forming part of the high street between Finchley Road Station to the north and Swiss Cottage Station to the south. The existing use of the building consists of 560sqm GIA of restaurant uses (Use Class A3) and 226sqm of offices (Use Class B1(a)).

The Site is located in a highly accessible area being located in close proximity to the centre of Swiss Cottage which lies less than 300m to the south of the site. A site location plan is shown below.



This planning application seeks planning consent for the demolition of the existing site, the part-retention of the existing façade on New College Parade and the construction of a hotel-led, mixed-use development comprising a 53-room hotel and a restaurant located at basement and ground floors measuring 169.5sqm GIA.

Specifically, the full planning application seeks planning permission for:

“Retention of existing two storey facade and basement, and redevelopment to provide a five storey (plus basement) building comprising hotel and associated bin/cycle stores”.

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 proposed building comprises a ground plus four storey structure (plus basement) which will be constructed using traditional methods comprised of a Reinforced Concrete frame building with a mixed façade (comprised of a combination of the part retention of the existing structure and the use of concrete and brickwork elsewhere) and would benefit from piled foundations.

The primary challenges are a consequence of the prominent frontage that the site occupies along Finchley Road which is the only side and road from which the Site can be accessed. The site is bound on its eastern and western sides by neighbouring properties which are formed of retail units at ground floor and occupied by residential dwellings above.

Finchley Road forms part of the Transport for London Road Network (TLRN) and is subject to associated parking and stopping controls, unless vehicles are within specific demarcated locations. The carriageway across the site frontage is formed of two lanes of general traffic and a bus lane which will require detailed consideration and liaison with TfL.

There are a range of businesses, dwellings and schools in proximity owing to the central location of the site, including the South Hampstead High School which may require sensitive consideration.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

A contractor has yet to be appointed to finalise the programme of construction. However, based on other project examples, consideration has been given to an indicative timeline for the construction process to occur. The exact start and end dates will be informed by the timing of granting planning permission and selection of a contractor:

Site Set up & Demolition – 10-12 weeks

Piling – 12-14 weeks

Substructure – 12 weeks

Super-Structure – 12-14 weeks

Cladding – 10-12 weeks

Fit-out & commissioning – 18-24 weeks

As such, based on the above, the proposed construction could be expected to take 18 -24 months in length, upon commencement.

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

The above working hours will be adhered to on site

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 key receptors in proximity to the site include the following:

All neighbouring businesses adjacent to the site between the BP petrol filling station and the Euro Sports retailer.

All residential dwellings within New College Court; College House; College Court and 39 College Crescent

Additional receptors may be identified by the Contractor once appointed and the detailed method of construction is established. The exact list of receptors should be identified by the Contractor at the appropriate time.

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**.

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.

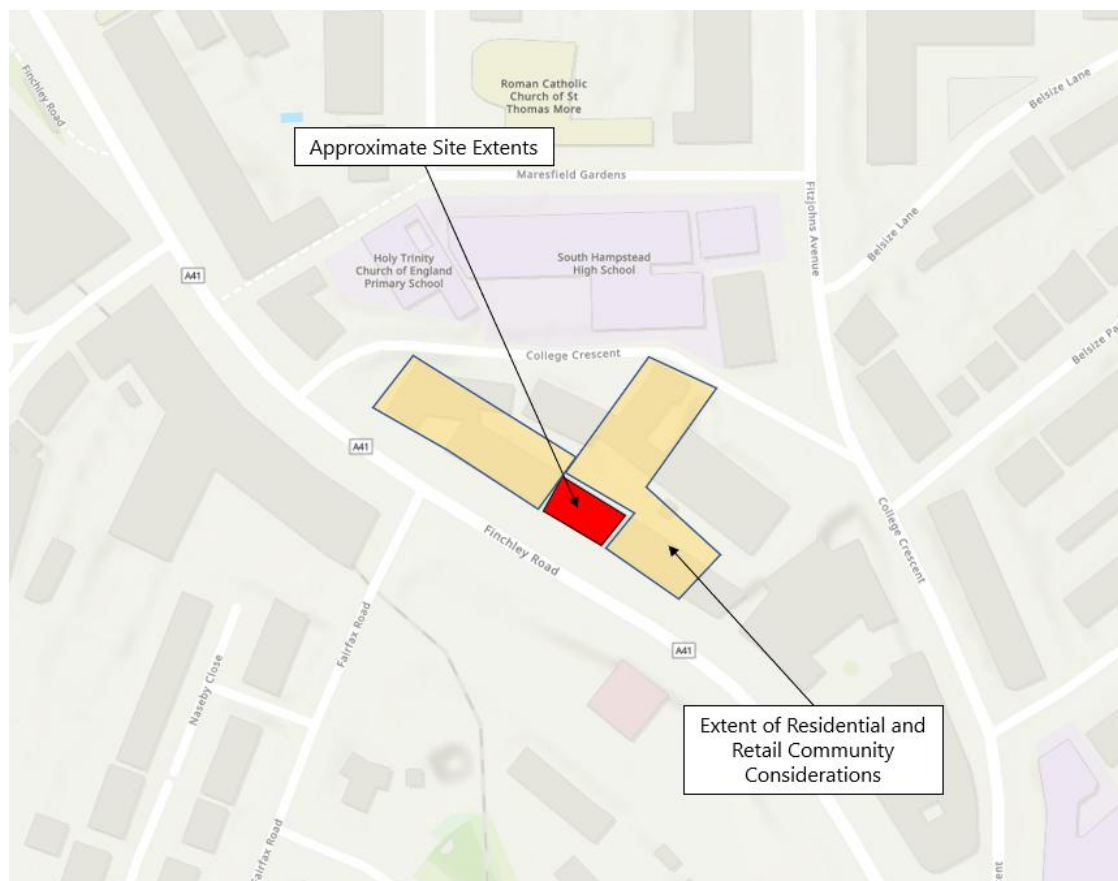
In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying 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 draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Upon the granting of planning permission and the commencement of preparing a draft CMP, the following stakeholders are anticipated to be consulted upon:

- All neighbouring businesses adjacent to the site between the BP petrol filling station and the Euro Sports retailer.
- All residential dwellings within New College Court; College House; College Court and 39 College Crescent

The extent of stakeholder engagement is illustrated in the map below, which highlights the location of the site in relation to the area of stakeholder engagement.



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.

Once the contractor is appointed and the views of Camden and TfL are known from the planning application, detailed consideration can be given to a Construction Working Group and the extent to which it will operate.

Owing to the sensitive and prominent location of the site, it is anticipated that a Working Group would be beneficial and would comprise the following parties:

- Camden Planning Officers
- Transport for London (including London Buses)
- Local Resident Groups
- Representatives from neighbouring businesses

The contact information for the person responsible for the group will need to be outlined here once the contractor is appointed.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

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.

This will be provided upon the appointment of a contractor. It is recognised that the contractor will be obliged to meet the requirements of Camden's enhanced CCS registration.

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.

A resolution to grant planning permission was given in July 2024 for the redevelopment of the petrol station at 104A Finchley Road (planning ref: 2022/3553/P). It is unclear when construction may commence; however, there is potential that construction for both sites may occur simultaneously, at least in part.

There are no other known construction sites or sites which benefit from planning permission within the local area that may require consideration or further action.

Upon the appointment of a contractor for this site, consideration can be given to the proposed timeline and its relationship and any other construction activity known at the time.

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 enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Contractor yet to be appointed

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

Contractor yet to be appointed.

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:

This is agreed

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.

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.

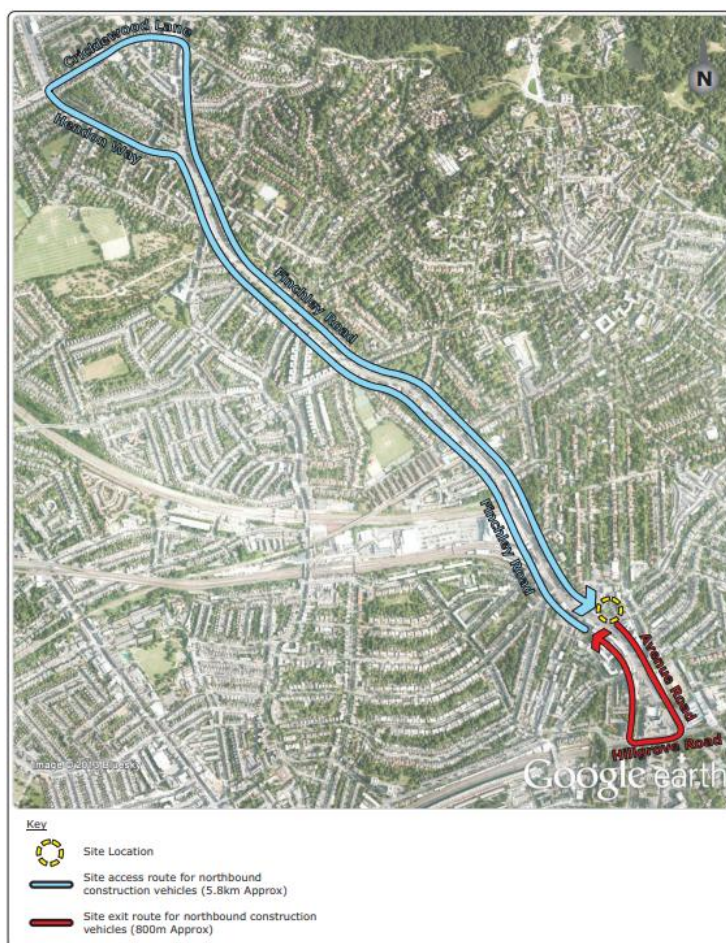
The proposed routing arrangement has been developed to reflect that which was agreed and outlined for the historic planning permission for the site for its redevelopment for residential dwellings (planning ref: 2013/8191/P).

Access to the site will be achieved from the southeast bound carriageway of Finchley Road. The road accommodates bus and delivery vehicle movements; and, as such, is suitable in accommodating traffic associated with demolition and construction activity.

Access to Finchley Road can be achieved from a number of arterial classified and strategic roads around Central and North London including the A406 North Circular, A501 Marylebone Road / Euston Road, Edgware Road, Belsize Road and the M1 motorway. The site is therefore able to be readily accessed using the strategic road network without relying upon local or residential roads.

As a central barrier is in place on the central reservation of Finchley Road, any large vehicles visiting the site from the northbound carriageway will be required to use the A41 (Hendon Way) and the A407 (Cricklewood Lane) to serve the site from the southbound carriageway.

The proposed vehicle routing is shown in the image below, extracted from the approved construction management plan that supported the 2013 permission for the site.



b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

This will be considered in greater detail upon the appointment of a contractor to reflect their specific protocols and management measures. It is anticipated that the contractor will make all suppliers and deliveries aware of the specific loading, routing and associated requirements at the time of booking all deliveries.

It will be imperative to the Applicant that any contractor adheres to the agreed routing and booking strategy given the constrained nature of the site in relation to the highway network.

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.

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 outlined vehicle movement hours are noted and agreed. Owing to the location of schools in the vicinity of the site, the restrictive construction vehicle hours are noted and agreed, as follows: 9.30am and 3pm on weekdays during term time and 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays outside of term time.

As a contractor has yet to be appointed, there is no information available on the size of vehicles or the approximate number of associated vehicles. An illustrative number and breakdown of vehicles across the stages of construction are outlined below to provide an indicative understanding of the type and volume of traffic:

Site Set up & Demolition – 10-12 weeks – 3-5 vehicles per day (mainly large tipper vehicles)

Piling – 12-14 weeks - 5-10 loads/day of 8 wheeler with a combination of concrete wagons, scaffold trucks and materials deliveries in transit vans/luton vans. Large flatbed to deliver piling rig expected.

Substructure – 12 weeks - 3-5 loads/day of concrete wagons and materials deliveries in transit vans/luton vans.

Super-Structure – 12-14 weeks - 5-10 loads/day comprised of large flatbeds for steel deliveries and materials deliveries in transit vans/luton vans

Cladding – 10-12 weeks - 5-10 loads/day comprised of large flatbeds for façade panel deliveries and materials deliveries in transit vans/luton vans

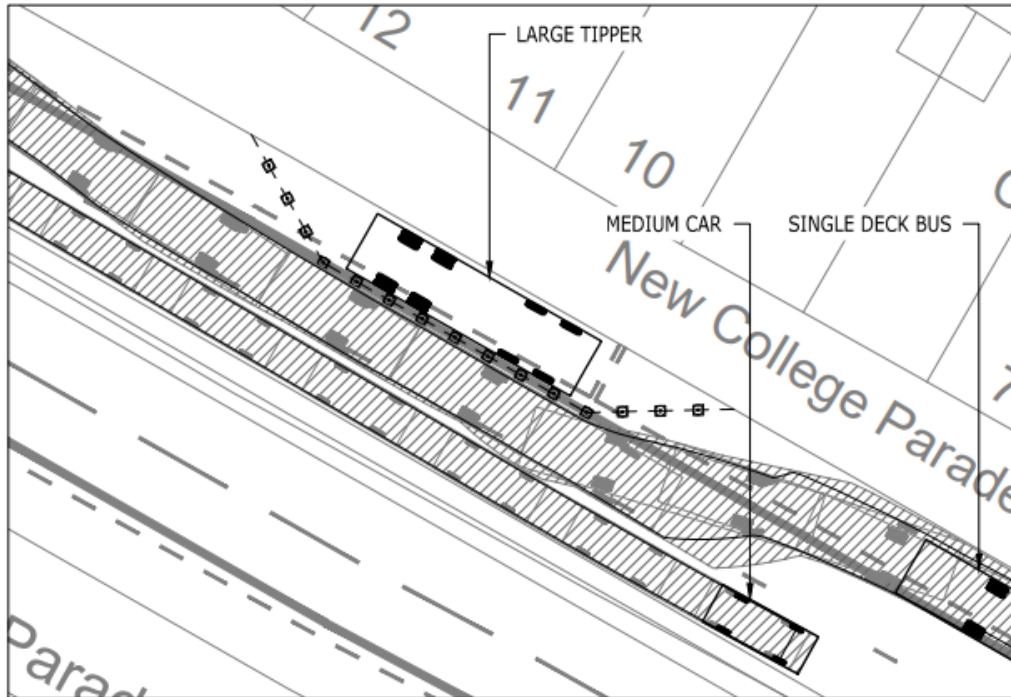
Fit-out & commissioning – 18-24 weeks - 2-5 loads/day for material deliveries (flatbed vehicles and vans)

b. 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.

Upon the appointment of a contractor following the grant of planning permission, a further review of local sites will be undertaken and a cumulative impact assessment undertaken as necessary. This could include the recent resolution to grant consent associated with 104A Finchley Road (planning ref: 2022/3553/P) which comprises the redevelopment of the petrol filling station in proximity to the site.

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

Vehicle swept path analysis has been included as extracted from the permitted Construction Traffic Management Plan that was submitted and accepted as part of the 2013 consent which is replicated below. Upon the appointment of a contractor once the site set up and access details are reviewed in detail and established, detailed drawings will be prepared and vehicle swept path analysis undertaken to demonstrate their suitability.



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. 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.

No off-site waiting areas or holding points are currently envisaged to serve the proposed construction as all vehicles will be expected to be subject to stringent time management solutions to ensure the vehicle loading area can accommodate only vehicles booked in advance.

Should the appointed contractor consider it necessary to require holding areas, detailed consideration will be given, including collaboration with any construction sites in proximity to the development.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

Upon the appointment of a contractor, they will use their supply chain to identify the potential to use methods to reduce construction traffic on local roads, including the measures outlined above (e.g. consolidation centres, and/or delivery by water/rail if appropriate)

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

The appointed contractor is expected to enforce no engine idling throughout the construction, unless required to undertake the associated construction activities.

20. Site access and egress: *"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 skip this section and refer to Q23.

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 access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

N/A as vehicles do not enter the site

b. Please describe how the access and egress 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.

All construction traffic will be issued a Traffic Management Plan prior to call off, ensuring that they follow these routes.

It is imperative that access into, out of and within the site is controlled and managed to ensure access for emergency service vehicles is maintained. The appointed contractor will discuss the access requirements with TfL, and Camden Officer to establish the most appropriate management strategy including where and how many banksmen and traffic marshals to employ to ensure the strategy for the site is maintained.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

These drawings will be developed as part of the CMP once a contractor is appointed. Swept path analysis can be provided should particular manoeuvres be requested by Camden.

Access to the construction site will be achieved as per the strategy for the 2013 consent using a pit lane across the site frontage. Vehicles will be required to enter and exit in forward gear.

Upon appointment of a contractor, vehicles will be selected subject to the constraints available on site (including the need to maintain access to the wider public highway at all times), the materials required to be taken to site and the logistics of the supply chain to ensure vehicles can enter and leave the site safely.

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.

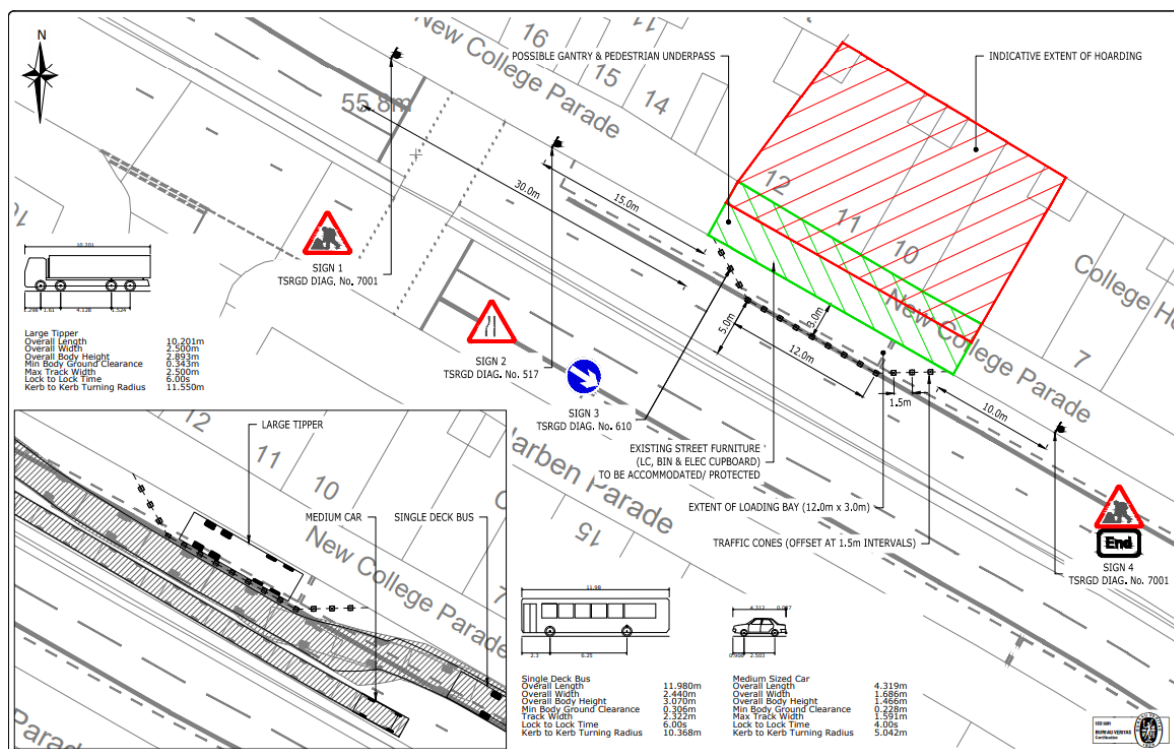
These details will be provided following the appointment of a contractor

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 place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

It is acknowledged that the closure of the bus lane across the site frontage will require consultation with TfL including London Buses which will be undertaken as part of the planning application and furthered upon the appointment of a contractor.



Suitably qualified traffic marshalls and banksmen will be employed throughout the demolition and construction process to ensure the safe movement of vehicles as they load and unload.

Street Works

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 Orders (TTOs) 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 two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

Please provide 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 proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

The image below illustrates in detail the local highway network, identifying the key elements on on-street parking and loading restrictions whilst also outlining the illustrative site boundary. Upon the appointment of a contractor, it will be necessary to prepare a scaled drawing showing the public highway in detail including details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture.



23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here](#).

It is envisaged that a the temporary closure of the bus lane (including the associated loading bay) will be required throughout the demolition and construction of the development.

The suspension will require consultation and collaboration with TfL as Finchley Road forms a part of the TfL Strategic Road Network (the TLRN). Further detailed discussions will be held during the determination of the planning application and following the appointment of a contractor, prior to the preparation of the CMP

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

No occupation of the highway is proposed or anticipated.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

No highway works are envisaged to enable the proposed development to occur. A further detailed review will be undertaken following the appointment of a contractor.

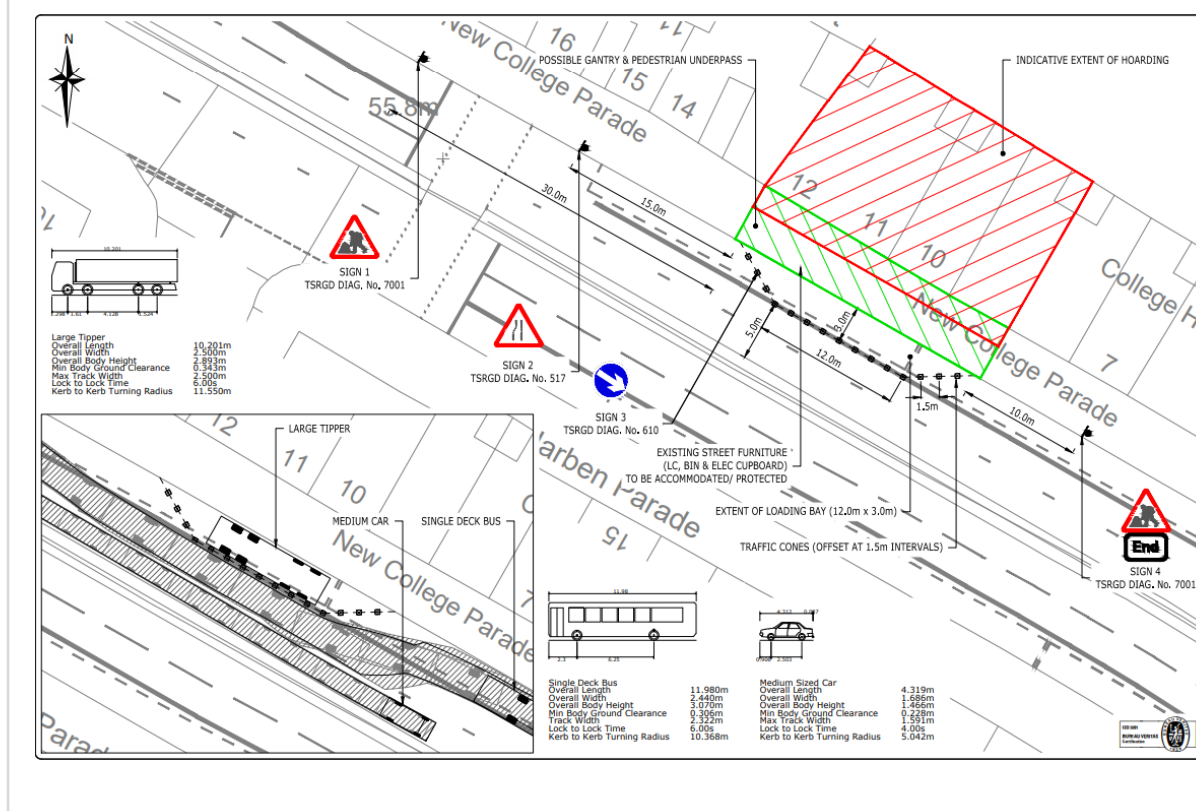
25. Motor vehicle and/or cyclist diversions

Where applicable, please supply 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. If these are attached, use the following space to reference their location in the appendices.

Throughout the demolition and construction of the development, it will be necessary to construct a pit lane for vehicles across the site frontage within the existing bus lane where the time-controlled loading bay is located across the Site frontage.

The proposed approach to creating construction vehicle access seeks to align with the methodology that was outlined as part of the permitted scheme for the redevelopment of the site in 2013 (ref: 2013/8191/P).

It is acknowledged that the closure of the bus lane across the site frontage will require consultation with TfL including London Buses which will be undertaken as part of the planning application and furthered upon the appointment of a contractor.



26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians' safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining

properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

It is anticipated that scaffolding will be required across the site frontage throughout the demolition and constriction of the site. It will be necessary to construct a covered walkway on the footway across the site frontage with scaffolding and gantries above. The footway across the site frontage is very wide (over 5m in width) which provides the opportunity to ensure that sufficient clear footway width is maintained beneath the covered walkway and gantry.

As a contractor has yet to be appointed and the detailed method of construction and setting out is yet to be established, it is not possible to prepare detailed and scaled drawings to show the extent of the scaffolding, gantry and works to the public highway.

At this stage, it is not considered that any footway closures or diversions or necessary with a dedicated, and covered walkway maintained at all times across the site frontage to ensure pedestrian routes are maintained.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

As outlined in the drawings included in the previous question, it is expected that a footway covered gantry will be required with scaffolding above. The detailed layout will be developed upon the appointment of a contractor.

27. 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.

Full investigations will be required to be undertaken prior to the development of the CMP following the granting of planning permission. A MEP Engineer will be appointed in due course to determine the impact upon any utility services and whether new services will be required.

It is recognised that there is a need to maintain continuity of services for all neighbouring properties and businesses. The appointed contractor will be required to notify all service authorities, statutory undertakers and/ or adjacent owners of proposed works before commencing site operations

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 operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Piling, concrete pouring for frame construction and façade construction are expected to be the elements with the greatest potential for noise impacts. The timings of works will be developed upon the appointment of a contractor in collaboration with Camden and TfL.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place 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.

This will be provided as part of a detailed CMP pursuant to condition/obligation if LBC grant permission.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

This will be provided as part of a detailed CMP pursuant to condition/obligation if LBC grant permission. It is acknowledged that there will be a need to comply with the recommendations of BS 5228-1, in particular clause 7.3, to minimize noise levels during the execution of the Works

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

Noise and vibration monitoring set to sensitive due to party walls

Fit compressors, percussion tools and vehicles with effective silencers of a type recommended by manufacturers of the compressors, tools or vehicles.

Dust monitoring

All of the above equipment will have alarms sent to site management mobile phones when restrictive levels are achieved, also has the ability to record data for record purposes

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

All site teams will hold a copy of the Code within the site office.

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 focus on both preventative and reactive mitigation measures.

This will be provided as part of a detailed CMP pursuant to condition/obligation if LBC grant permission.

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.

This will be provided as part of a detailed CMP pursuant to condition/obligation if LBC grant permission. Measures for dust suppression should be investigated as required including water spray techniques and best practice

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Baseline monitoring will be carried out prior to the works commencing. Following commencement of the works, Noise, Dust and Vibration monitoring will be carried out on a weekly basis at the sensitive receptors of the project.

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.**

Details of dust and emissions will be confirmed as part of a detailed CEMP pursuant to condition/obligation if LBC grant permission. The Risk Assessment and Mitigation Checklist should be provided as part of the input by an appointed contractor and would be premature at this stage.

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.)

Details will be confirmed as part of a detailed CEMP pursuant to condition/obligation if LBC grant permission.

• 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 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.

The need for robust and appropriate dust management and monitoring is acknowledged and understood.

This CMP has been prepared to support the planning application process and the start date on site is not yet fixed or agreed. Consideration will be given to the need for appropriate monitoring that will need to be agreed by LBC to ensure appropriate timing is allowed for in the construction programme

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).

Details will be confirmed as part of a detailed CMP pursuant to condition/obligation if LBC grant permission.

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

As the site has yet to receive planning permission, no existing asbestos survey has been undertaken and this will be undertaken upon granting of planning permission prior to the preparation of a detailed CMP. Contamination survey to be undertaken of existing ground where appropriate as part of the post-permission works and will be included as part of the CMP prepared accordingly

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.

This is acknowledged.

The appointed contractor will provide details as part of the CMP once appointed but the need for appropriate measures is understood.

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): To be confirmed following granting planning permission and appointment of a contractor
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Y
- 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: Y
- 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: Y

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 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.

Details will be confirmed as part of a detailed CMP pursuant to condition/obligation if LBC grant permission. The need for no engine idling is acknowledged and will be reviewed by the appointed 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:CANEPARO ASSOCIATES.....

Date:19/03/2025.....

Print Name:CHRIS CLARK.....

Position:ASSOCIATE DIRECTOR (TRANSPORT PLANNER)..

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.7