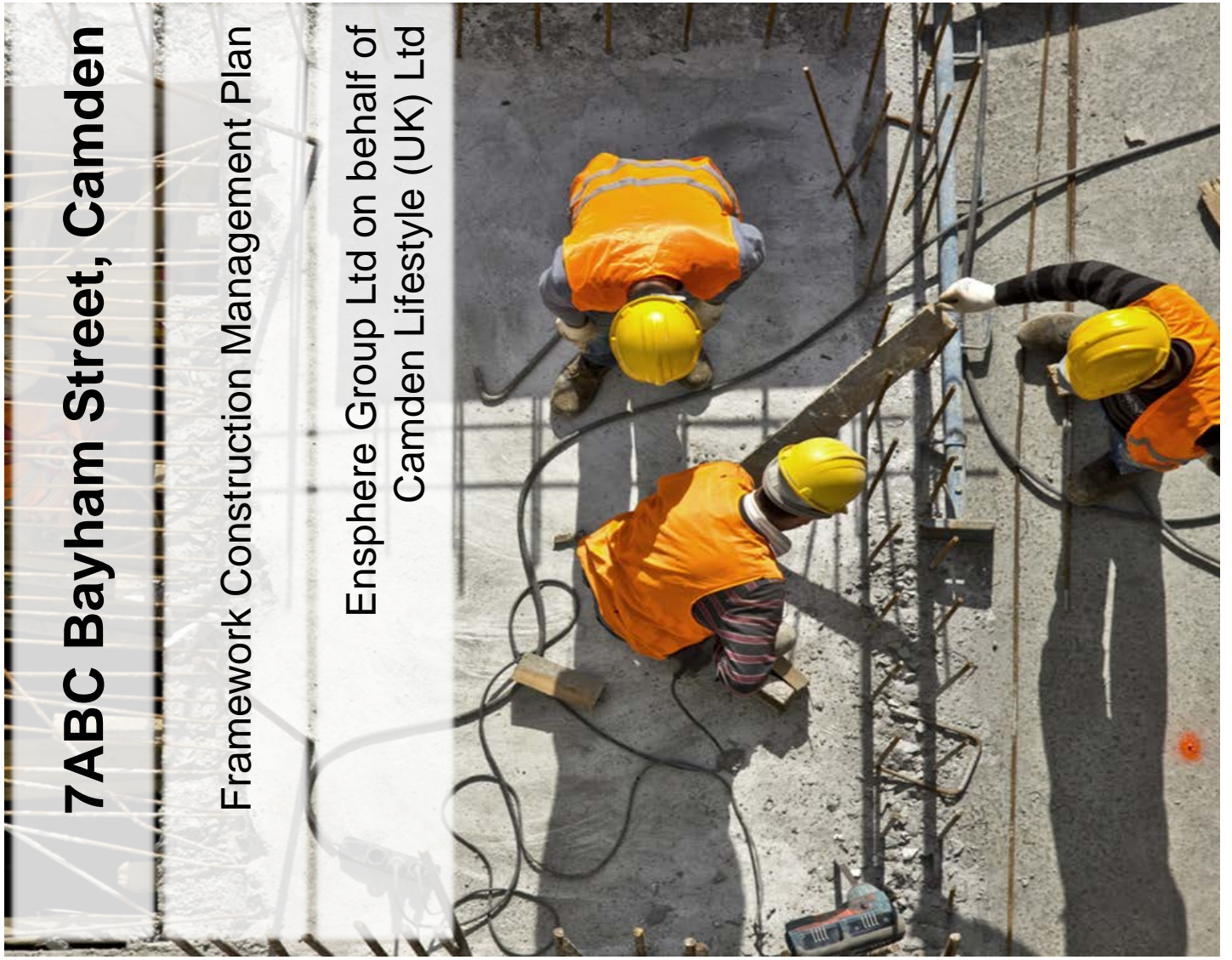


7ABC Bayham Street, Camden

Framework Construction Management Plan

**Ensphere Group Ltd on behalf of
Camden Lifestyle (UK) Ltd**



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7ABC Bayham Street, Camden

Framework Construction Management Plan

Client Name: Camden Lifestyle (UK) Ltd

Document Reference: 17-E090-011

Project Number: 17-E090

Quality Assurance Approval Status

This document has been prepared and checked in accordance with Ensphere Group Ltd's Quality Management System.

Issue:	Version:	Prepared by:	Reviewed by:	Date:
Final	V8	Tom Hevizi	Penny Latorre	July 2018

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Appendices

A. Site Plan

B. General Notes

1. Introduction

- 1.1 Ensphere Group Ltd was commissioned by Camden Lifestyle (UK) Ltd to produce a Construction Management Plan (CMP) for a proposed development at 7ABC Bayham Street, Camden.

Site & Surroundings

Site

- 1.2 The site is located in central London in the London Borough of Camden, to the southern end and western side of Bayham Street. Bayham Street is a wide one-way route which runs parallel to the east of Camden High Street (A400).
- 1.3 The site has a regular shape and currently comprises three existing buildings 7A, 7B and 7C and the lawful planning use of these buildings is Offices (Class B1a). The site is contained on three sides, with access only being achievable from Bayham Street.

Surroundings

- 1.4 The character of the area is mixed but is categorised as commercial by the Conservation Area Appraisal “Sub Area 1 (‘Commercial’)”.
- 1.5 The site is approximately 100m northeast of Mornington Crescent underground station, 400m south of Camden underground station and 900m north of both Euston and King’s Cross/St Pancras National Rail stations. In addition, nine high frequency bus routes operate in the area.

Proposed Development

- 1.6 Development proposals include the “*Full Planning Application for the demolition of existing buildings (B1a Use Class) and erection of a part 3, part 4, part 5 storey building (with two basement levels), comprising co-working office floorspace (B1a Use Class), hotel accommodation (C1 Use Class) and an ancillary café/bar and fitness facilities; works to the existing access and associated works.*”

Report Objective

- 1.7 This document comprises a Framework CMP accompanying a planning application for the above Proposed Development. The purpose of the CMP is to help the developer minimise construction impacts; and relates to both on Site activity and the transport arrangements for vehicles servicing the Site.
- 1.8 This CMP uses the standard proforma produced by Camden Council and provides as much information as is possible at the time of writing. At this stage, no detailed construction proposals have been completed and a construction manager has yet to be nominated.

Therefore, this is a Framework document, which forms the basis of an ongoing “living” document, which will be developed in liaison with Camden Council and consulted upon, as more details become available.

- 1.9 This CMP is designed to set out the standards of construction logistics and practices that will minimise (if not eliminate) the impacts of the project upon the local environment and local community surrounding the Site. It is based on Camden’s Minimum Requirements for Building Construction (CMRBC) and Transport for London’s (TfL’s Standard for Construction Logistics and Community Safety (CLOCS) scheme), but also includes additional environmental considerations such as waste management and pollution incident control procedures.
- 1.10 The environmental issues relating to the works have been considered systematically, and procedures outlined for dealing with issues as they arise during the works. The aim of the CMP is to ensure that potential impacts to the environment and sensitive local receptors resulting from the works are avoided or minimised, as far as reasonably practicable.
- 1.11 The CMP is designed to ensure compliance within the requirements of relevant environmental legislation. In due course, it will be amended to ensure compliance with the planning permission and associated environmental conditions. It also follows local Policy, Guidelines and relevant Codes a Standards.

2. Management Plan

- 2.1 The Construction Management Plan (CMP) has been completed using the Council's proforma and the following sections of this report are therefore presented in line with the Council's preferences.

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
06/06/2018	V1	Ensphere Group

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 both on site activity and the transport arrangements for vehicles servicing the site.

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 kind 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 [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety](#) (**CLOCS**) scheme) and [Camden's Minimum Requirements for Building Construction](#) (**CMRBC**).

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 in relation to the construction of the development. 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 for 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](#)."

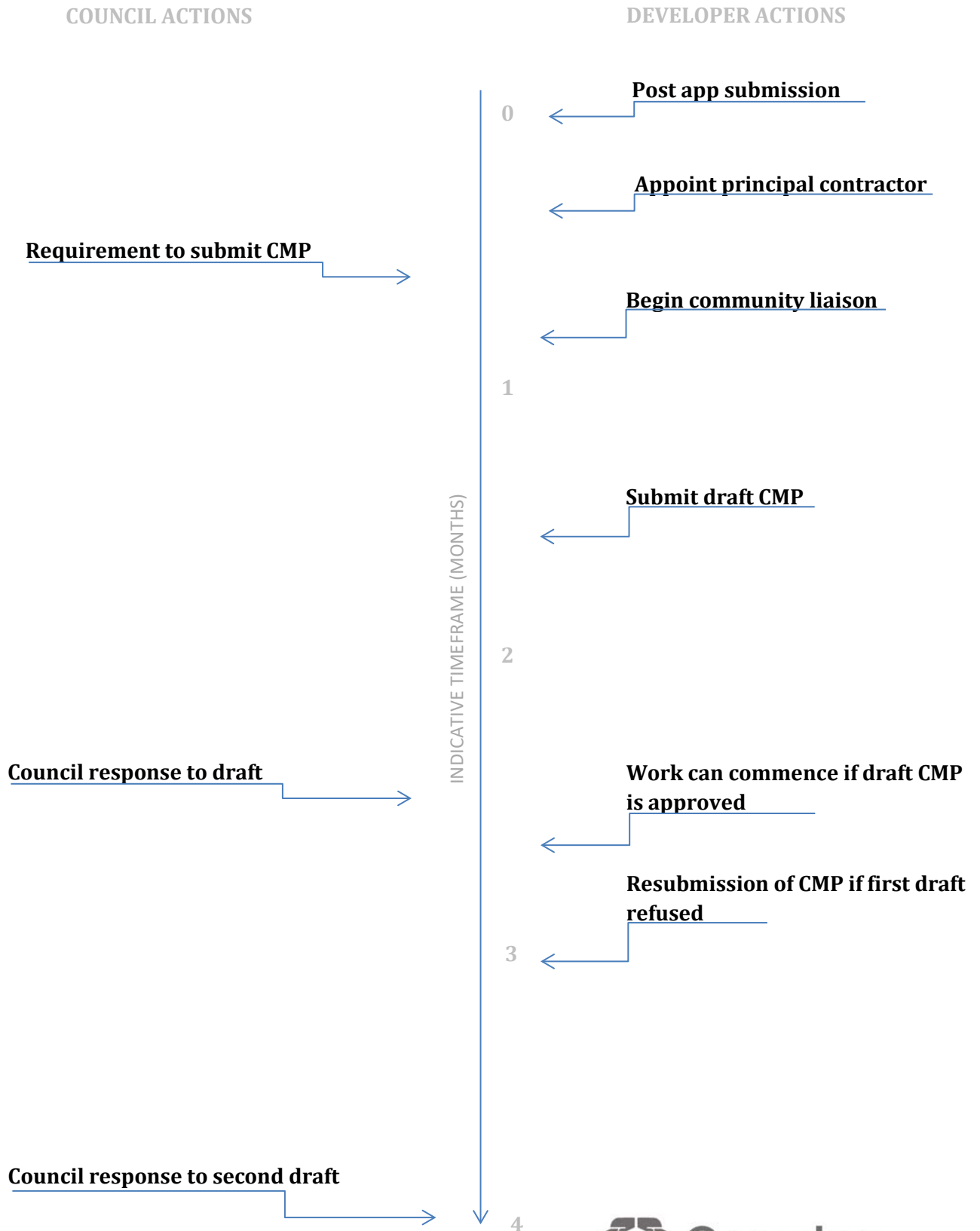
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(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.

Timeframe



Contact

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

Address: 7abc Bayham Street, Camden

Planning reference number to which the CMP applies:

To be confirmed once planning application is registered. This is a draft CMP to accompany the planning application for the redevelopment of the site. At this stage the information provided is a broad indication. This document will be taken forward once the principal contractor is appointed and a detailed construction methodology is known.

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

Name: To be confirmed

Address:

Email:

Phone:

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: The site project manager responsible for day-to-day management of the works has not yet been appointed.

Address:

Email:

Phone:

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

Name: To be confirmed

Address:

Email:

Phone:

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

Name: The Principal Contractor has not yet been appointed.

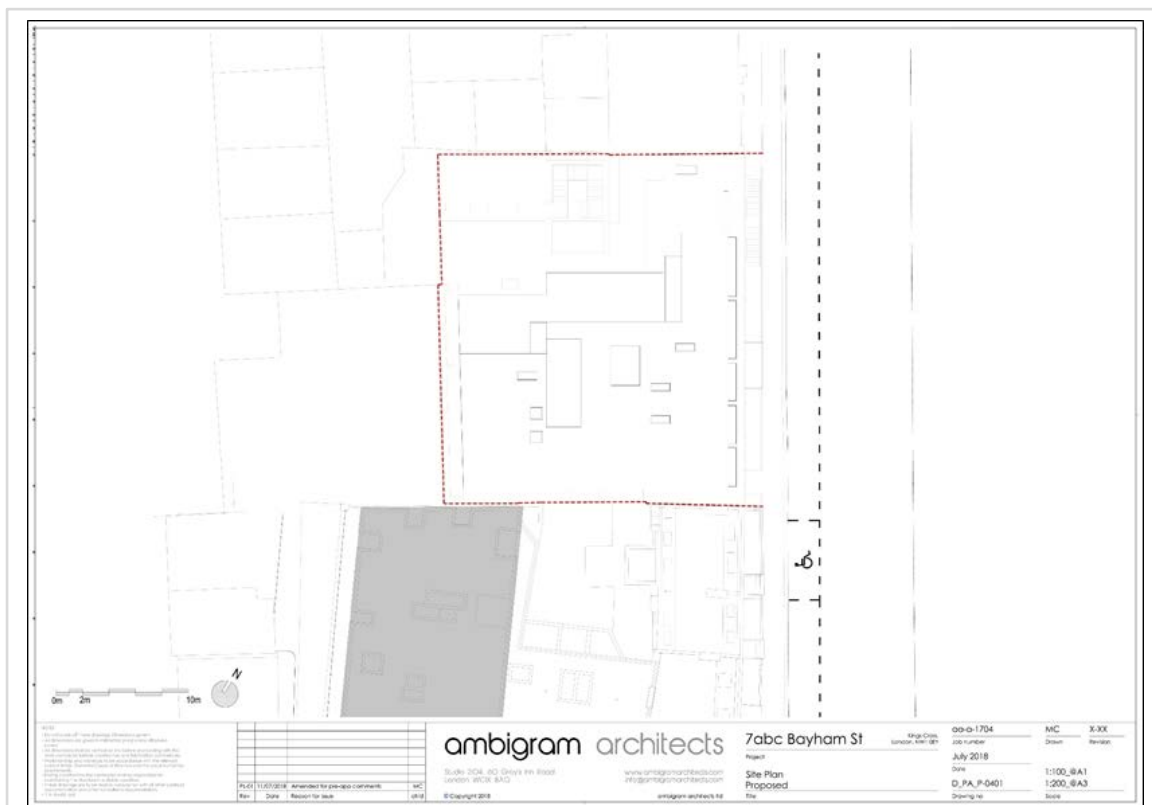
Address:

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 has a regular shape and currently comprises three existing buildings 7A, 7B and 7C and the lawful planning use of these buildings is Offices (Class B1a). The Site is contained on three sides, with access only being achievable from Bayham Street.

The character of the area is mixed but is categorised as commercial by the Conservation Area Appraisal "Sub Area 1 ('Commercial')". Immediately to the south are terraced residential properties, with a council estate directly to the north.

The site is approximately 100m northeast of Mornington Crescent underground station, 400m south of Camden underground station and 900m north of both Euston and King's Cross/St Pancras National Rail stations. In addition, nine high frequency bus routes operate in the area.

The development proposal is for a *"Full Planning Application for the demolition of existing buildings (B1a Use Class) and erection of a part 3, part 4, part 5 storey building (with two basement levels), comprising co-working office floorspace (B1a Use Class), hotel accommodation (C1 Use Class) and an ancillary café/bar and fitness facilities; works to the existing access and associated works."*

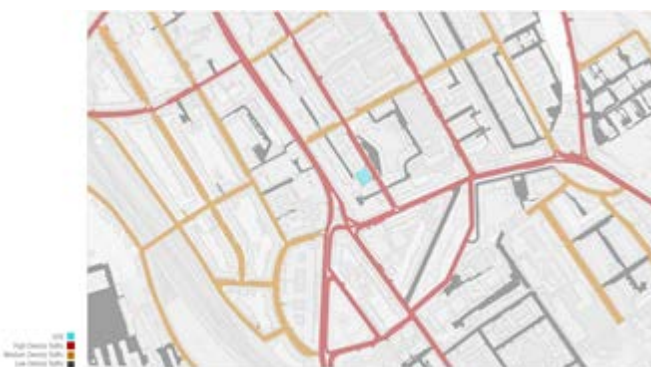
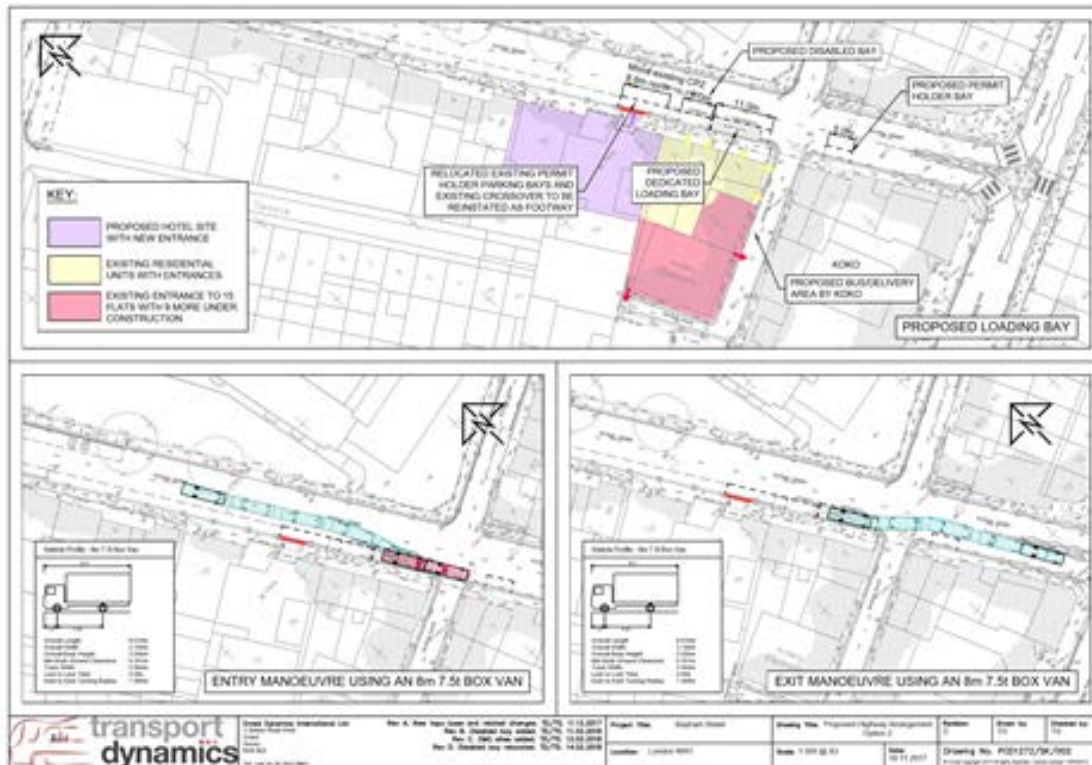
7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The proposals include the demolition of the existing three buildings and development of one larger building. Exact details of the construction works will be provided in due course.

8. 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.).

- Dwellings directly adjacent to the property in all directions.
- KOKO concert hall
- Richard Cobden Primary School
- Business premises along Camden High Street
- Camden Town Library
- Pedestrians and cyclist

9. 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 and proposed site access locations.



10. 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).

Details on the construction timeline and phasing will be provided in due course.

11. 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 site hours will be:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

To be confirmed in due course.

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.

13. 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.

All neighbouring occupiers (residential and business) will be contacted by the Principal Contractor to explain the activities to be undertaken, the duration of the works and the working hours. The consultation process (relating specifically to demolition and construction impacts) will take place following the granting of planning permission, regardless of any prior consultations relating to planning matters, during which the CMP may have also featured. The consultation process will include all individuals and groups that stand to be affected by the proposed demolition and construction works. These individuals and groups will be provided with a copy of the draft CMP and / or a link to an online document, and will be given adequate time with which to respond to the draft CMP.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison 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.

Prior to the commencement of the works, a contact telephone number will be provided. The Principal Contractor will maintain a full-time site contact for the public and Camden Council for them to be able to obtain information, register a complaint or request action. The Principal Contractor will also liaise with Camden City Council to discuss working methods and measures to be used to minimise disruption.

During the works, communication with neighbours and the community liaison groups will be maintained via a dedicated phone line for complaints, notice boards on hoardings (displaying contact details for key personnel), emails, meetings, and a regular newsletter with updates on the progress of the Proposed Development and details of key upcoming activities. Neighbours will also be specifically informed about any abnormal work or road closures proposed.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

It is proposed to follow a 'Considerate Constructors Scheme'. Further details will be provided once the Principal Contractor has been appointed.

16. 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.

Given the planning stage of the development, there is no current information on other sites which may be developed concurrently to the proposed site. This information will be collated, assessed and provided once the Principal Contractor has been appointed.

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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

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

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Contractual Considerations

17. Name of Principal contractor:

The Principal Contractor has not yet been appointed. Further details will be provided once an appointment has been made.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

The exact checking methodology will be confirmed once the Principal Contractor has been appointed. However, it can be confirmed that the following will be required as a minimum:

Contracts

FORS Bronze accreditation as a minimum will be a contractual requirement. 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 Standard P13), and that all drivers servicing the site have undertaken approved training. CLOCS Compliance will be included as a contractual requirement.

Desktop checks

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.

Site checks

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 and retained, and enforced upon accordingly.

19. 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. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

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

We confirm that we have read and understood the CLOCS Standard and that it will be included in any contracts with contractors and suppliers. Once the Principal Contractor has been appointed, we will ensure that it is aware of the CLOCS Standard.

We agree to sign up to join the CLOCS Community by expressing an interest online.

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.

20. 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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

Construction traffic routes will be agreed with Camden Council and TFL’s Freight Unit. It is anticipated that all vehicles will access the Site from Bayham Street. The street is one directional, therefore routes be influenced by this. Prior to arriving at the site, all construction vehicles will have followed a pre-determined route to ensure vehicles only use routes appropriate to their vehicle types. The primary aims are to prohibit all vehicles associated with the development from using unsuitable roads and to retain all vehicles on the strategic highway network, (SRN/TLRN), for as long as practically possible.

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

Once agreed with the Council, the Principal Contractor and/ or the Project Manager will make sure all contractors, delivery companies and visitors are aware of the route to and from the site and of any on-site restrictions, prior to any journeys being undertaken. This will include information on any limitations and restrictions, particularly if routes include sensitive receptors such as schools.

21. 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 are generally acceptable between 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 between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

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. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait 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.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

The largest vehicles anticipated on a regular basis are tipper lorries, concrete mixers, low loaders and general HGVs with a maximum legal length (16.5m). Other smaller vehicles such as contractor vans and skip lorries may also be prevalent. It is not known at this stage if any abnormal loads will be required; however, such vehicle trips will be kept to a minimum and prior authorisation, times and routes will be agreed with the Camden Council

b. Please provide details of other developments in the local area or on the route.

Given the planning stage of the development, there is no current information on other sites which may be developed concurrently to the proposed site. This information will be collated, assessed and provided once the Principal Contractor has been appointed.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

A delivery plan will be put in place prior to the commencement of the works, which will ensure that deliveries arrive at the correct part of the Site and at the correct time. Instructions explaining the plan will be sent to all suppliers and contractors.

All deliveries will be limited to the working hours set out in the paragraphs above and, where possible, will not arrive during peak hours. Deliveries will be phased and controlled on a 'just in time' basis to limit travel time around the Site, stockpiling of materials and any associated noise and dust impacts. Whilst deliveries will be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Consideration will be given to the use of a vehicle booking and management system in order to minimise peaks and increase opportunities for consolidated deliveries. As necessary, peak hour restrictions will be applied and enforced.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

This information will be provided by the Principal Contractor, once appointed.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

The need for any construction material consolidation centres is not anticipated at this stage. This will be confirmed upon appointment of the Principal Contractor.

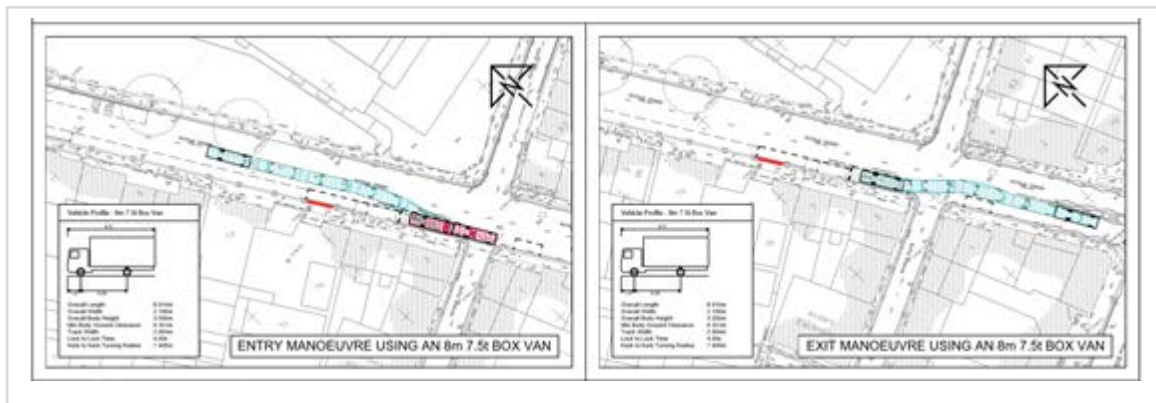
22. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

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 access and egress routes to and from the site



b. Please describe how the access and egress arrangements for construction vehicles will be managed.

- Operational areas will be separated from publicly accessible areas (including pedestrian walkways) using hoardings, barriers, fences or other appropriate equipment. High quality hoardings will be used where the general public could be in close proximity to operational activity.
- The Principal Contractor will adhere to all local traffic management regulations when determining the access strategy to the Site.
- Banksman will be present at all times to ensure the safe movement of any vehicles arriving at and leaving the Site and to ensure material and equipment are delivered and removed with as little disruption to local road users and traffic in the immediate vicinity of the Site. The banksman and Site Foreman will also ensure that the correct vehicle attends the correct part of the Site at the correct time.
- All access to and egress from the Site will be made in a forward direction.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

No tight manoeuvres are anticipated.

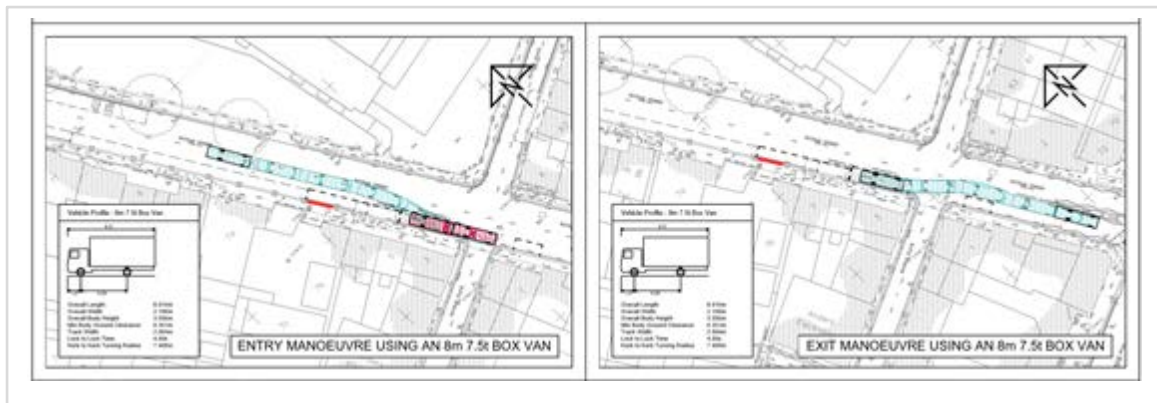
d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

Wheel washing and road cleaning facilities will be provided at a sufficient level to ensure the surrounding road network is kept clear of spoil and debris. Public highways will be swept clean and kept free from obstructions during the works, should any mud or debris did get onto the highways.

23. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide 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 loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.



Highway interventions

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.

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.

24. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

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

This information will be provided by the Principal Contractor, once appointed.

25. Scaled drawings of highway works

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. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. 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 accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

The construction works will not involve the use of the public highway for storage, Site accommodation or welfare facilities. Space for such uses will be allocated within the Site boundary.

There will be no obstruction of the public carriageway during construction, unless otherwise agreed in writing by Camden Council in consultation with the Local Highway Authority. Agreement with Camden Council would be reached on the proposed commencement date of such works, the area of the carriageway or footway to be occupied and duration, and the proposed methods of construction in order to minimise inconvenience to the public.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Operational areas will be separated from publicly accessible areas using hoardings, barriers, fences or other appropriate equipment. High quality hoardings will be used where the general public could be in close proximity to operational activity.

If partial road closure is required at any time, appropriate safety measures will be installed and signs and barriers erected. All necessary consents and licences will be obtained from the Council before any works that will involve interference with a carriageway or footway commence.

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

Where relevant, this information will be provided by the Principal Contractor, once appointed.

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist 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 ramping 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. 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. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

Operational areas will be separated from publicly accessible areas using hoardings, barriers, fences or other appropriate equipment. The Principal Contractor will maintain hoardings around the Site in accordance with HSE standards at all times during the works. Hoardings will be fitted with bulkhead lights and will be well lit during hours of darkness. In addition, the Principal Contractor will ensure that all hoardings are painted on both faces. The positioning of this hoarding must be agreed in writing with Camden Council and all relevant licenses obtained prior to its installation.

During working hours, access to the Site will be kept closed except when vehicles are entering or leaving. The Site access / egress points will operate a security pass system, and access to the Site will only be granted after a Site induction has been undertaken. Out of working hours, the Principal Contractor should ensure that Site access points are securely locked and appropriate security provisions set in motion to prevent unauthorised access. The provision of alarms will follow Health and Safety Executive (HSE) requirements.

Where necessary, and if hoarding encroaches upon public highways, pedestrians will be redirected safely to alternative pedestrian routes. If diversions are put in place, the safety of pedestrians and / or cyclists will be maintained. Vulnerable footway users (including wheelchair users, the elderly and young children) will also be considered. Appropriate ramping will be used if cables, hoses, etc. are run across the footway.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

This information will be provided by the Principal Contractor, once appointed.

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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.

Noisy operations will take place during both the demolition and the construction phase. Once appointed, the Principal Contractor will produce a list of noisy operations and the construction/deconstruction methods to be used during the development.

In any case, noisy operations will be restricted to the following hours:

- Mondays to Fridays between 08:00-18:00
- Saturdays between 08:00 - 13:00
- At no time on either Sundays nor Bank Holidays

In the case of emergencies or where there is risk to public safety, exceptional work may be permitted outside of those hours, provided the contractor is granted written approval from the Local Authority.

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.

A Noise Survey has been undertaken and a copy has been provided elsewhere within the planning application.

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

Please refer to Noise Survey.

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.

The Principal Contractor will ensure noise is managed according to best practicable means. The following mitigation measures will be implemented, where required and possible, to minimise noise and vibration generated from Site activities and disruption to any sensitive receptors:

- Hoarding and sheeting to public boundaries, potentially with increased height along boundaries with sensitive receptors. Any damaging to the hoarding surrounding the Site will be immediately repaired by the Principal Contractor;
- Use of modern plant with, inherent noise suppression where available (e.g. effective exhaust silencers). Regular maintenance of plant in accordance with manufactures' instructions;
- Use of screens around static plant, and other temporary acoustic barriers where appropriate;
- Switching off plant which is not in use;
- Ensure appropriate handling of storage materials;
- Restrictions on working hours and staff to be appropriately trained, particularly for noisy activities;
- With larger impact breakers, screens, sheeting and retention of enclosure facades would be utilised to reduce noise levels at potentially affected receptors;
- Regular communications held between contractors, local authority officers and neighbours;
- Adopting quiet periods during the day to enable the occupants of surrounding commercial premises to carry out their work normally;
- If considered necessary, periodically monitoring noise and vibration levels around the perimeter of the Site;
- Reviewing techniques, especially in response to exceedances of the Action Level and / or complaints.

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

The Principal Contractor will ensure that the relevant staff have been trained on BS 5228:2009.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Dusty activities are likely to take place during both demolition and construction works. The Principal Contractor will provide a detailed account of dusty activities and how can nuisance arise.

With reference to visible dust, statutory nuisance arising from dusty activities will be prevented through the implementation of the following prevention of dust formation hierarchy:

1. Prevention
2. Suppression
3. Containment

In line with this hierarchy, the contractor will ensure the following mitigation measures are adopted to reduce and manage dust and other emissions from Site activities and minimise disruption or nuisance to nearby sensitive receptors. Particular attention will be paid to implementing the measures outlined below when operations are undertaken close to the adjacent residential properties.

- Pre-project planning and effective management:
 - Carry out an environmental risk assessment and monitoring of dust during Site enabling works;
 - Method Statements to include processes for controlling dust;
 - Setting of on-site speed limit at 15mph; and
 - Discussions with Camden Council at an early stage of the project to confirm what monitoring is required to meet national and local aims.
- Site works:
 - Visual assessment of dust levels will be undertaken by all site personnel at all times to identify where excess dust levels are being generated;
 - Solid barriers will be erected and maintained around the area under development; and
 - Keeping fencing, barriers, scaffolding and screening clean.

- Haulage routes, vehicles and plant
 - Unnecessary vehicle movements and manoeuvring will be avoided;
 - Locate plant and vehicles away from sensitive areas, or housed in closed environments where possible;
 - Provision of easy-to-clean hardstanding for vehicles;
 - Use of wheel-washes or other similar facilities;
 - Regular use of brushes and water sprays on vehicles in heavily used areas;
 - Use of enclosed and sheeted vehicles;
 - Use of specialist vehicle to remove dust (by vacuuming) before damping down where a large amount of dust has been produced and is laying on the ground;
 - Ensure a road sweeper is available to clean mud and other debris from hardstanding, roads and footpaths;
 - Using water sprays, sand or Hessian to reduce vapour emissions e.g. at major haul routes on Site; and
 - Use of particle control measures on all machinery which can generate dust e.g. vacuums.
- Materials handling, storage, stockpiles, spillage and disposal
 - Provision screening during dust generating activities near to commercial and residential properties adjoining the Site;
 - Keeping handling areas clean and free of dust;
 - Employ best available dust suppression techniques to control particle emissions;
 - Control the cutting and grinding of materials on Site;
 - Damping down with water when loading materials onto vehicles, onto conveyors and skips;
 - Storage of fine dry materials in enclosures at all times, or given adequate protection from wind by sheeting;
 - Ensure that skips are securely covered;
 - Ensure methods and equipment are in place for immediate clean-up of accidental spillages of dusty or potentially dusty materials, using wet handling methods where appropriate; and
 - No burning of waste wood or other materials on Site.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Any significant amounts of dirt or dust that may be spread onto the public highway will be cleared using street cleansing vehicles. No development dirt will be evident on the highway at the end of any working day.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Monitoring shall be the responsibility of the Principal Contractor. Final details of noise, vibration and dust monitoring are to be agreed with the Council.

Action Levels will also be agreed with the Council. Where the results of any monitoring exercises indicate that the Action Levels have been exceeded, work should stop immediately and the following steps will be undertaken by the Principal Contractor:

- Identify the activity or activities causing the Action Level to be exceeded;
- Investigate whether the activities could be easily changed or other simple actions taken to substantially reduce noise, vibration or dust levels;
- If simple and effective remedial measures are not identified, adopt alternative techniques and / or additional mitigation measures, until the problem is rectified;
- In all cases where Action Levels are likely to be exceeded, undertake liaison with neighbours and the Council to the degree that is appropriate for the levels likely to be reached and their estimated duration.

36. Please confirm that a 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 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

An Air Quality Assessment, including a risk assessment, has been undertaken and is provided elsewhere within the planning application.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

The GLA's checklist will be completed in due course.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Where relevant, the Principal Contractor will confirm the location, number and specification of the monitors. The Principal Contractor shall also be responsible for collating reports for submission to the Council.

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

The Principal Contractor shall be responsible for taking the necessary measures to ensure proper control of rodents. For effective pest control, the following preventative measures will be taken during the construction works:

- 28 days prior any building works are being carried out the contractors shall submit a method statement on how the destruction/dispersion of rodents will be controlled during demolition works;
- The method statement shall demonstrate if / how the presence of rats and mice has been ascertained and how they will be destroyed if they have been/are found on site;
- At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal). And we require method statement/s on how existing/new drainage will be sealed during the construction process;
- All disused drains and sewers will be sealed correctly;
- Any pest infestation will be treated efficiently and effectively, and Camden Council will be informed as soon as possible;
- Regular Site inspections to ensure that no waste or rotting materials are left to build up;
- Welfare facilities and skips will be kept clean and tidy, and food waste will be collected regularly;
- Ensure any caterers at the Site pay careful attention to manging food and associated material (i.e. deliveries, handling, storage and disposal); and
- If there are any pest issues at the Site during construction works, necessary arrangements will be made with a pest management contractor and the Council's Pest Control Team will be contacted.

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

Prior to the site clearance, an asbestos demolition survey will be carried out to check the presence of any notifiable asbestos or hazardous materials. Key findings will be shared with the Council.

Where asbestos containing materials are identified, this will be removed prior to commencement of any demolition works by a specialist contractor and appropriately disposed of as hazardous waste.

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.

Adequate staff facilities will be provided by the Principal Contractor on site.

Employees will not congregate on the pavement outside the Site boundary, unless required to do so as part of their work. A Site dress code will be specified in the induction and details of inappropriate behaviour, including the use of radios, will be highlighted during the Site induction. The Site will run a staggered break system to prevent large groups of site employees visiting local shops together.

Designated smoking areas will be provided at the Site, with no smoking allowed to occur outside this area. All site facilities will be contained within the curtilage of the Site area. The exact location will be agreed with the Council prior to commencement of the works.

The Principal Contractor will be responsible for policing the adherence to the above.

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.

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:

Details of NRMM are not yet known. However, any equipment will meet Stage IIIB Standards as required by EU legislation. Exemptions to the standards set out above for road and non-road vehicles may be granted for specialist equipment with alternative emission reduction equipment or run on alternative fuels. Such exemptions shall be applied for in writing to Local Planning Authority in advance of use.

- a) Construction time period (mm/yy - mm/yy): TBD
- 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 provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: To be provided by the Principal Contractor
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Principal Contractor will be required to keep this information
- 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: Principal Contractor will be required to keep this information

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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.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed:

Date:

Print Name:

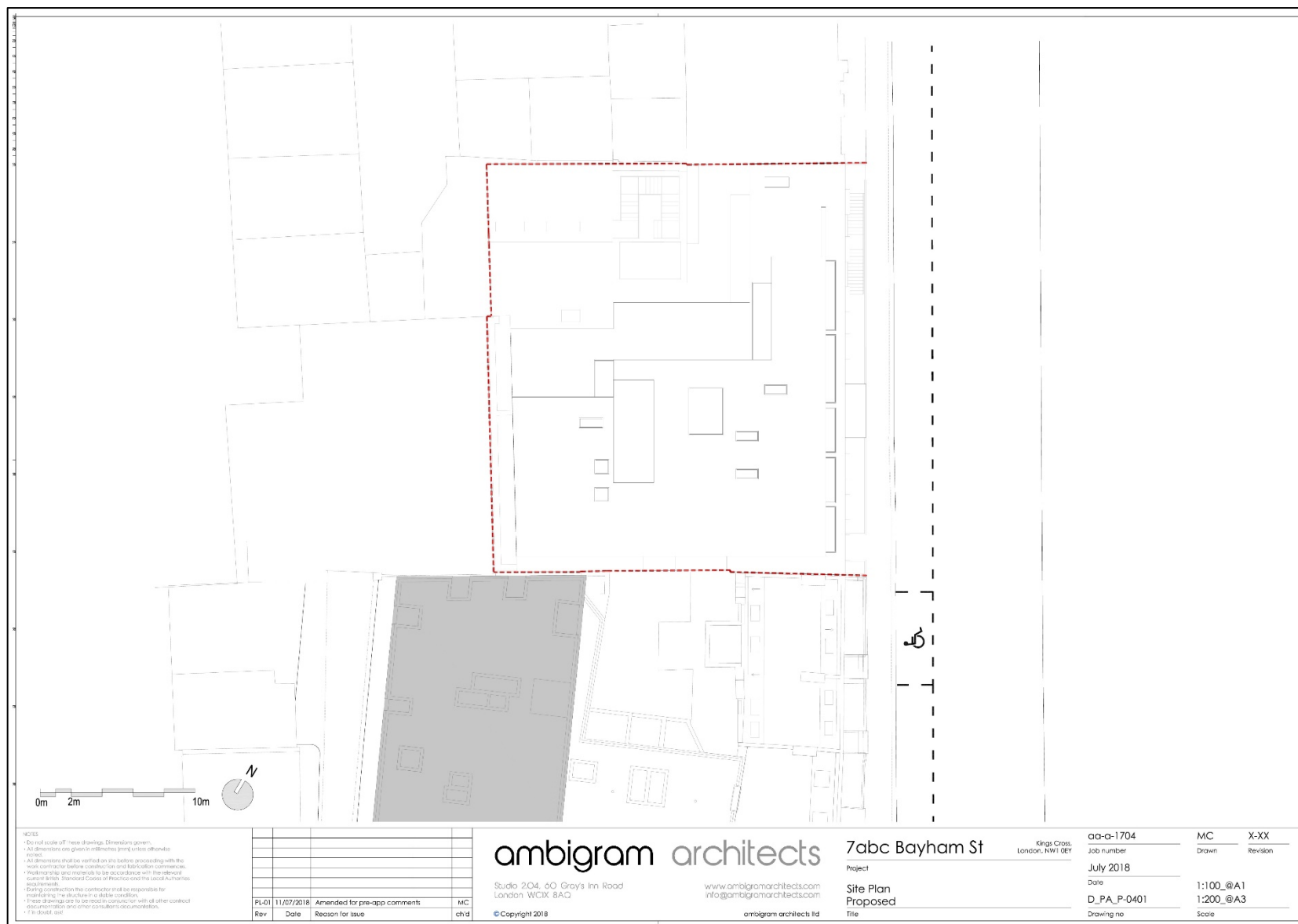
Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendices

A. Site Plan



B. General Notes

The report is based on information available at the time of the writing and discussions with the client during any project meetings. Where any data supplied by the client or from other sources have been used it has been assumed that the information is correct. No responsibility can be accepted by Ensphere Group Ltd for inaccuracies in the data supplied by any other party.

The review of planning policy and other requirements does not constitute a detailed review. Its purpose is as a guide to provide the context for the development and to determine the likely requirements of the Local Authority.

No site visits have been carried out, unless otherwise specified.

This report is prepared and written in the context of an agreed scope of work and should not be used in a different context. Furthermore, new information, improved practices and changes in guidance may necessitate a re-interpretation of the report in whole or in part after its original submission.

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These terms apply in addition to the Ensphere Group Ltd "Standard Terms of Business" (or in addition to another written contract which may be in place instead thereof) unless specifically agreed in writing. (In the event of a conflict between these terms and the said Standard Terms of Business the said Standard Terms of Business shall prevail.). In the absence of such a written contract the Standard Terms of Business will apply.



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