Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
18/10/20	1	M3 Consulting

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

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

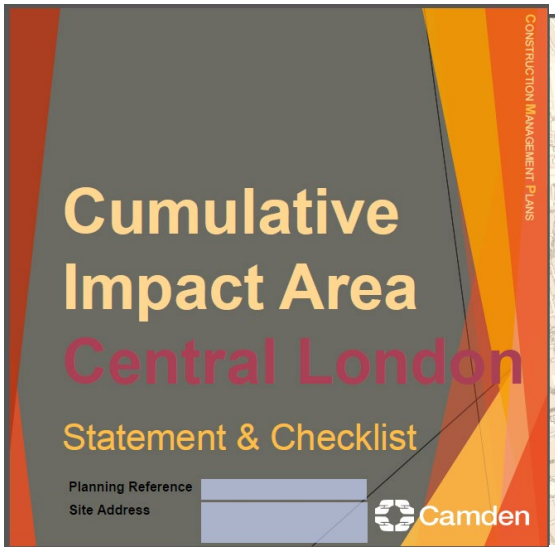
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

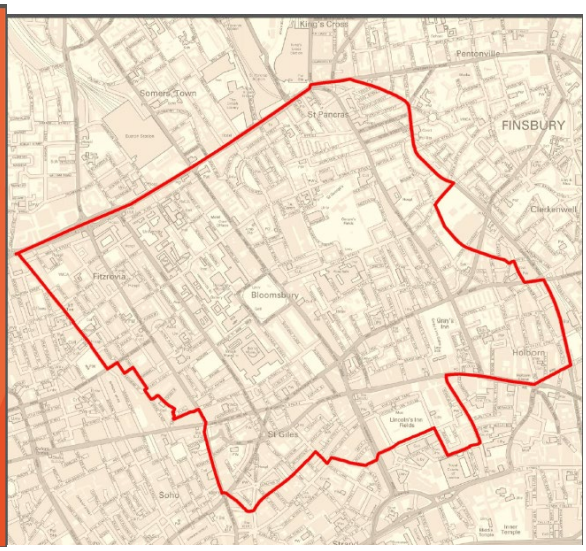
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

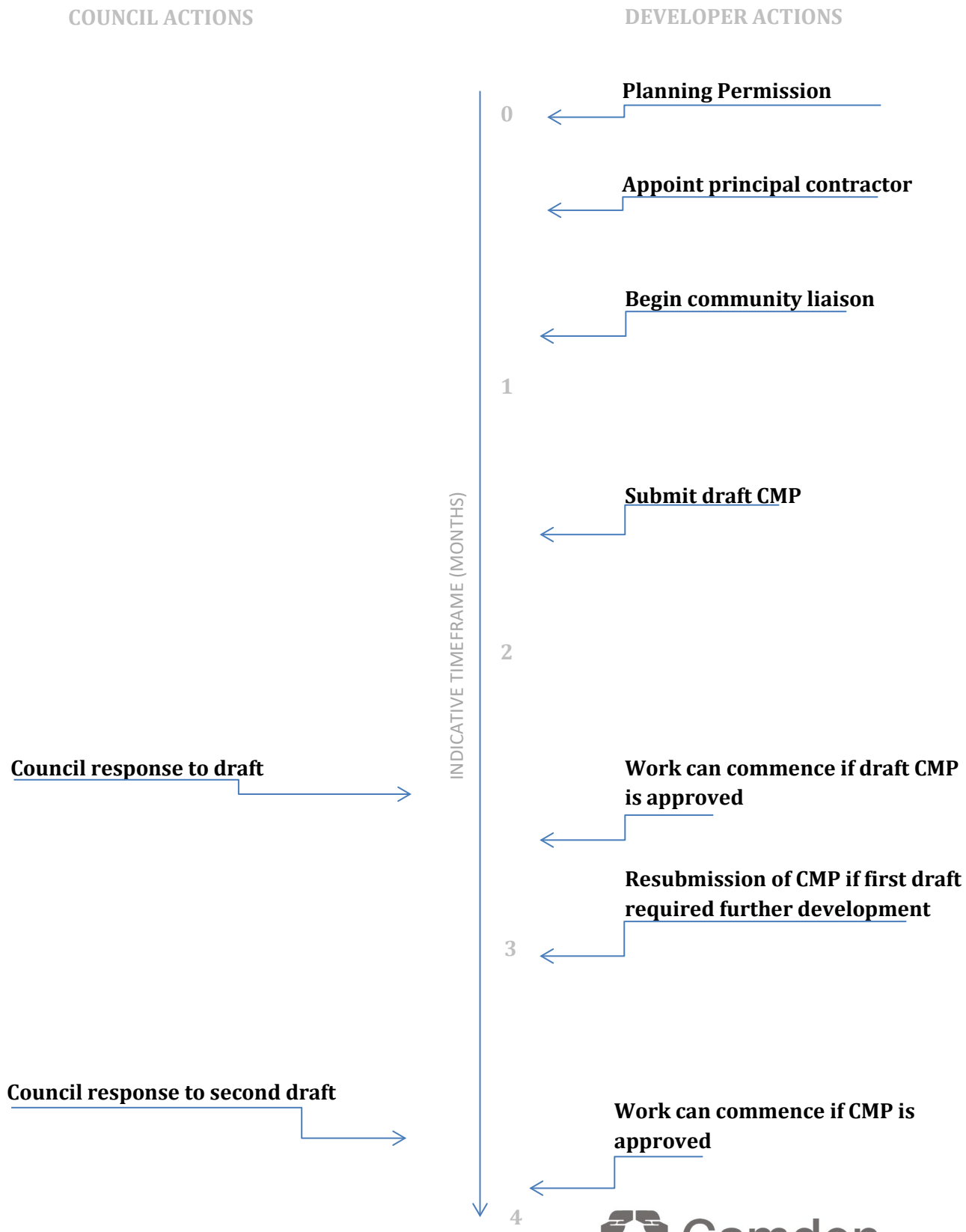
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation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

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





Timeframe


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

Contact

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

Address: Land within Regent's Place Plaza Regent's Place London NW1 3UE

Planning reference number to which the CMP applies: 2020/3192/P

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

Name: Mark Mortimer

Address: M3 Consulting, Dashwood House, 69 Old Broad Street, London, EC2M 1QS

Email: m.mortimer@m3c.co.uk

Phone: 07881108952

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: Until a Principal Contractor is appointed - Mark Mortimer

Address: M3 Consulting, Dashwood House, 69 Old Broad Street, London, EC2M 1QS

Email: m.mortimer@m3c.co.uk

Phone: 07881108952

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: Rebecca Burns

Address: British Land, York House, 45 Seymour Street, London, W1H 7LX

Email: Rebecca.Burns@britishland.com

Phone: 020 7467 2966

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: Until a Principal Contractor is appointed - Mark Mortimer

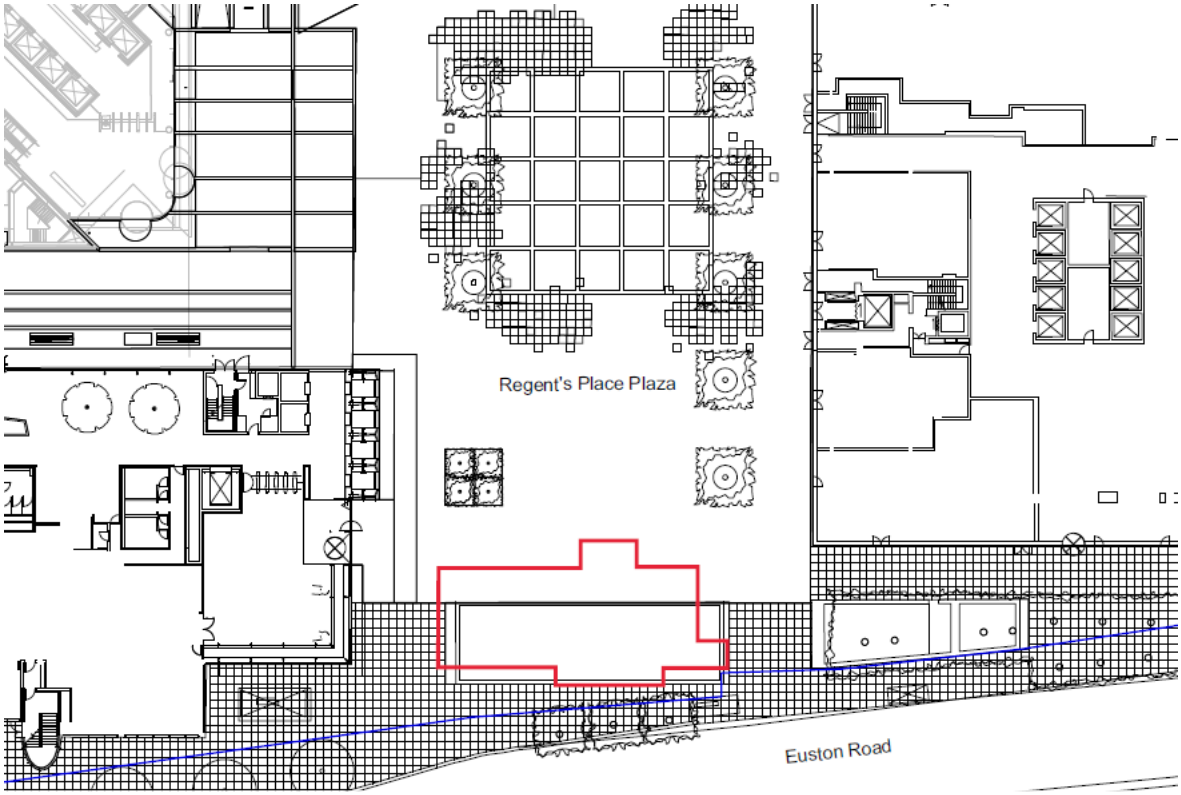
Address: M3 Consulting, Dashwood House, 69 Old Broad Street, London, EC2M 1QS

Email: m.mortimer@m3c.co.uk

Phone: 07881108952

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.



Site location plan

The Site

Located entirely within the London Borough of Camden (LBC) and located entirely within the Regent's Place campus owned by the applicant. Lies to the north of the Euston Road (A501).

The existing site location is occupied by hard and soft landscaping consisting of granite paving and a raised planter with lawn.

The existing site location at ground level is above the Regent's Place campus basement also owned by the applicant.

The Surrounding Area

The existing site is entirely located within the applicant's Regent's Place mixed-use campus.

To the east is the Euston Tower consisting of retail units at ground level and office accommodation above.

Immediately to the north is an open area of hard and soft landscaping consisting of granite paving, granite blocks and small timber planters.

Further to the north are 10, 20 and 30 Brock Street. A mixed use development consisting of retail units, residential units and office accommodation.

To the west is 2 Triton Square consisting of office accommodation.

To the north west is 1 Triton Square, currently under development by the applicant and consisting of retail units, gym, cycle store, affordable workspace and office accommodation.

To the south is the Euston Road (A501).

The Development Proposal

The Development Proposal for which the CMP applies is as the following: Erection of temporary 2 storey container market including 6 shipping containers and terrace at 1st floor for flexible mix of uses including Class A1, A3, B1, D1 and D2 for a period of 5 years. Works include external seating and other external works.

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

Scope of Demolition and Construction Works

The existing hard and soft landscaping within the site boundary are to be stripped out down to the top of the structural slab and removed.

Works to strengthen the basement structure beneath the site may be required and this will be confirmed upon the appointment of the Principal Contractor.

At ground level three shipping containers will be installed horizontally. One shipping container will be installed vertically, housing an access lift. A stair case will be installed for access from ground level to level 1. New hard landscaping will be provided to the area within the site boundary, around the shipping containers.

At level 1, two shipping containers will be installed horizontally, stacked on top of the containers at ground level. A terrace will be formed between the shipping containers at this level.

A metal frame will be installed above the shipping containers providing architectural interest, signage and a degree of shelter from wind and rain to the users of the terrace.

New building services including power, water and drainage will be provided to the shipping containers and all plant and equipment within the development.

The intention is for the six shipping containers to be pre-fabricated off site before being delivered to the site and connected together. The extent of pre-fabrication off-site will be confirmed once the Principal Contractor is appointed.

Sequence of Works

The development will be constructed in the following sequence:

- Site set up including hoarding installation around the site
- Demolition of the raised planter and strip out of all hard and soft landscaping
- Works to the basement structure beneath the site - to be confirmed upon appointment of the Principal Contractor
- Works to the structural slab at ground level to prepare it for receiving the shipping containers and installing any in-ground drainage
- Installation of the shipping containers and works to connect them together on site
- Installation of the stairs, terrace at level 1 and metal frame above the shipping containers
- Building services and plant installation works
- Internal fit out

Sequence of Works - cont.

- Testing and commissioning
- External hard landscaping works
- Removal of site set up and hoarding
- Final clean and handover to the campus management team and occupiers of the completed development

Site Challenges

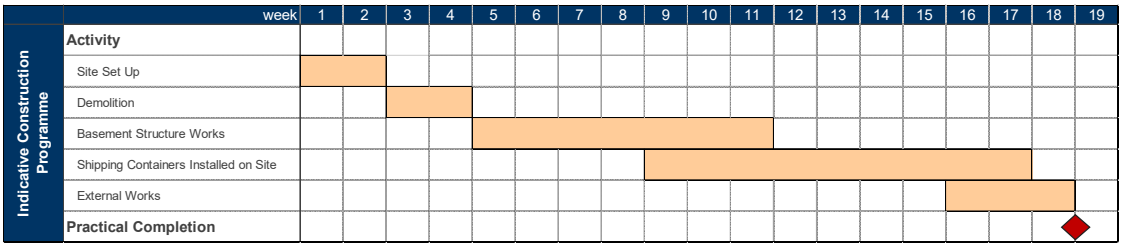
The closest road to the site is the Euston Road (A501) to the south. The high volume of traffic on this road and no direct access off of the Euston Road (A501) to the site means the majority of deliveries cannot be brought in via this road. Instead, the majority of deliveries of materials and equipment will be brought in via the campus basement, accessed from Longford Street to the north of the campus. Deliveries will then be brought up to ground level via the Euston Tower goods lift and transported by trolley a short distance from the Euston Tower to the site.

To deliver the six shipping containers to site, a HIAB lorry will need to offload the containers from the Euston Road onto the site. This will be coordinated with LBC and TfL and a permit put in place for this to happen out of hours with the necessary traffic management arrangements.

Immediately to the south of the site outside of the applicant's ownership boundary is the public footpath along the Euston Road. To safely demolish the existing raised planter, strip out the existing hard landscaping and construct the development, the hoarding line will need to take up some space on the footway. The footway will be kept open. See section 9 for further details.

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).

Note, the start date is yet to be confirmed by the applicant. The below is an indicative construction programme to be developed in conjunction with the applicant and Principal Contractor - once appointed.



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 will be:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays
- No working outside the above hours except by agreement with LBC and TfL for exceptional deliveries via the Euston Road i.e. the shipping containers and any other large deliveries

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.).

Pret & Starbucks - cafes to located to the north east of the site at the ground floor of the Euston Tower.

Businesses located in the Euston Tower to the north east of the site.

The Refinery - bar and restaurant located to the north of the site at the ground floor of 10 Brock Street.

Businesses located in 10 and 20 Brock Street to the north of the site.

Residents located in 20 Brock Street and 175 Drummond Street to the north of the site.

Santander located in 2 Triton Square to the west of the site.

To manage the impact of the works on the nearest potential receptors, a noise, dust and vibration monitoring system will be employed to measure outputs of works generated and provide early warnings of works that may have an adverse effect on both the local and distant environment. Monitors will be positioned on site, and send a notification to an appointed member of the construction team advising that pre- set limits are being reached and to investigate the cause, putting further mitigation measures in place if necessary.

The scope of demolition and strip out works for the development are limited to removing the existing raised planter and hard landscaping within the site boundary, meaning the noise, dust and vibration levels are not expected to cause any significant disruption. The intention to pre-fabricate the shipping containers off site will also reduce the potential for receptors to be affected by the works.

Construction traffic will be controlled by the campus management booking system for deliveries to the campus basements. Any known anomalies (for example delivering the shipping containers via HIAB lorry from the Euston Road) will be notified directly to the local community, residents and business owners.

Waste management will be controlled by the Principal Contractor who will employ a certified waste recycling company that can regularly collect, process and recycle all waste generated.

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.

Before submission of the planning application, the applicant has consulted on the proposed development with local residents and businesses. A summary of the consultation that took place prior to planning submission can be found in the Statement of Community Involvement.

One a Principal Contractor has been appointed by the applicant, further consultation with the local community will take place on the CMP prior to start on site, once the construction programme, sequence and management of the works have been further developed. Depending upon the government guidance in relation to COVID-19 at the time, this will either be held in person or online with all local stakeholders invited to review the CMP and offer their feedback to the applicant.

During the construction works, the applicant will continue to liaise with local residents and businesses via the campus management team. Updates on the construction works will be shared via email newsletters and the campus website.

The Principal Contractor's site manager will be the first point of contact for liaison with local stakeholders including addressing any complaints or concerns. Contact details for the site manager will be displayed prominently on the construction site hoarding.

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.

Given the small scale of the proposed development and expected short programme of works, a Construction Working Group is not expected to be required for this development.

Community liaison will take place prior to and during the construction works via the measures outlined above in “11. Consultation” i.e. public consultation on the CMP prior to start on site, construction updates provided via email newsletters and the campus website.

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.

The Considerate Constructors Scheme registration details will be provided by the appointed Principal Contractor prior to start on site.

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.

Note, the start date for construction is yet to be confirmed by the applicant. A plan of existing or anticipated construction sites in the local area and how this CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site will be provided by the applicant prior to start on site, once the start date is known.

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:

To be confirmed by the applicant once a Principal Contractor is appointed.

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

Having reviewed the CLOCS documentation we will be including within our contractor appointment documents the requirements for compliance, including:

- All contractor's vehicles will be certified by the Fleet operator's recognition scheme (FORS)
- Any collisions or incidents serving our sites will be thoroughly investigated
- Traffic routing will be strictly policed (See routes defined earlier in the CMP)
- Vehicles will be fitted with all necessary warning signage, side protection, blind spot mirrors and vehicle manoeuvre warnings.
- Drivers will receive awareness training and be FORS registered

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:

Requirement to abide by CLOCS Standard will be included in Principal Contractor tender documents.

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.

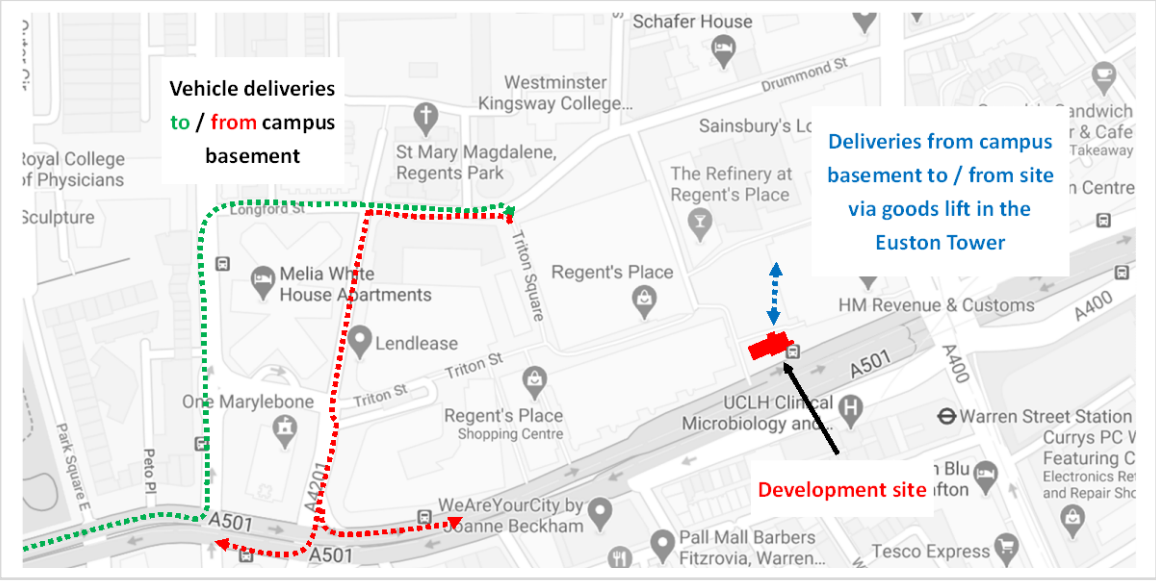
18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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



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 applicant's Project Manager will advise the Principal Contractor of the route to and from the site. The CMP including details of the route will form part of the Principal Contractor's tender documents.

All deliveries and construction traffic will travel to the site via the Euston Road heading east, they will turn left onto Albany Street and head north, they will turn right onto Longford Street heading east and arrive at the top of the vehicle access ramp to the Regent's Place campus basement. All vehicles will be booked onto the campus traffic management system prior to arriving on site. Vehicles will then travel down the ramp into the campus basement and travel to the Euston Tower loading bay. Deliveries will then reach the ground floor via the goods lift in the Euston Tower. Deliveries will then be moved to the site via trolley. The same route will apply in reverse for waste removal with vehicles leaving the campus basement and turning left onto Longford Street, then left onto Osnaburgh Street, heading south until they reach the Euston Road where left or right turns are available.

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

Details of the types of vehicles and number of deliveries per day for each vehicle type to be provided by the applicant upon the appointment of the Principal Contractor.

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.

Note, the start date for construction is yet to be confirmed by the applicant. Details of other developments in the area that might require deliveries coordination will be provided by the applicant prior to start on site, once the start date is known.

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

Detailed swept path analysis has not been carried out due to the fact that the site is accessible for the expected vehicle deliveries and therefore no constrained manoeuvres are anticipated.

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.

Due to the relatively small scale of the works there is no need for any construction material consolation or holding area. The site will operate on a “just in time” basis for deliveries.

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.

Due to the relatively small scale of the works there is no need for any construction material consolation or holding area. The site will operate on a “just in time” basis for deliveries.

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).

Clear instructions will be given to the Principal Contractor that if vehicles are waiting to enter the Regent’s Place campus basement to deliver to the site then the engines must be turned off, there is to be no idling of engines.

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.

No vehicles will enter the construction site for the proposed development. Deliveries to site will be made via the Regent’s Place campus basement and moved to ground level via the Euston Tower goods lift before being moved to the site via trolley. See 18b.

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.

Not applicable - as above, no vehicles will enter the construction site.

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.

Not applicable - as above, no vehicles will enter the construction site.

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.

Not applicable - as above, no vehicles will enter the construction site.

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.

Large deliveries (greater than can be accommodated in the Euston Tower goods lift) to site will need to be unloaded from a vehicle via the Euston Road (A501). The number of these deliveries is anticipated to be low, mostly limited to the six shipping containers delivered via HIAB lorry and metalwork required to construct the stairs and metal frame above the development.

An application for these deliveries via the Euston Road will be made to the London Borough of Camden and TfL by the Principal Contractor - once appointed and the number of deliveries is known.

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.

Details of the traffic, pedestrian and cycle management plans for unloading large deliveries to site via the Euston Road (A501) will be submitted to the London Borough of Camden as part of the application outlined above, once the Principal Contractor is appointed and the number of deliveries is known.

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.

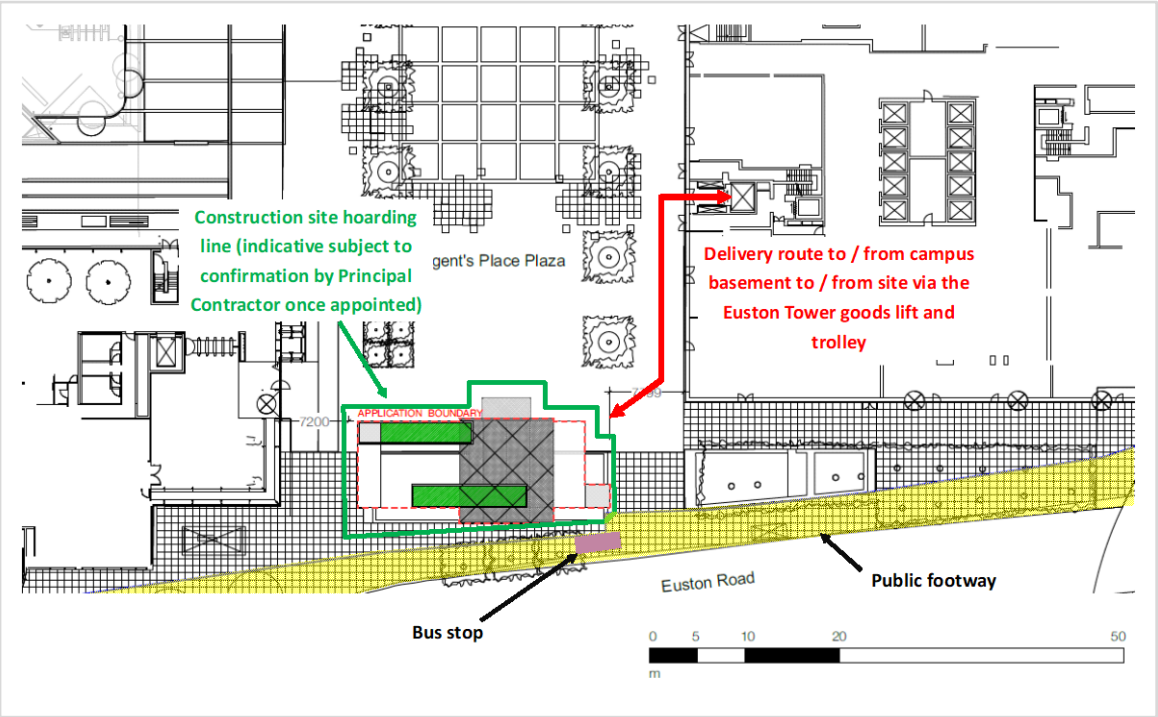
Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.



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.

No parking bay suspensions / TTOs anticipated to be required.

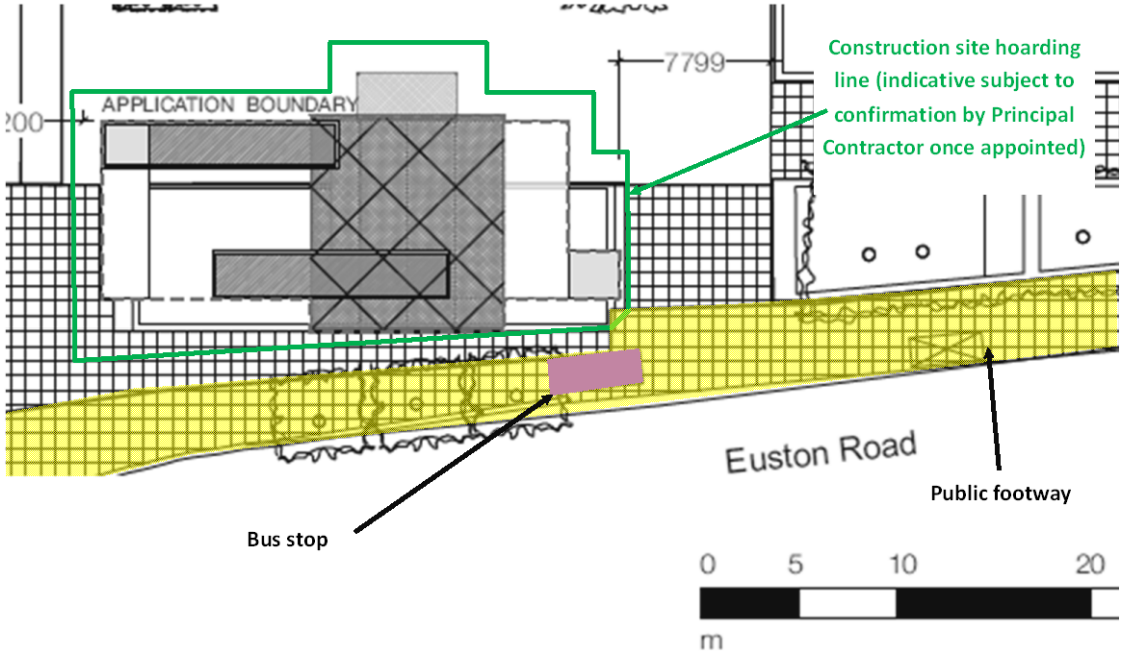
24. Occupation of the public highway

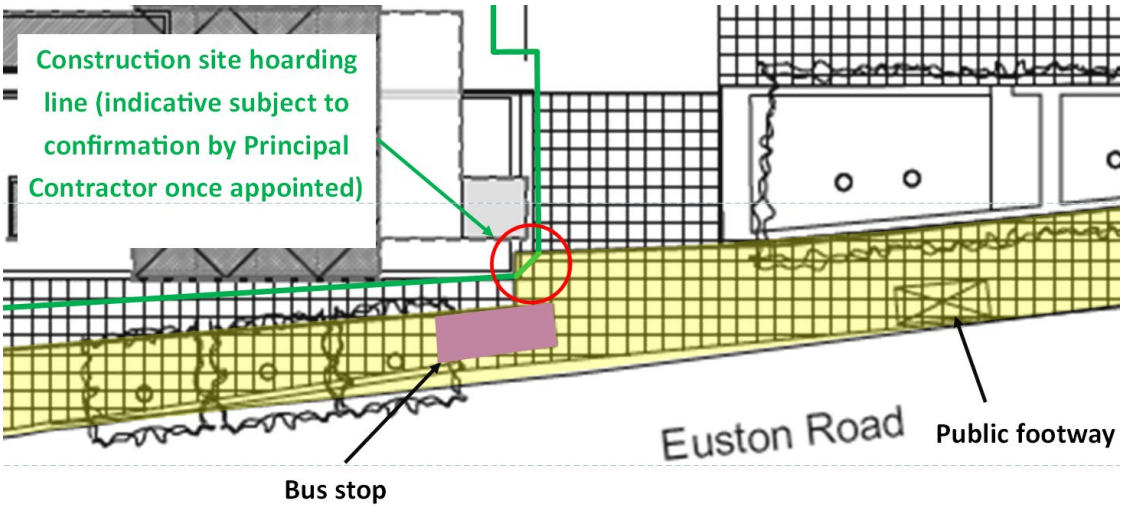
Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to 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.

On the south east corner of the site, the site boundary is on the edge of the applicant's ownership boundary. To enable the safe construction of the development, the construction hoarding will therefore need to be located on the public footway. The footway will remain open throughout the construction works. See 24b for a plan illustrating this.

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.





Area where site hoarding occupies part of the footway circled red 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.

No diversions / disruption to motor vehicles or cyclists anticipated.

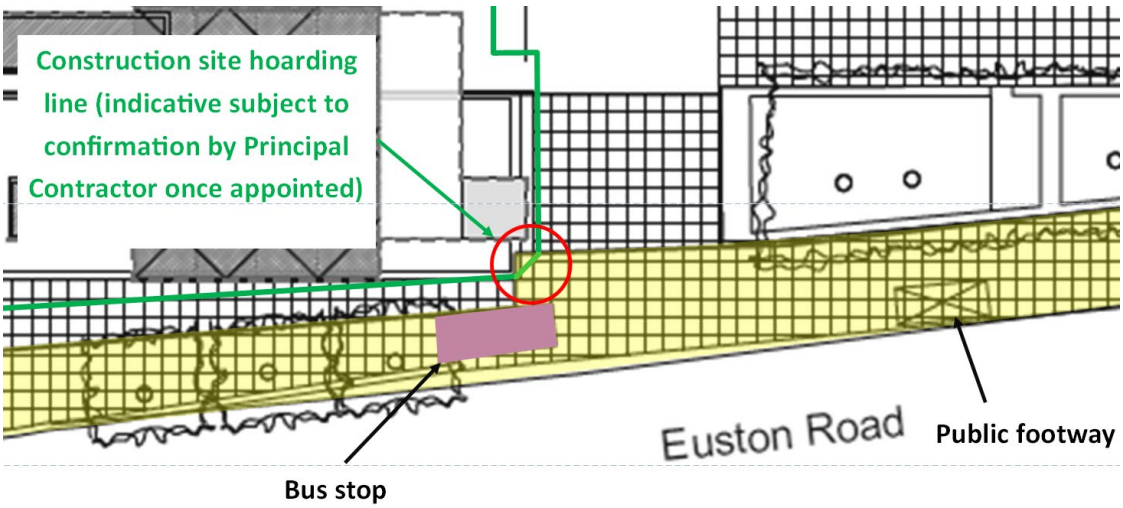
26. Scaffolding, hoarding, and associated pedestrian diversions

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.



As per 24a, the construction hoarding to the south east corner of the site will need to occupy part of the public footway as the site here extends to the edge of the applicant's ownership boundary. To enable the safe construction of the development, the construction hoarding will therefore need to extend beyond the applicant's ownership boundary onto the public footway. The area is identified on the plan above circled in red. A detailed and scaled drawing for the hoarding line will be provided by the applicant prior to start on site.

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.

No temporary structures anticipated to overhang / oversail the public highway.

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.

Power and water supplies to the development are anticipated to be taken from the applicant's existing infrastructure within the Regent's Place campus basement.

The drainage from the development is anticipated to be connected to existing infrastructure within the Regent's Place campus basement.

Therefore, no excavations / traffic management proposals are expected to be required for utility companies in relation to the development.

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.

By their nature construction works cause noise. Noise is created by mechanical plant, cutting, drilling, hammering and sawing. All noisy work will be restricted to the site's working hours.

The activities that are expected to create "noisy operations" are as follows:

- Demolition and strip out of the existing raised planter and hard landscaping finishes;
- Any cutting and drilling of metalwork i.e. for the stairs, connections between shipping containers, for the metal frame above the shipping containers (note, these activities will be limited as much as possible by the off-site prefabrication of the shipping containers and any other modular components);
- Cutting of paving for the new hard landscaping to be installed around the shipping containers.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A noise survey for the proposed development has not been carried out, the applicant will undertake one prior to start on site and issue a copy of the findings to LBC.

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

Where possible noise produced by works activities will be reduced or removed by design. When this is not possible, controls will be introduced to reduce exposure so as to avoid harm or injury to persons on site or others within the vicinity of the works.

During construction works noise will be continuously monitored, this will be compared against the baseline survey carried out prior to any works taking place, with the following trigger levels.

Green – no action

Amber – continue works but carry out a works assessment and propose mitigation measures

Red – immediate in depth review of the works and changes to methodology, equipment in order to bring noise to acceptable levels.

Further controls will be detailed within construction activity method statements and compliance monitoring as necessary throughout the work process.

Records of controls and exposures of persons/environments will be kept in accordance with statutory requirements and Principal Contractor company procedures.

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

The Principal Contractor will ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to effect the reduction of noise transmitted from site using best practicable means, these will include:

- Coordinating delivery times and efficient traffic management to prevent queuing traffic accessing the Regent's Place campus basement;
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers);
- Utilisation of baffle systems during the demolition works;
- Strict adherence to the site working hours;
- Using acoustic hoardings where necessary;
- Live noise level monitoring throughout the construction period on site and recording the results;
- Implementation of action plan where noise levels exceed acceptable limits;
- Machines in use will be throttled down to a minimum;
- Localised shrouding of plant.

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

The Contractor will be required to ensure his staff are trained on BS 5228:2009

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

Activities that may create dust will be limited for this development to the demolition and strip out of the existing raised planter and hard landscaping, and the installation of the new hard landscaping.

During these activities the Principal Contractor will ensure materials are damped down to prevent the spread of dust beyond the site boundary.

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.

No direct vehicle access to site, preventing dirt / dust being spread onto the public highway. Any trolleys / bins carrying waste from site to the Euston Tower goods lift will be washed down before leaving the site boundary to prevent dirt / dust being spread onto the Regent's Place campus.

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

See sections 31 and 33 above.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy The Control of Dust and Emissions During Demolition and Construction 2014 (SPG), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

See Appendix A

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

The dust mitigation measures checklist as prepared by the GLA has been reviewed and checked. A copy marked up is in Appendix A.

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

The site is not considered as a High-Risk site, but the use of real time dust monitoring will be implemented.

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 site comprises of 1 raised planter and hard landscaping. There is no evidence of rodents living within the existing site.

Once the site is established, the Principal Contractor will be responsible for ensuring the site is kept clean and tidy with all waste promptly disposed of to discourage rodents from moving into the site.

During the works the Principal Contractor will monitor for any evidence of rodents and take the necessary pest control measures if required.

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

No asbestos survey has been carried out on the site. The site comprises of 1 raised planter and hard landscaping so the risk of asbestos is deemed to be low. Once appointed, the Principal Contractor will advise on the need for a R&D asbestos survey prior to start on site.

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.

No bad language or unnecessary shouting is tolerated on the applicant's sites. A dedicated smoking area will be provided for operatives. The Principal Contractor will operate a "red card" system whereby any operative found to be acting in an anti-social way of smoking outside a designated smoking area will be given a "red card" and asked to leave the site immediately.

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 (mm/yy - mm/yy): Start date yet to be confirmed by the applicant.

b) Is the development within the CAZ? (Y/N): Yes.

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes.

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes.

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: Yes.

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: Yes.

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.

V2.5

Appendix A - GLA Dust Mitigation Measures Checklist

APPENDIX 7 AIR QUALITY CONTROL

= To be implemented

MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACK-OUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Site management			
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX
Develop a Dust Management Plan.		XX	XX
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX
Display the head or regional office contact information.	XX	XX	XX
Record and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX
Make a complaints log available to the local authority when asked.	XX	XX	XX
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	XX	XX	XX
Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	XX
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.			XX
Preparing and maintaining the site			
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX
Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X
Avoid site runoff of water or mud.	XX	XX	XX
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX
Remove materials from site as soon as possible.	X	XX	XX
Cover, seed or fence stockpiles to prevent wind whipping.	No stockpiles on site		X
Carry out regular dust soiling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX
Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.			X
Agree monitoring locations with the Local Authority.		XX	XX
Where possible, commence baseline monitoring at least three months before phase begins.		XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.		XX	XX
Operating vehicle/machinery and sustainable travel			
Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.	XX	XX	XX
Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.	XX	XX	XX
Ensure all vehicles switch off engines when stationary – no idling vehicles.	XX	XX	XX
Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.	XX	XX	XX
Impose and signpost a maximum-speed-limit of 10mph on surfaced haul routes and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).	X	X	XX
Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.		XX	XX
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).	XX	XX	XX
Operations			
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX
Use enclosed chutes, conveyors and covered skips.	Not applicable - no chutes / conveyors		
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.			
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX
Waste management			
Reuse and recycle waste to reduce dust from waste materials	XX	XX	XX
Avoid bonfires and burning of waste materials.	XX	XX	XX

MEASURES SPECIFIC TO DEMOLITION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	Not applicable - no building demolition works		
Ensure water suppression is used during demolition operations.	XX	XX	XX
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	XX
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	XX

MEASURES SPECIFIC TO EARTHWORKS

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.			
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.			
Only remove secure covers in small areas during work and not all at once.		X	XX

No earthworks / exposed soil / stockpiles

MEASURES SPECIFIC TO CONSTRUCTION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Avoid scabbling (roughening of concrete surfaces) if possible	X	X	XX
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	X	X X	XX
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.		X	XX
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.		X	X

MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	No direct vehicle access to site		
Avoid dry sweeping of large areas.	X	XX	XX
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX
Record all inspections of haul routes and any subsequent action in a site log book.	Not applicable - no haul routes / direct vehicle access to site		
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.			
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;			
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	X		
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.			
Access gates to be located at least 10m from receptors where possible.		XX	XX
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site	No direct vehicle access to site		

XX Highly Recommended X Desirable