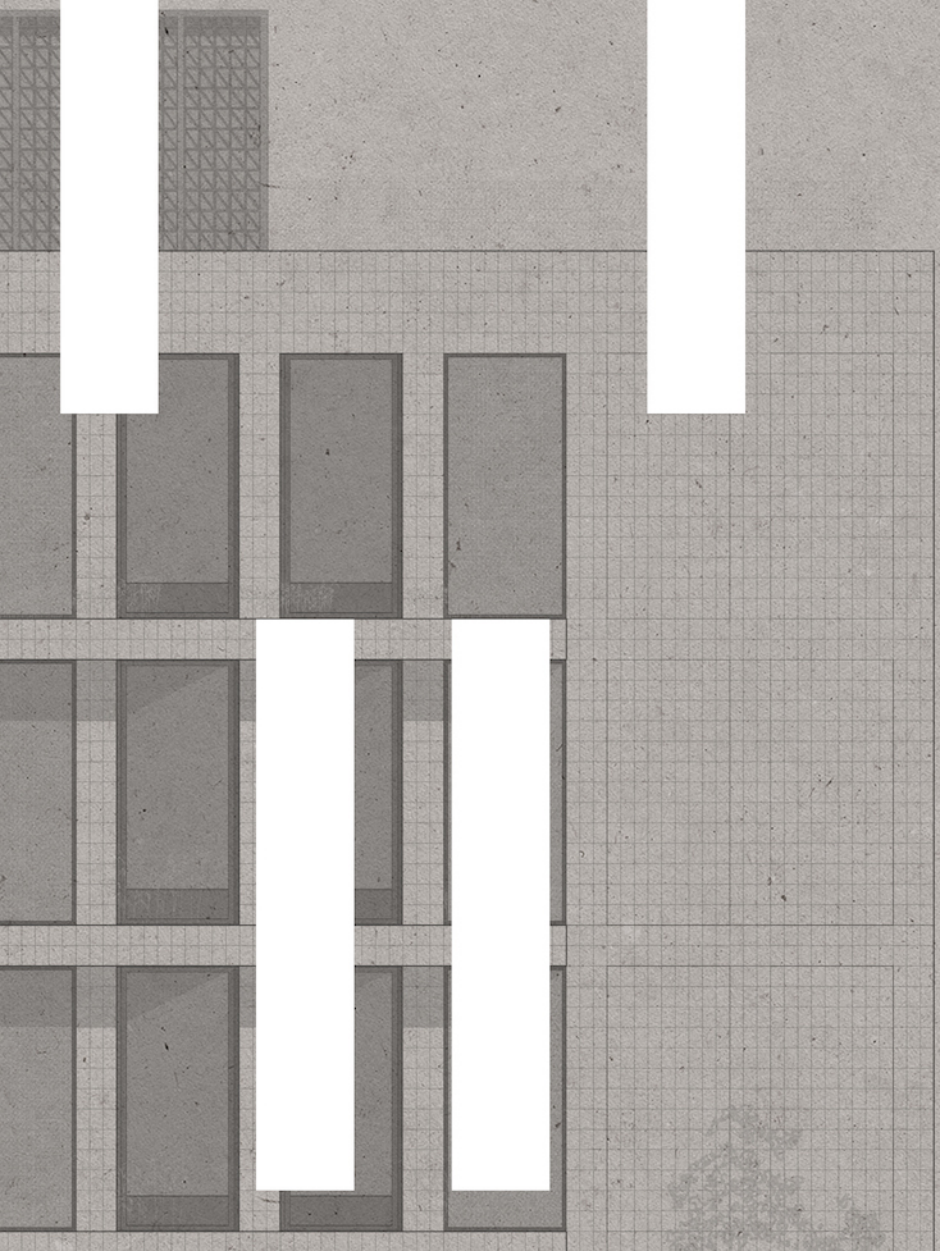
Former Car Repair Centre
70 – 86 Royal College Street
London
NW1 0TH

DRAFT CONSTRUCTION MANAGEMENT PLAN



ROCCO VENTURES

NHS
Central and
North West London
NHS Foundation Trust

CUSHMAN & WAKEFIELD

Construction Management Plan

70-86 Royal College Street

Pre-Planning

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
06-12-19	00	Fernanda Perina
13-01-20	01	Mark Dedman

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

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.

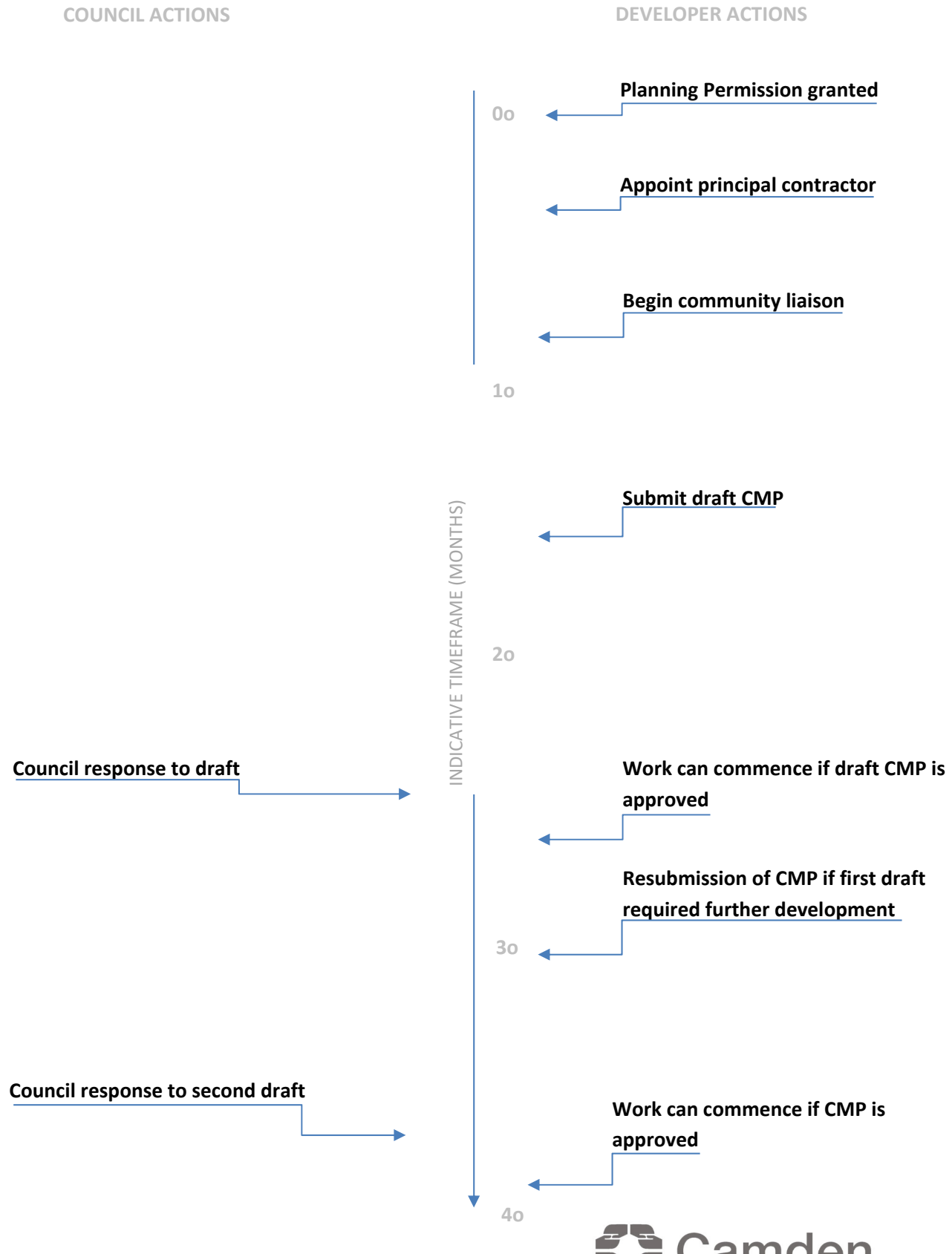
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

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.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission granted
0o
Appoint principal contractor
Begin community liaison
1o
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2o
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3o
Council response to second draft
Work can commence if CMP is approved
4o

Contact

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

Address:

70-86 Royal College Street, London NW1 0TH

Planning reference number to which the CMP applies:

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

Name: Cushman & Wakefield – Mark Dedman

Address: 125 Old Broad Street, London EC2N 1AR

Email: mark.dedman@cushwake.com

Phone: 07747 765635

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

Name: To be confirmed once contractor 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 once contractor appointed Address: Email: Phone:

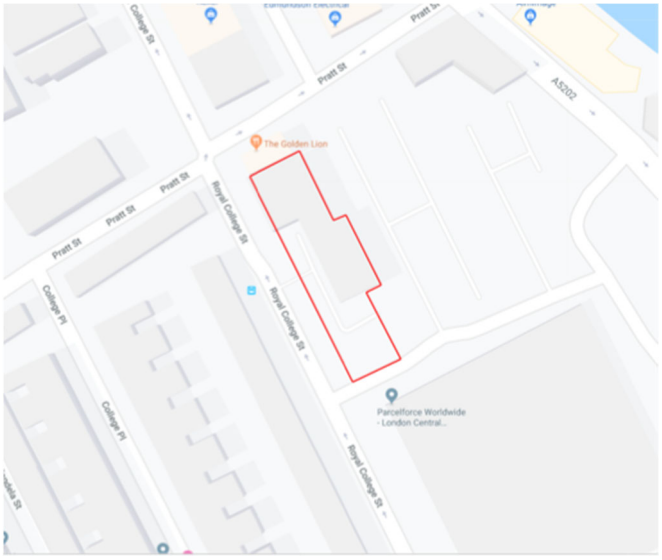
5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: To be confirmed once contractor 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 is located on 70-86 Royal College Street. The plot is currently occupied by connected single storey industrial building with brick facades, pitched roof and industrial access doors and shutter that previously traded as and ATS tyre depot, there is also a smaller single storey tyre store of brick built construction. The site is bounded by the Golden Lion Public House to the North, a Parcel Force deport carpark and access road to the South and East respectively and Royal College Street to the West.



The surrounding area comprises a mixture of established and new recent residential provision, light industrial and wholesale business's and the prominent Parcel Depot.

The Applicant is proposing to demolish the existing buildings and develop a new build community health centre containing intermediate care wards on the site comprising basement, ground and five upper floors to provide circa 7,377m2 Gross Internal Area (GIA) to be utilised as wards, consultants offices, meeting rooms, patients rooms, nursing stations, day rooms, a garden roof with a residents café and staff rest, and associated welfare and plant equipment.

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 basement, ground floor plus five upper floors and a total gross internal area of circa 7,377m2 Gross Internal Area (GIA).

It is intended the construction will comprise raft foundations and piled retaining walls with a reinforced concrete frame and upper floors. The external treatment is currently proposed as a good quality cladding and glazed façade with projecting planters and Balconies. The top floor will comprise light weight structures with a higher proportion of glazing and stepped back from the main façade to make way for a roof garden.

The main issues and challenges associated with this development comprise;

Adjacent Residential Dwellings:

There are a number of residential dwellings in relatively close proximity to the site, particularly on the other side of Royal College Street. We will seek to minimise impact to these residents by the use of well-considered traffic management provision, noise and dust reduction measures and regular person to person liaison.

Highway and Cycle Route:

The site is bounded to the West by Royal College Street that incorporates a one-way (North) traffic flow, pedestrian footpath and dedicated cycle route. Our preferred plan for gaining access, described later in this document makes provision for taking advantage of the two-lane single traffic flow to allow the pedestrian footpath and cycle route to be unobstructed through the redevelopment works.

Proximity to The Golden Lion PH:

The Golden Lion Public House to the North boundary of the site is a popular and established business that we have already engaged with and shared the developer's proposals. By maintaining our works within the site boundary and ensuring that the Royal College Street pedestrian path is maintained and proposing a tower crane solution that doesn't over sail the Northern site boundary we are able to minimise any impact to the PH.

Plot Footprint:

The red line boundary of the development site is relatively long and narrow with the proposed development extending to the boundary for much of its perimeter, this can be a challenge in respect to servicing the site during demolition and construction. Fortunately, the site offers two established vehicle cross-overs onto Royal College Street and a relatively large area of existing concrete hardstanding that will allow the contractor to locate delivery vehicles and plant for the demolition and substructure elements of the development within the site boundary, with a well-managed and marshalled entry and exit protocol.

The use of a tower crane and internal hoist through the superstructure construction will avoid closing of the highway, pedestrian walkway and cycle route and the incorporation of a substantial loading bay within the completed building will offer on-site delivery and storage space through the latter stages of the development.

Access to the East Boundary (Parcel Force):

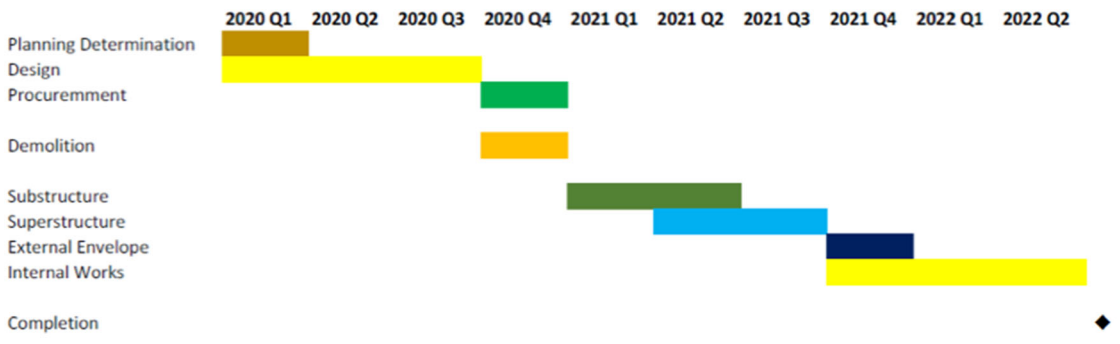
The East and South site boundaries are bordered by the Parcel Force depot we are able to construct the new building without impeding their land, however we have entered early stage dialogue with them to ascertain if we are able to gain access for limited storage, scaffold basing out and over sail rights to allow a simple construction methodology and to reduce the pressure on the Royal College Street elevation.

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).

The developer is proposing to commence RIBA stage 3 design during January 2020 followed by Stage 4 design development. Stage 3 information will be used to procure and advanced demolition and enabling works package with the Stage used for the procurement of the main works.

We have summarised the start and end dates below and shown graphically as a summarised gantt chart.

Phase	Start	End
Design Stage 3	March 2020	Jun 2020
Design Stage 4	Jul 2020	Sep 2020
Demolition/enabling	Sep 2020	Dec 2020
Substructure	Jan 2021	Jun 2021
Superstructure	Apr 2021	Jul 2021
Envelope	Aug 2021	Dec 2021
Internal works	Nov 2021	May 2022



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

Standard working hours for the site will be:

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

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.).

Golden Lion Pub located to the North boundary of the site.

Parcel Force Logistic Centre located to the East and South site boundaries.

Residential dwellings located on the opposite side of the road to the site, on the west side of Royal College Street.

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.

Please refer to our 'Statement of Community Involvement' dated December 2019 and prepared by Kanda.

In summary the consultation to date has included:

- 3,068 newsletters sent to local addresses in October 2019.
- Provision of a contact phone number and email address.
- Provision of a dedicated project website from October 2019.
- 3,068 flyers sent to local addresses in November 2020 inviting recipient to a public consultation exhibition.
- Public consultation exhibition held 26th November 2019 with feedback forms.
- Emails responses to any resident or businesses that expressed and interest in the scheme.

The public consultation exhibition attracted 22 visitors and we've received 10 feedback forms to date comprising positive feedback. Please refer to the 'Statement of Community Involvement' for response details.

Consultation has been undertaken individually with The Golden Lion public house and we are currently making efforts to contact Parcel Force to commence direct consultation with them.

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.

Upon appointment of the Contractor we will establish a Construction Working Group comprising representation from the Contractor, Developer and the Developers Project Manager. The working and community liaising post contract will be led by the Contractor and directed by the Developers Project Manager.

Liaison will be delivered through monthly newsletter drops to local residents and businesses identifying the works being undertaken, those being undertaken in the coming period and any particular relevant information that warrants being shared at the time. We also propose a series of 'town hall' meetings held at regular and appropriate times where local businesses and residents will be invited to attend, and at which the Developers' team will give a presentation detailing current and forthcoming site activities, this will also be an opportunity for attendees to raise any concerns or observations.

The main contact for the Construction Working Group will be the Contractors Site Manager with an escalation to the Developers Project Manager, if required.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring.

Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

Considerate Contractors Scheme will be provided by the Main Contractor once selected.

The developer is committed to complying with all schemes and registrations required by LB Camden and will include them as a requirement of the contractor's participation with the development.

The developer will only engage with credible and respected contractors with a proven track record of undertaking schemes of this nature, location and sensitivities.

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.

Local developments

1. Bangor Wharf, Georgiana Street 2016/1117/P

Demolition of all buildings on-site and new buildings of 1-6 storeys in height to include 46 residential (C3) units (18 x 1 bed, 19 x 2 bed and 9 x 3 bed) of which 30 would be market units and 16 affordable, new office (B1a) floorspace (604m²) and associated works to highways and landscaping. This has been refused, but it is likely that a successful scheme will come forward in the near future. Due to the one-way traffic arrangement on Royal College Street, we will be able to efficiently manage our delivery traffic prior to Bangor Wharf and not impact their traffic plan of cause additional disruption to traffic flow.

2. St Pancras Commercial Centre, Pratt Street

The existing buildings will be replaced with three new buildings ranging in height from five to seven storeys and will re-provide the same amount of industrial workspace while also providing new office space, flexible retail space and thirty-two new homes including affordable housing. At the centre of the development is a new public open space. This has been approved subject to Section 106 Agreement. It is reasonably likely that this will be on site at the same time as us and we will need to liaise with them on traffic management. Due to the one-way traffic arrangement on Royal College Street, we will be able to efficiently manage our delivery traffic prior to St Pancras Commercial Centre and not impact their traffic plan of cause additional disruption to traffic flow. Additionally, we don't propose to utilise Pratt Street as part of our site access strategy, thereby limiting impact between our developments.

3. Royal Mail, 24 - 58 Royal College Street

Camden have a site allocation statement for this site and it is expected that a high density mixed use scheme could be brought forward in the future although this is unlikely during our construction period, we are therefore don't consider this development to impact our strategy.

4. The Ugly Brown Building 2 - 6 St Pancras Way

Demolition of the existing building (Class B1 and B8) and erection of 6 new buildings ranging in height from 2 storeys to 12 storeys in height above ground and 2 basement levels comprising a mixed-use development of business floorspace, residential units, hotel, gym, flexible retail and storage space with associated landscaping work, this has been approved subject to Section 106 Agreement. Within section 18 of this document we have planned our traffic routing to avoid impacting the nearby development.

5. St Pancras Hospital Site

Camden and Islington NHS Trust selected a development partner to take forward development of this site to include new healthcare facilities (including Moorfields new Eye Hospital) as well as other uses probably including residential, office and research. Although this is a big site and will take time to develop proposals and gain approvals the works are likely to be phased and early phases (demolition and site clearance) could coincide with our construction period. The distance from our site means that the impacts are less, but we will still need to liaise with them on traffic routes and have planned our traffic routing to avoid this development as far as practically possible.

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. 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

15. Name of Principal contractor:

To be advised when contractor selected.

The developer is committed to only working with respectable and competent contractors.

16. 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).

To be advised when contractor selected.

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. 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:

The Developer commits to including the CLOCS Standard as part of the requirements for selecting a contractor.

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

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

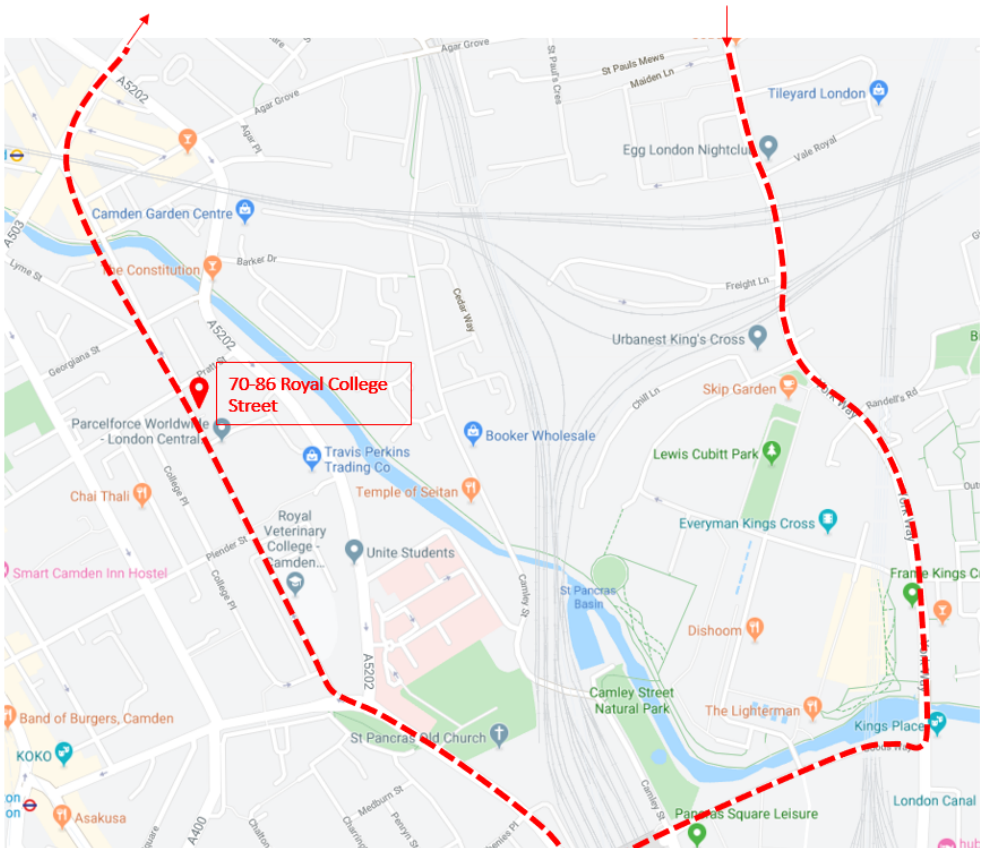
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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.

Once a contractor is appointed we will liaise with them to identify a safe and compliant route to the site from the Transport for London Road Network (TLRN), prior to this the Developer has considered this and initially proposed the route indicated on the map below, subject to contractor involvement and LB Camden acceptance.

The proposed route heads South along the A502 and York Way, turning right onto Goods Way and then right onto Pancras heading North before turning right again into Royal College Street to access the site. On exiting the site construction traffic will continue North on Royal College Street before joining the A503 and re-joining the TLRN.



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.

Upon selection of a contractor we will ensure they review the route to and from site and amend it as required to meet the LB Camden requirements. The contractor will make sure the details are included within their supply chain selection criteria. Each subcontractor will be reminded of the traffic route during their appointment meeting.

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. (Refer to the *Guide for Contractors Working in Camden*).

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 deliveries per days will be finalised once the contractor has been procured but we have provided initial estimates below based on early stage contractor dialogue;

Vehicle Type	Deliveries/day Wks 1-26 Demo/Sub	Deliveries/day Wks 27-50 Superstruct	Deliveries/Day Wks 51-70 Envelope	Deliveries/Day Wks 71-85 Internal
32t Tipper	6no	2no		
Skip loader	1no	1no	1no	1no
18t flatbed	2no	2no	1no	1no
3.5t van	3no	3no	4no	6no

Artic:

Plant delivery at start of project and removal at end of substructure works.

Tower crane delivery at week 15 and removal at week 60.

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.

Please refer to Section 14 of this document.

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

To be provided once contractor selected.

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.

To be provided once contractor selected.

The Developer will be reviewing this with potential contractors through the procurement process to ensure they are familiar with these requirements and have made appropriate provision.

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.

Noted

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).

Vehicles engines will not be allowed to idle whilst waiting or making deliveries except for period when they are required to idle to operate offloading plant forming part of the delivery vehicle.

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.

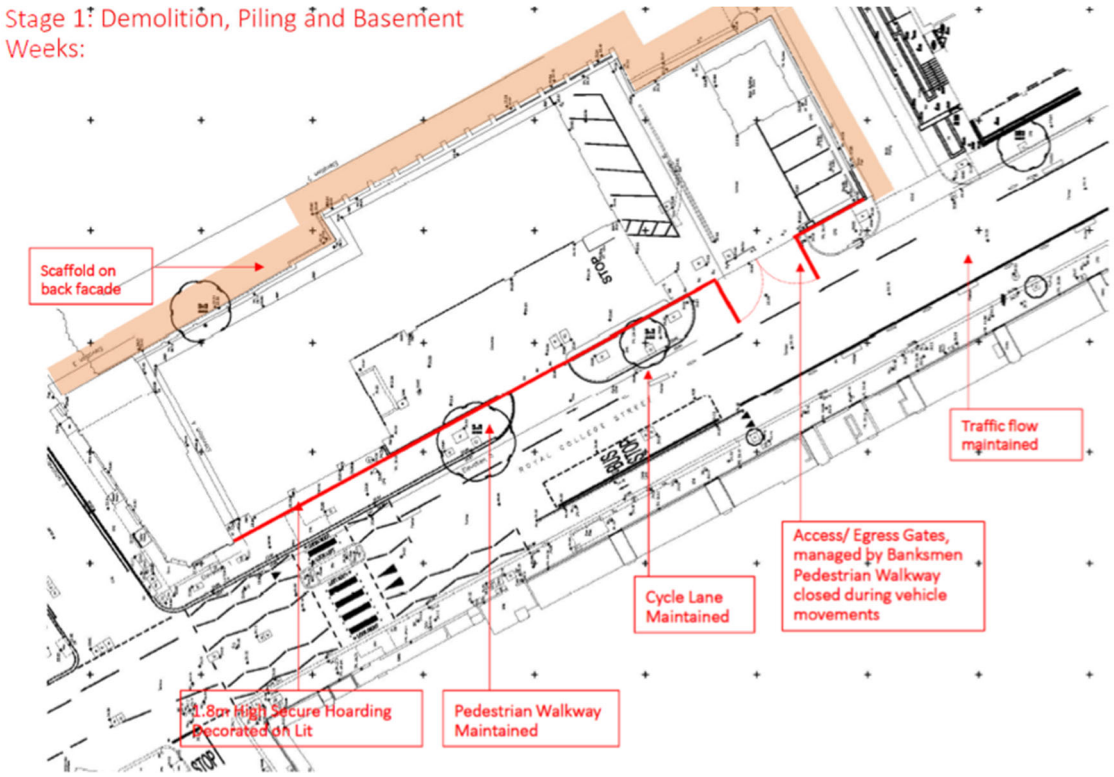
Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly 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.

Vehicles will be accessing the site across the pedestrian walkway and cycle lane during the demolition and substructure phase of the project and again at the internal fit out stage, this will negate the need to obstructe the highway for general deliveries through these periods.

The diagram below identifies the existing cross-over that will be utilised during these periods;

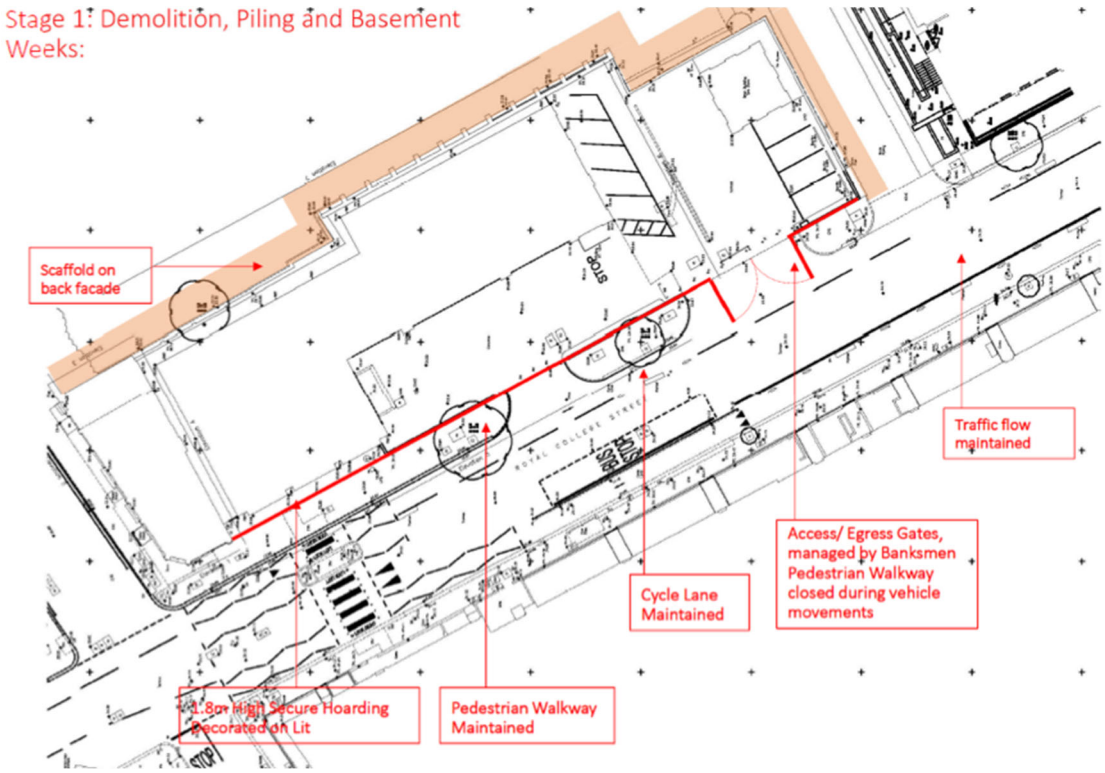


b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Referencing the drawing below, construction vehicles will be entering and exiting the site at the location marked 'Access/Egress Gates' through the demolition/substructure phase of the works making use of the existing site entrance, crossover and hardstanding.

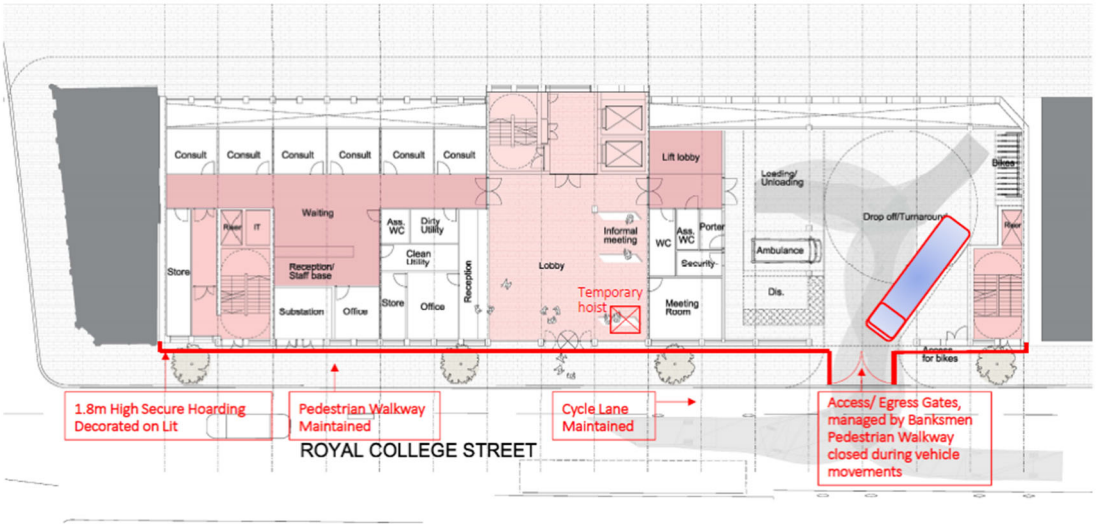
During this period vehicle delivery times will be managed by the site logistics manager who will be made aware of a vehicle approaching the site. Once the vehicle is in the local proximity the logistics manager will deploy a banksman team to the front gates to await the delivery.

As the vehicle approaches the site the banksmen will safely stop any cyclists and pedestrians and then open and man the site gates whilst the other members of the banksmen team manage the traffic and guide the vehicle whilst it reverses into the site. Once safely on the site the gates will be closed and the traffic, cyclists and pedestrians will continue their journeys.



During the latter stages of the project and following removal of the external gantry, access for smaller vehicles onto the site demise and within the new loading bay will be introduced. Vehicle access and egress will be managed in the same way as stated above, see drawing below for reference:

Stage 3: Internal works
Weeks:



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.

To be provided once contractor selected.

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.

The Developer does not propose to utilise wheel washing provision on site. Vehicles will be located on the existing hard standing through the demolition phase and on a purpose made vehicle gantry during the substructure works.

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.

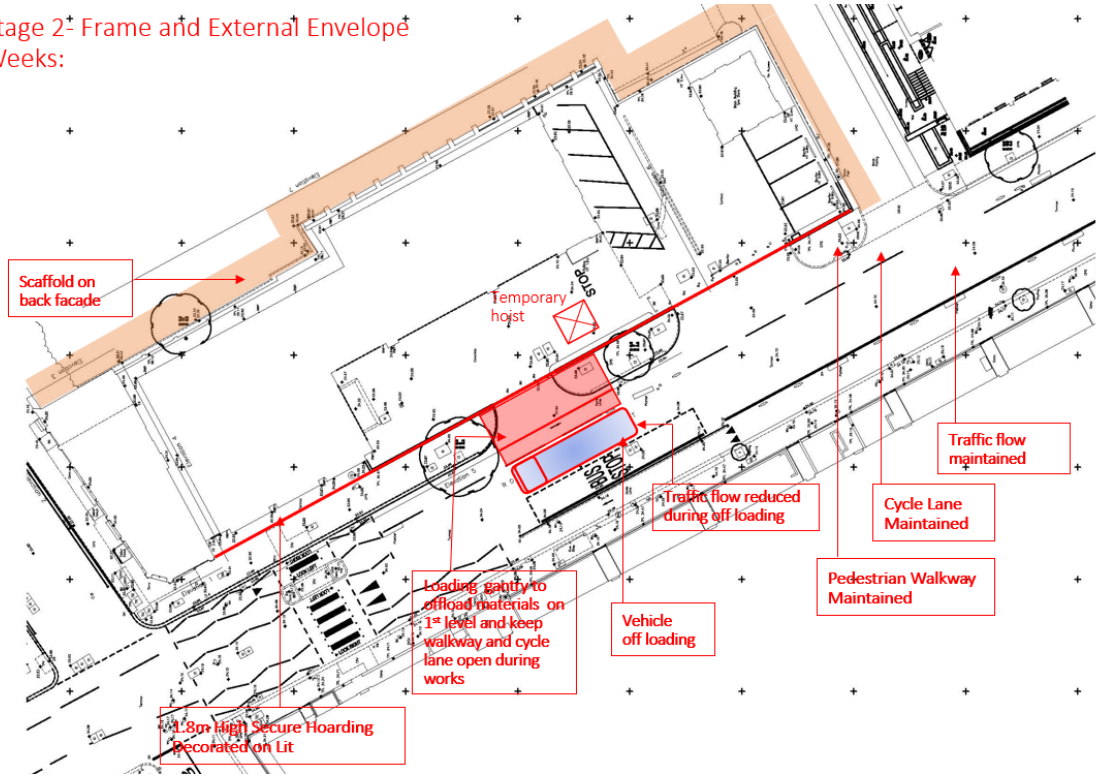
a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and 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.

Through the demolition, substructure and fitting out stages of the project vehicles will be loaded and unloaded within the site demise as noted earlier in this plan.

Through the construction of the superstructure and building envelope stages access for the loading of materials onto site is proposed via a gantry on Royal College Street, as noted on the sketch below:

Stage 2- Frame and External Envelope
Weeks:

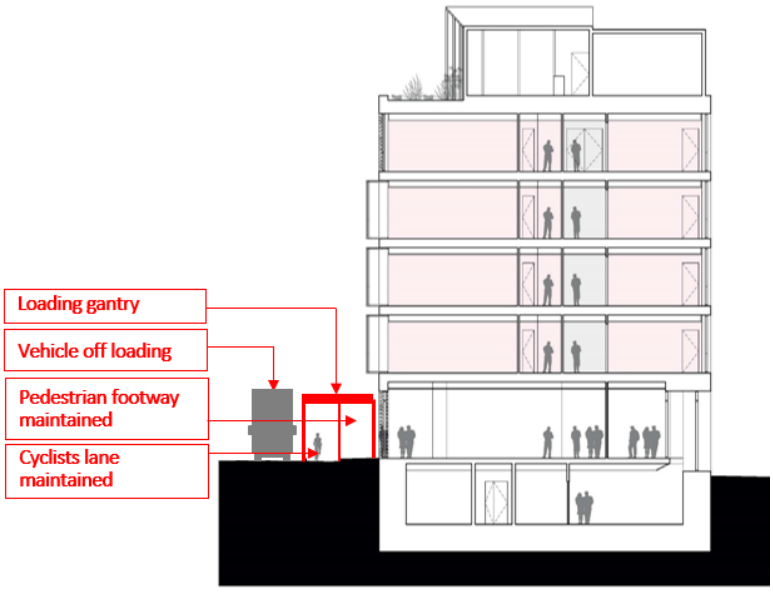


The proposed gantry will be positioned at first floor height and maintain uninterrupted pedestrian and cyclist travel below on the existing pathway and cycle route.

Skips and plant will be located within the site boundary in the location of the new goods bay.

A section drawing through the gantry is shown below:

Stage 2- Frame and External Envelope
Weeks:



b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

Please refer to Q20 b response.

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.

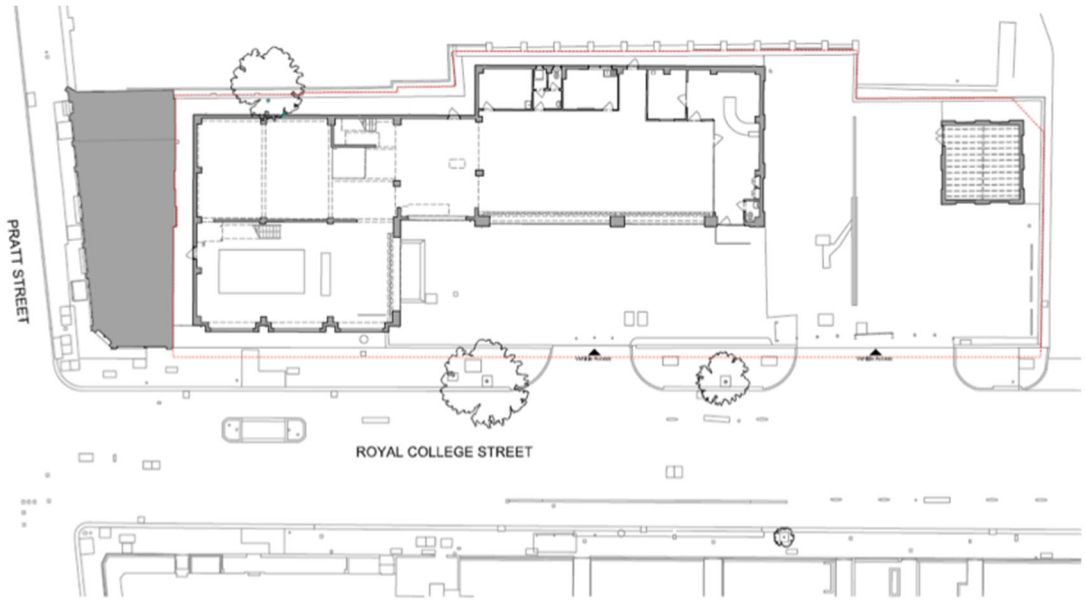
If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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.

To be provided in detail once contractor appointed although please see drawing below which indicates key street furniture including cycle route demarcation, manhole covers and 2no existing trees. The Developer will meet with the Camden Tree Officer on site to inspect the trees.



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.

The Developer doesn't propose a need to suspend any parking bays.

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.

The Developer does not propose to use the highway for storage, site accommodation or welfare, it is proposed to situate this on site or to reach agreement with Parcel Force to secure a small area within their car park area adjacent to the East boundary of the site.

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.

The Developer doesn't propose to construct a temporary vehicle cross over but proposes to use the existing one and does not propose the need to remove any existing street furniture to facilitate this development.

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.

The Developer does not propose to divert any traffic in respect to this development. Any traffic disruption for deliveries is as noted in Q21 of this document.

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.

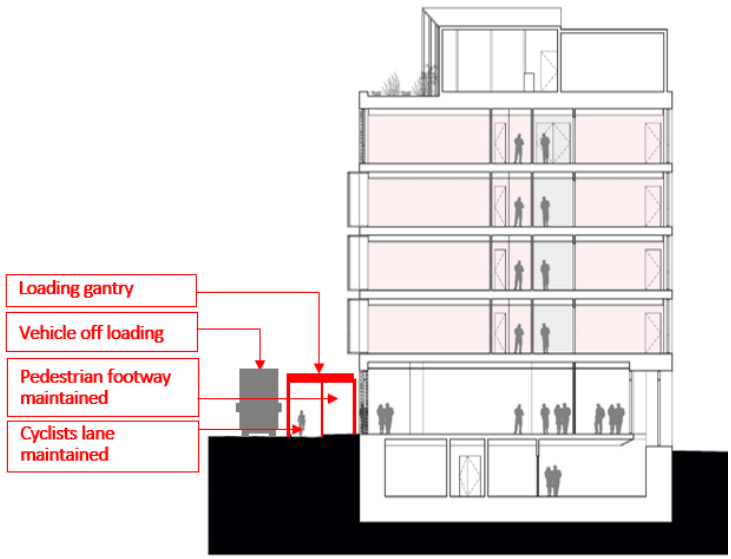
A secure hoarding will generally be required at the site boundary with a lockable access.

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.

Hoarding and gantry details will be finalised upon selection of a contractor, but the Developer currently envisages the need to construct a hoarding along all boundaries and a gantry at first floor level for part of the Royal College Street elevation during the superstructure and external envelope construction.

The section drawing below indicates the gantry covering the pedestrian walkway and cycle route to maintain unobtrusive and safe use. The hoarding will be located as close to the site boundary as practically possible whilst still providing minimal working space and maintaining an appropriate pedestrian pavement width. The pedestrian walkway and cycle route will be protected from the highway and include temporary lighting.

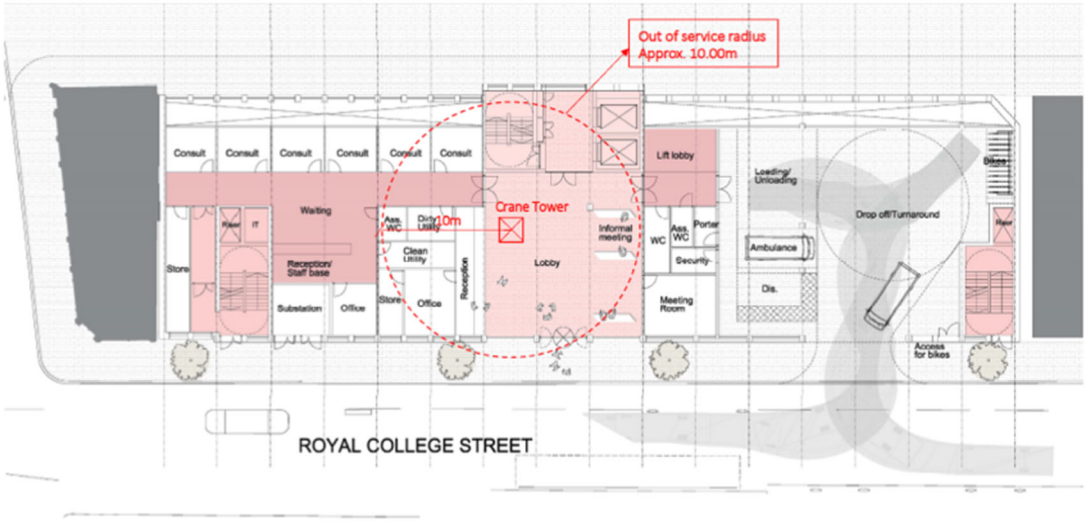
Stage 2- Frame and External Envelope
Weeks:



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.

The Developer anticipates the selected contractor will employ a luffing jib tower crane on site to minimise the time taken to unload and deliveries on the highway and to limit the need for over sail. Please refer to the drawing below detailing the anticipated crane location and out of services radii.

Tower Crane Location- 35m Jib (Luffing)



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.

The Developer is not yet far enough along the design process to establish requirements for connections to public utilities but in the likely event connections are required outside of the site boundary we will liaise with the statutory undertakers and Camden Highways team to coordinate the works with minimal disruption.

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.

All noisy operations on site will be undertaken in normal working hours and comply with Camden Environmental team noise restrictions unless agreed otherwise with the Camden Environmental team.

Key noisy operations will potentially comprise;

Demolition Works: Weeks 4-8

Demolition works will be undertaken using cutting and dismantling methods as far as possible but there will be a requirement at times to utilise an excavator to remove areas of masonry that may cause localised periods of noisy operations.

Removal of Existing Hardstanding: Weeks 8-12

Removal of the existing hardstanding will necessitate the need for a 360 excavator fitted with percussion breakers, this will likely be the most noise intrusive works during the development process. We propose these works are times with 'noisy' and 'quiet' periods to avoid key sensitive times of the day for local residents and businesses.

Piling: Weeks 13-18

It is proposed to use a rotary auger piling system on the site to minimise noise impact, the noisy works element of the piling process will be intermediate impact noise as augers are repositioned and cleaned.

Concrete Frame Construction: Week 22-32

Construction of concrete frame – Forming of the concrete frame does not generate constant levels 'noisy work' due to the nature and method of placing concrete, the higher risk of noise generation is through the movement and placement of formwork. To reduce noise impact the Developer proposes to utilise a tower crane for movement of formwork around the site and between floor levels, the crane will also be used for the placing of concrete where smaller quantities are to be deployed such a columns. Concrete slabs will be poured via a concrete pump that will be acoustically shielded and utilised for specific intermediate concrete placing activities. The combined use of the tower crane and concrete pump will greatly reduce continuous noise impacts.

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.

Noise Impact Assessment has been undertaken by Syntegra and a further noise survey will be undertaken during the pre-contract design development process. The Developer agrees to provide a copy of the noise survey.

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

To be considered further once a demolition contract is appointed bit we plan to use noise and vibration reduction measure to reduce disruption and stay with Camden guidelines.

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/Vibration Mitigation Methods During Construction/Demolition:

- All plant will incorporate industry recognised noise reduction devices.
- Plant will not be allowed to idle when not in use.
- Working times will be restricted to Camden site working hours.
- Works generating vibrations such as breaking out the existing concrete hardstanding will be first mechanically separated from surrounded structures prior to hard demolition works being undertaken.
- Noise, dust and vibration monitors will be positioned on the site to monitor levels and provide immediate notifications if 'trigger' levels are exceeded. If this occurs works will be suspended and working methods reviewed to reduce the disturbance.

From the site noise, dust and vibrations monitoring stations the contractor will be notified immediately of any exceeded 'trigger' levels. If this occurs works will be halted and alternative methods or additional suppression will be introduced such as acoustic blankets or alternative plant breaking attachments.

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

Once a contractor has been appointed, we'll provide evidence of training to BS 5228:2009

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

The first consideration for reducing dust nuisance will be to utilise methods of working that generate less dust nuisance and then by using plant pre-fitted with dust capture mechanisms such as vacuum bags.

When dust nuisance is unavoidable the contractor will apply manual damping down methods during the dust generating works to control and minimise any airborne dust leaving the site demise.

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.

Prevention:

The layout of the existing site including the provision of existing hardstanding areas offer the opportunity to greatly reduce significant amounts of dirt and dust being spread onto the public highway.

The proposed sequence of works provides that an area of the existing hardstanding adjacent to the existing crossover will be retained and isolated from other areas of the site, this isolated area will be solely used by the contractor for 'waiting' vehicle during loading and unloading. As vehicles leave the site they will be inspected, and any excessive dirt removed locally before the vehicle is dispatched from the site.

The area will be regularly cleaned and therefore minimise any dirt and dust being transferred to the highway.

A full height solid hoarding will also be erected to the perimeter of the site to reduce dust contamination to the highway.

Cleaning:

The area of the crossover will be regularly brushed and damped down as necessary by the logistics team. If in the unlikely event that excessive dirt is spread onto the highway a street cleaning vehicle will be utilised to clean the highway.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

The developer proposes to install noise, vibration and dust monitors on site that will continuously monitor levels and send an immediate notification if the agreed threshold for any of these nuisances are exceeded.

Background readings will be taken prior to work commencing for comparison against the live site records.

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.

Please refer to Air Quality Assessment by Syntegra Consulting Ref: 19-5536.

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.

Please refer to Air Quality Assessment by Syntegra Consulting Ref: 19-5536.

- 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.

The developer confirms they will install the appropriate number of real time dust monitors as required and agreed with the Camden Environmental team once the site risk level has been identified.

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).

Firstly, the Developer will seek to avoid attracting rodent to the site by ensuring the contractor makes adequate allowance for keeping the site and welfare facilities clean, storing waste hygienically and removing it regularly and in a controlled environment.

If rodent infestation does occur on the site, the source of the infestation will be traced and dealt with at source to minimise the chances of reoccurrence. A licensed company will be employed to remove any rodent infestation and copies of any receipt shared with the Camden Environmental team.

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

An R&D Asbestos survey of the site has been commissioned by the Developer and is currently being undertaken. Due to the nature and age of the buildings on site we expect minimal asbestos to be present with the expected presence to be restricted to main heating plant gaskets.

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.

All site operatives will be required to attend a site induction workshop where the site rules will be explained including behaviour in proximity to the public, this will them be enforced by the contractor and the Developer's team.

The Developer is entering negotiation with Parcel Force to secure short term access to an area of the Parcel Force car park located to the East boundary of the site to utilise as site welfare, this will allow space for site welfare and a smoking area away from the public highway and pedestrian walkway.

It is not the intent of the Developer to allow operatives to assemble on the public footpath on Royal College Street, they will be restricted to the area of the site and the planned welfare area within the Parcel Force car park.

Any contractor considered for the project will be a member of the Considerate Contractor Scheme and will be assessed in accordance with the scheme requirements.

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:

The Developer will provide details once the contractor has been selected but is committed to complying with this requirement.

a) Construction time period (mm/yy - mm/yy):

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):

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:

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……..…..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.