

Construction/ Demolition Management Plan

pro forma

Contents

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

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
24.06.2020	Draft	Paul Millar
28.06.2020	Rev 1	Paul Millar
09.09.2020	Rev 2	Paul Millar
21/09/2020	Rev 3	Peter Lilburn

Additional sheets/

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

Date: 27.06.20	Version: Rev 1	Produced by Erith Contractors
Appendix A:	Programme of Works	
Appendix B:	Details of CMP Communication/Consultation with neighbours	
Appendix C:	Neighbourhood Liaison Plan	
Appendix D:	Surrounding Projects/Schemes	
Appendix E:	Traffic Management Plan	
Appendix F:	Environmental Management Plan	
	Noise Dust Vibration Monitoring Plan	
Appendix G:	NRMM	
Appendix H:	Proposed Hoarding Lines	
Appendix J:	Air Quality Assessments	
Appendix K:	Cumulative Impact Assessment	

Introduction

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

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

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

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

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

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all

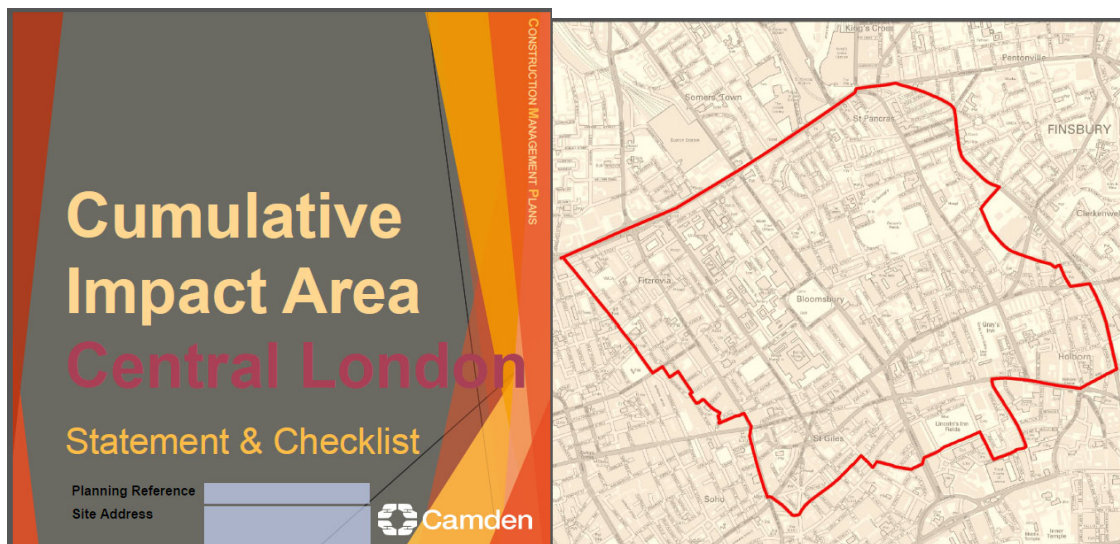
additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

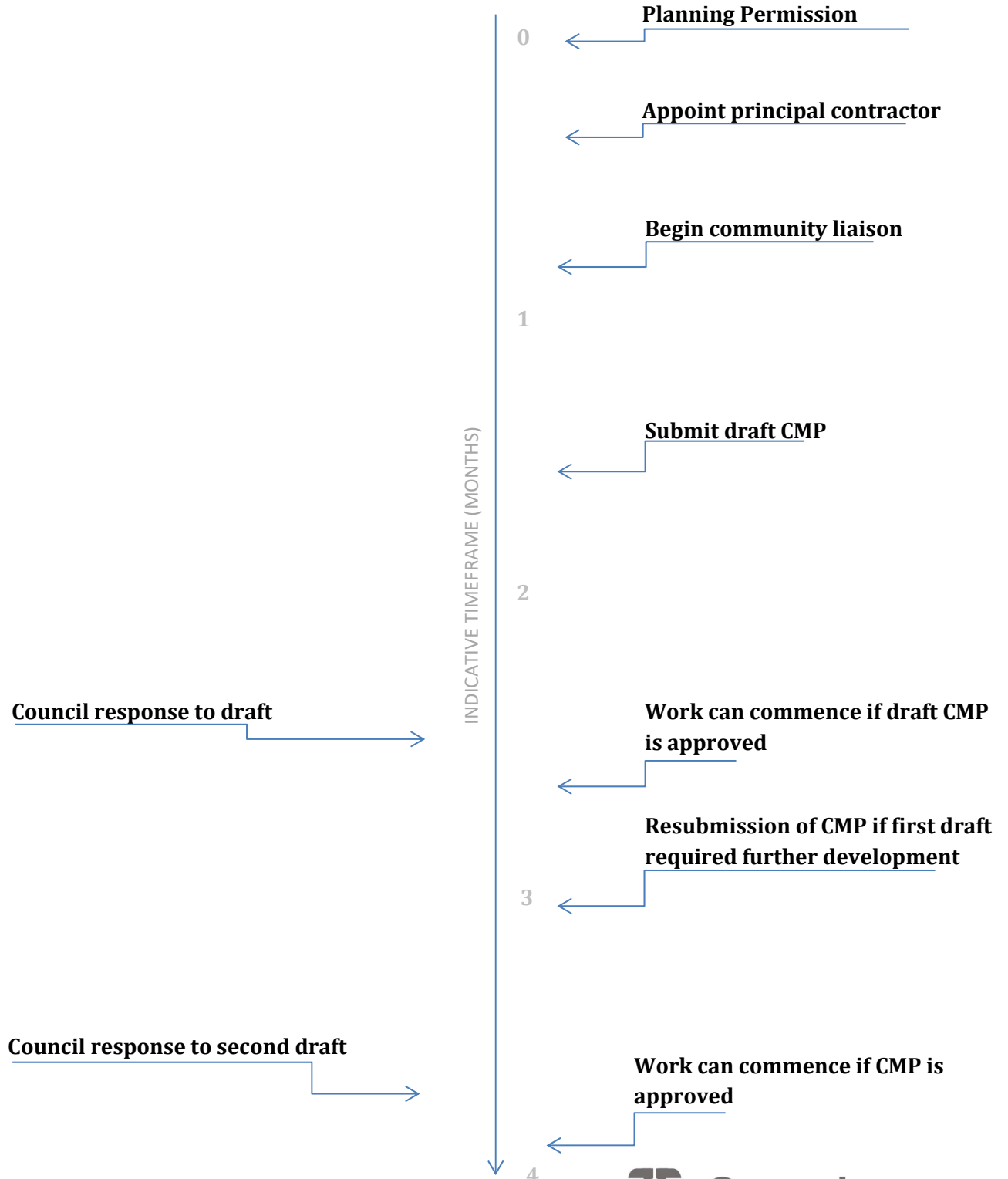
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans#sumf>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: **1 Kemble St and 43-59 Kingsway , London, WC2B 4AN**

Planning reference number to which the CMP applies: 2019/2773/P

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

Name: Paul Millar

Address: Erith Contractors, 52-54 St John Street, London, EC1M 4HF

Email: paul.millar@erith.com

Phone: 07584 233922

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: Paul Millar

Address: Erith Contractors, 52-54 St John Street, London, EC1M 4HF

Email: paul.millar@erith.com

Phone: 07584 233922

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: Cherrie O’Kane

Address: Erith Contractors, 52-54 St John Street, London, EC1M 4HF

Email: cherrie.o'kane@erith.com

Phone: 07894 259321

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: Scott Excell

Address: Erith Contractors, 52-54 St John Street, London, EC1M 4HF

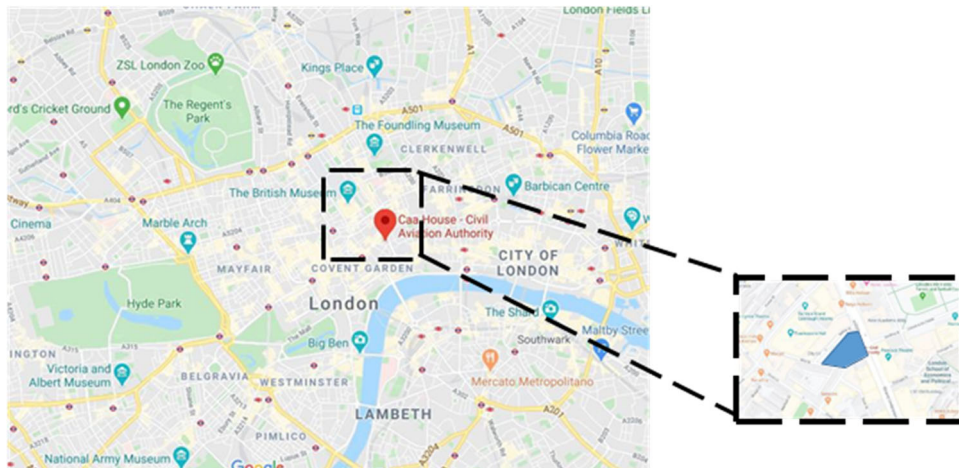
Email: Scott.Exell@erith.com

Phone: 07827 342239

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.

Space House is situated within the London Borough of Camden. Space House was constructed in the late 1960's and it comprises of the Tower Block and Kingsway House which are connected via a link bridge structure. The area is surrounded by a mixture of retail, residential, commercial and landmark properties and high level of pedestrian traffic, cyclist activity with busy London underground infrastructure in the vicinity.



Overview of the main items of contract works:

- Site establishment including welfare and hoarding.
- Installation of temporary electrics and services.
- Mechanical and Electrical Surveys.
- Protection to services such as the UKPN substation
- MEP disconnections and plant removal
- Scaffold erection to encapsulate the works.
- Monitoring and surveying works
- Asbestos Removal works.
- Soft strip of all remaining non-structural items site wide to both structures
- Removal of all windows and glazing.
- Erection of Tower Crane
- Temporary Works installation to Precast façade panels
- Removal of Precast façade panels.
- Temporary Works to basement retaining walls
- Structural opening up works to basement (One Kimble Street Tower).
- Ground Floor demolition works to Kingsway House.

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)

Construction Phase Activities

Following a pre-implementation phase of work establishing and preparing the site the demolitions phase will include the following activities:-

- Removal of windows and fenestration (ground floor and selected areas above).
- Erection of Tower Crane
- Removal of roof plant and associated fixtures/fittings
- Temporary Works installation to Precast façade panels (Tower 15th Floor)
- Removal of Precast façade panels. (Tower 15th Floor)
- Temporary Works to basement retaining walls
- Structural opening up works to basement (One Kemble Street Tower).
- Ground Floor demolition works to Kingsway House.
- Removal of former filling station structure and two basement access ramps

The specific constraints are identified are as follows:

- Traffic logistics, pedestrian volumes and neighbouring deliveries.
- High volume of traffic and foot flow on Kingsway Road
- Adjacent residencies, offices, commercial premises and maintaining pedestrian access to the nearby pedestrian footpaths. Holborn Underground Station and Covent Garden Station in close proximity to the works
- Coordinating deliveries to site
- Maintain access to UKPN substations on site
- Maintain 4no Parking bays for UKPN on site.
- Identification of Existing Services
- Heritage items on site
- 24hr manned Security to prevent urban explorers
- Noise, dust and vibration controls.
- Protection of the public
- Neighbourhood Liaison
- Access to and egress from site
- Phasing of the Works
- Removal of material
- Liaison with Camden Council Highways and Environmental.
- Liaison with residents and businesses in the vicinity of our works
- Management of nuisance from noise, dust and vibration
- Protection of listed façade stone and other items/structures within the site boundary
- BREEAM compliance with targeted requirements

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).

Implementation (Construction) Phase Activities

Start Date: September 2020 (anticipated, actual date subject to CMP approval and discharge of all pre-implementation conditions and obligations.)

Duration of Works:

24 Weeks construction/enabling period

See **Appendix A** for programme of works

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

Site working hours are as follows:

Working times on site

Monday to Friday - 08:00 to 18:00

Saturday - 08:00 to 13:00 (CIA agreement dependant)

Sunday - Only with prior consent from Camden City Council

A Section 61 agreement has been entered with the Camden Council Environmental Team and this will incorporate reduced working hours for “noisy” works on a 2 hour on 2 hours off basis in line with their recommendations and current practices. This will allow for quiet periods between 10am - 12pm and 14.00pm – 16.00pm.

Saturday works 08:00 to 13:00 – No “noisy” works i.e. Percussive breaking, piling and earth works removal

No work will be carried out outside of these times or on Sundays or Public holidays without written consent. Best practical means to reduce noise will be implemented at all times.

It is possible that an extension to working hours could be applied for under the new guidance following COVID-19 disruption. This would require submission of details to Camden Council to ensure that amenity was preserved and the requested works are viable and require extended hours.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

CITY LIT – Adult Education Centre. 1-10 Keeley Street, WC2B 4BA

Peabody Residential properties – Wild Street

Soho Coffee Shop – Kingsway/Keeley St

Paul Smith HO, Kemble Street

65 Kingsway (currently undergoing redevelopment), see para. 14. below

41 Kingsway (currently undergoing redevelopment) , see para. 14. below

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 Construction Management Plan (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.

Past consultation

- Prior to last year's planning application a thorough public consultation exercise was led by London Communications Agency (LCA) which is summarised by The Statement of Community Involvement report submitted alongside original application. LCA will continue to lead the consultation process with local stakeholders throughout the construction phase. Invitations issued to neighbours & Camden Ward Councilors of the site to participate in project Community Working Group (CWG)
- Inaugural CWG meeting 1st July 2020
- The consultation strategy agreed with Camden Council for the CWG and Construction Management Plan (CMP)
- Meeting with neighbouring Peabody Estate took place in February 2020. Margaret Houston, who attended this meeting, has since come forward as representative to attend CWG meetings on behalf of the neighbouring Peabody Estate on Wild Street
- The Resident Site Environmental Management Plan (SEMP) and CMP were issued to residents for consultation on end June '20

See **Appendix B** for CMP neighbourhood consultation summary

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.

We have established a Space House Community Working Group. The first meeting took place on 1 July 2020.

Liaison will be the responsibility of London Communications, Cherrie O'Kane (Erith Liaison Manager) and Paul Millar (Senior Project Manager).

The Liaison Group will hold regular public meetings and make the surrounding area aware of all upcoming works and progress via email, notice boards and letter drops.

Erith's Neighbourhood Liaison Plan can be found in **Appendix C**

13. Schemes

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

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

Site ID:	121273
Senior Project Manager:	Mr Paul Millar
Site Number:	07584 233922
Senior Project Manager Mobile:	07584 233922
Senior Project Manager email:	paul.millar@erith.com
Site Address:	Erith Contractors Ltd Space House 1 Kemble Street Holborn London WC2B 4AN
Current Registration Completion Date: (of this phase)	31/12/2020
Overall Completion Date:	22/02/2021
Registration type:	Annual Registration

Erith Contractors LTD have read 'Guide for Contractors working in Camden' document and fully understand requirements and expectations set out within.

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.

Two developments are active in close proximity to the site. These are:

- 65 Kingsway, the Clearbell development (Adam Wlodarczyk-Black AdamWB@clearbell.com)
- Princes House, 41 Kingsway, which is a hotel development (contact Katie Coulson k.coulson@gardiner.com)

We have already made contact, and continue to liaise with both Clearbell and Savills site management.

Other local developments

- London College of Surgeons (Kingsway)

We have also looked to identified other large-scale projects in a broader search to evaluate any potential impact to the surrounding area. These can be found in **Appendix D**

Transport

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

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

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

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Erith Contractors LTD

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](#)).

Erith

All Erith transport is a minimum FORS Silver accredited

Contracts/Contractor's

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.). CLOCS Compliance will be included as a contractual requirement.

Desktop checks

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

Site checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

I confirm that we, Erith Contractors, as the principal contractor, have read and understood the CLOCS Standard and will include it in our subcontracts.

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.

See **Appendix E** – Traffic Management Plan (TMP)

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

The TMP and site delivery booking form will be issued to all subcontractors and suppliers prior to start on site. These will detail the routes to take and site restrictions.

Each contractor/supplier will confirm receipt of these documents and that they have been briefed out to the relevant persons/drivers.

19. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

Week Number	Description	To/ From site	Quantity Loads/ lorry	Maximum Vehicles per day
1-2	Site set up materials	To	8	2
3-26	Soft strip	From	120	5
3-20	Asbestos removal	From	20	2
8-22	Structural openings	From	30	4
22-33	Slab removal L17,16 and 15	From	50	6
8-20	Steel propping	To	10	1
2-25	Scaffold Deliveries	To	50	2

b. Cumulative effects 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.

Two developments are active in close proximity to the site. These are:

- 65 Kingsway, the Clearbell development (contact Nick Berry nick@clearbell.com)
- Princes House, 41 Kingsway, which is a hotel development (contact Katie Coulson k.coulson@gardiner.com)

Upcoming local developments

- London College of Surgeons (Kingsway)

We have also looked to identified other large scale projects in a broader search to evaluate any potential impact to the surrounding area. These can be found in **Appendix D**

The Cumulative Impact Assessment has been completed and can be found in Appendix K

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

Swept Path Analysis for all access and egress have been completed. These are in **Appendix B** of the Traffic Management Plan (TMP)

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.

Not required. We will not be having a large number of vehicles.

There are no current plans for an off-site holding area or waiting point.

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.

Any material that is to be retained for future reinstatement into the building will be held on site where possible.

Construction vehicle movements will be restricted were possible to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

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

The delivery booking form that will be briefed to all drivers clearly states our no idling policy. This will also be enforced by our trained traffic management team and dedicated marshals

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.

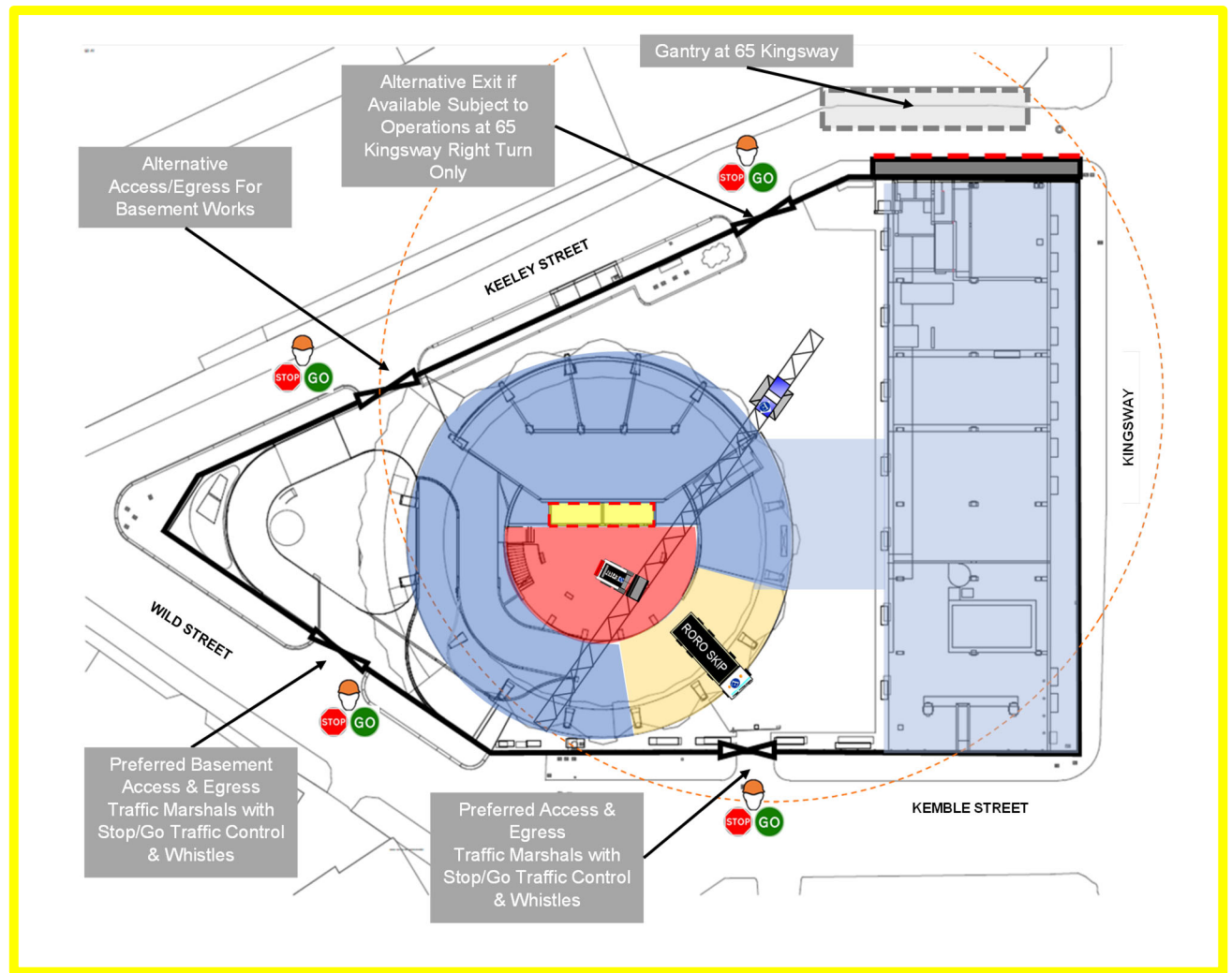
Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly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

Vehicle access and egress points are as per the drawing below.

Further information can be found within **Appendix E - Traffic Management Plan (TMP)**



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.

The preferred access and egress for the project will be via a traffic marshalled gated access on Kembles Street. Construction vehicles will be able to drive directly on to site carry out manouevours and exit the site via the same point.

An alternative exit is available on Keeley Street for vehicles to exit the site directly on to the Kingsway. However this will be limited subject the operations being carried out at 65 Kingsway

Operations in the basement will require material to be removed from site via the Ramps onto the redundant petrol station forecourt. Preferred access & egress will be via Wild Street however on occasion the gate on Keeley Street will be required

See Appendix E - Traffic Management Plan (TMP)

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.

Swept Path Analysis for all access and egress have been completed. These are in **Appendix B** of the Traffic Management Plan (TMP)

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.

Wheel washing will not be required as the site provides an existing hard standing that will remain during this phase of the project.

Minimal demolition and no excavation works associated with the approved development will allow vehicles to transit through site on a clean surface.

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 regards 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.

All loading activities will be within the site boundary.

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.

As above therefore there will be no conflict between pedestrians, cyclists and motor traffic when vehicles are loading/unloading

See Appendix E – Traffic Management Plan for further details

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.

See **Appendix E** - Traffic Management Plan (TMP)

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](#).

Tower crane erection may require a temporary road closure during erection and dismantle. This would be for a mobile crane/delivery area for tower crane components.

Duration of the works would be two days, with Saturday and Sunday suggested for minimal impact on the road network. The tower crane would be erected in 2nd quarter of the construction programme and dismantled at the end of our works.

There are currently no other planned activities that would require a road closure.

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.

Working in conjunction with Camden hoarding lines and remaining footpath widths have been agreed. A layout of this can be found in Appendix H

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.

As above

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.

Road suspension may be required for Tower Crane erection. Location to be confirmed at a later date. A specialist traffic management company will be employed to design and manage the closure if it is needed.

All relevant licenses and permits will be applied for, and received, from Camden Council before works will start

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.

All hoarding and scaffold will be within or at the site boundary.

No pedestrian diversions are envisaged.

See **Appendix H** for scaled hoarding line drawing

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.

None

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.

No new services required. For this phase of the project all services will be terminated at the entrance point within the buildings.

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.

Creating structural openings through existing floors

- Saw cutting, Brokk/8t excavator with hammer attachment

Removal of 17, 16 and 15th floors

- Brokk/8/13t excavator with hammer attachment

All the above will only take place Monday - Friday between 08:00 – 10:00. 12:00-14:00, 16:00-1800.

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.

See NDV plan in **Appendix F**

Base line environmental monitoring has taken place with report and noise predictions and mitigation measures to follow.

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

See Noise Dust Vibration Plan (NDV) in **Appendix F**

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 latest/best machinery and tools will be used for all demolition works to minimise noise and vibration.

Noise, Dust and Vibration monitors will be installed on each elevation. These will be real time monitoring with text and email alerts sent if amber or red levels are breached. When an alert is received the works will cease and the situation/methods will be reviewed. Only upon implementation of additional controls or method change can the works continue.

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

Our NDV records and reports are provided by fully accredited organisations.

See **Appendix F** for further information

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

Both buildings will be fully encapsulated with monarflexed scaffold before demolition works start.

Direct water suppression, using hose pipes and extinguishers as a backup, will be used for all demolition works.

If required, the transit route for all on site vehicles will be regularly “damped down” to minimise airborne dust.

Dust levels will be real time monitored and works will stop for review should amber or red levels be breached. If levels remain high due to dry weather/wind, we will install “water misters” around the 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.

The project should remain relatively “clean” due the minimal amount of demolition and because there is no excavation to take place.

The on-site transit routes will be regularly “damped down” to control dust from vehicle movements.

If for any reason dirt leaves site and gets on to the highway a road sweeper will be deployed immediately to clean the road.

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

See Environmental Management (EMP) and Noise, Dust, Vibration Plans (NDV) in Appendix

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 (AQA) was submitted with the planning application and subsequently approved subject to condition (PP Condition 16)

The AQA can be found in **Appendix J**

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](#).

See Air Quality Assessment (AQA) in **Appendix J**

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.

Hilson Moran were commissioned to undertake an air quality assessment and respond to the requirements of Condition 16 of planning permission reference 2019/2773/P, dated 26th November 2019, for the refurbishment and extension of 1 Kemble Street, London. This report addresses the potential air quality impacts during both the construction and operational stages of the Approved Development and responds to each part of Condition 16 of the planning permission

The qualitative assessment of the construction phase impacts stated:

There is a low risk of dust soiling and a negligible risk of fugitive PM₁₀ emissions during demolition, earthworks, construction and trackout. As the construction related dust risk is low to negligible, parts c), d) and e) of planning condition no. 16 are not required. Nevertheless, through good site practice and the implementation of standard mitigation measures in line with best practice guidance, the impact of dust and PM₁₀ releases will be minimised. Although not required, the contractor has confirmed that real time dust monitoring will be installed on the Application Site. The residual effect of the construction phase on air quality is therefore not significant.

Also see the Environmental Management Plan (EMP) in **Appendix F** for further mitigation measures.

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 existing maintenance team on site have stated that there are no inherent problems with vermin on the site.

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

Asbestos Refurbishment Survey – Exterior of the Tower, Kingsway and Link Structures – 03.02.2020

Asbestos Refurbishment Survey – Lift Shafts to Tower & Kingsway – 13.02.2020

Asbestos Refurbishment Survey – Window Removal to Tower and Kingsway (Link Bridge) – 09.03.2020

Asbestos Refurbishment Survey – 5th Floor to Ground Floor (Kingsway) – 14th to 29.01.2020

Asbestos Refurbishment Survey – 11th Floor to Basement – 14th Jan to 5th Feb 2020

Asbestos Refurbishment Survey – Roof to 6th Floor (Kingsway) – 19th Dec 2019 to 7th Jan 2020

Asbestos Refurbishment Survey – Roof to 12th Floor(Tower) – 06-13.01.2020

Asbestos Refurbishment Survey – Initial Survey – 19.12.2019

Key Findings – Asbestos to be removed

Location No.	Location Name	Sample No.	Item / Position	Material
001	Kemble Street Staircase (Kingsway)	P-356976/002	Step nosings	Asbestos thermoplastic material
001	Kemble Street Staircase (Kingsway)	P-356976/003	Floor tiles (grey) & bitumen adhesive	Asbestos thermoplastic/adhesive
002	Kemble Street Lobby (Kingsway)	P-356976/004	Adhesive residue beneath carpet tiles	Asbestos bitumen
003	Open Plan Area (Kingsway)	P-356976/005	Ceiling above MMMF tiles	Asbestos insulating board
003	Open Plan Area (Kingsway)	P-356976/007	Window sills	Asbestos cement
003	Open Plan Area (Kingsway)	P-356976/008	Window sills	Asbestos thermoplastic/adhesive
003	Open Plan Area (Kingsway)	P-356976/As 004	Adhesive residue partially beneath floor screed	Asbestos bitumen
003	Open Plan Area (Kingsway)	P-356976/010	Wall lining beneath plasterboard lining	Asbestos insulating board
005	Kitchen (Kingsway)	P-356976/As 007	Window sills	Asbestos cement
005	Kitchen (Kingsway)	P-356976/As 004	Adhesive residue partially beneath modern linoleum	Asbestos bitumen
005	Kitchen (Kingsway)	P-356976/As 010	Wall lining	Asbestos insulating board

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.

Erith's Conduct Manager will be on site during the initial set up/start of the project to implement and enforce correct behaviour of all operatives. The site will then be closely monitored with regular visits.

The enclosed smoking/vaping areas provided will face inward to site to reduce visibility/reduce likelihood of interaction with the public.

Also reference Neighbourhood Liaison Strategy in **Appendix C**

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:

- a) Construction time period **(07/20 - 03/21)**
- b) Is the development within the CAZ? (Y/N): **Y**
- 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:
Site registered under “Space House”
See Appendix G for evidence of NRMM compliance/procedures
- 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:
Confirmed
- 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:
Confirmed

• 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: 09.09.20.....

Print Name: PAUL MILLAR

Position: Senior Project Manager.....

Please submit to: planningobligations@camden.gov.uk

End of form.