

Construction Management Plan

330 GRAYS INN ROAD

dated 09 November 2020

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
11 February 2020	Draft	N Morris
19 February 2020	Draft #2	N Morris
24 February 2020	Draft #3	AHMM
09 March 2020	Draft #4	N Morris
23 March 2020	Draft #5	Jack Williams [N Morris]
24 August 2020	Draft #6	Belinda Blasdale
09 November 2020	Draft #7	Belinda Blasdale

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.

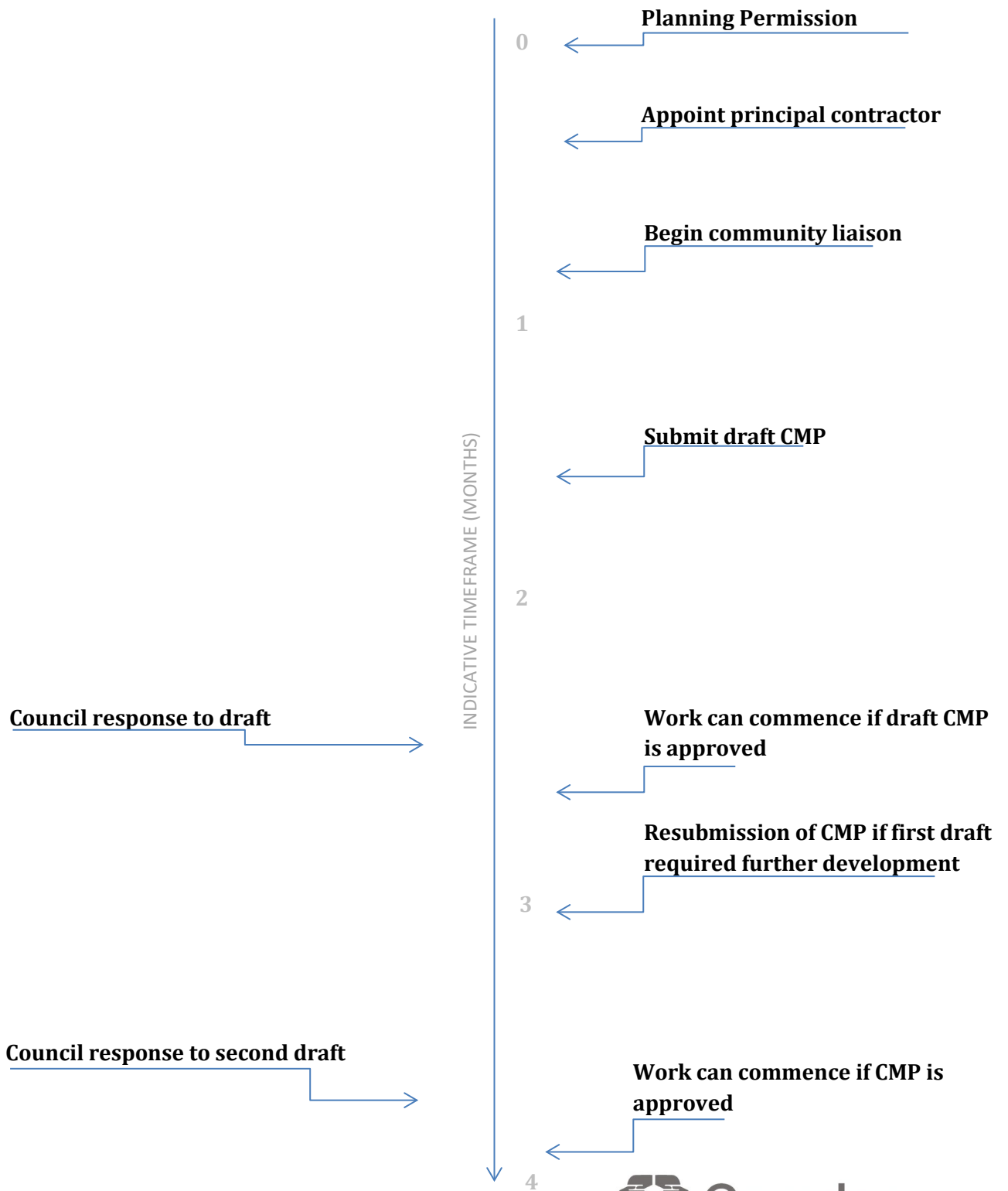
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

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: Royal National Throat, Nose and Ear Hospital site, 330 Grays Inn Road, WC1X.

Planning reference number to which the CMP applies: This is a Draft CMP, prepared for submission as part of the Planning Application for the new scheme.

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

Name: Nicholas Morris

Address: Groveworld Ltd, 6 Graham Street, N1 8GB

Email: nmorris@groveworld.co.uk

Phone: 020 7553 4300

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

Name: The Principal/ Main Contractor upon appointment

Address:

Email:

Phone:

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

Name: It is Groveworld's intention that a Community Investment Programme (CIP) is instigated and will subsequently provide more details.

Address:

Email:

Phone:

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

Name: TBA

Address:

Email:

Phone:

Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

Former Royal National Throat, Nose and Ear Hospital site, 330 Grays Inn Road, WC1X bounded by Gray's Inn Road, Wicklow Street, Swinton Street and the Farringdon-St Pancras railway cutting. Site is 0.5346 Hectares (1.321 Acres).

Immediately surrounding the site, down Swinton Street, there is a mix of uses (commercial, hotel & residential) and architectural styles. Directly opposite the site, on Wicklow Street is a narrow-cobbled street (6.4m road width) with a warehouse style student accommodation and office space. Wicklow Street changes direction from East-West to North-South along the length of the site, with further commercial buildings. The site has a small frontage onto Gray's Inn Road at number 330, which houses the original entrance.

The scheme proposes a mixed-use development with high density and external amenity spaces within, consisting of: -

- New, modern, flexible office space including the potential for lab-enabled space and flexible space to support SMEs
- A mix of new homes including affordable homes, ranging in size and tenure across two buildings.
- A hotel and connected leisure use's at ground floor, for example a restaurant and lounge with the proposed retention of the existing building at 330 Gray's Inn Road

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

The development proposals consist of the following:

- C. 32,000 sqm GIA mixed use development on a 0.5346 Hectares (1.321 Acres) site
Office – c. 14,000 sqm
Residential – c. 8,300 sqm (approx. 80 units)
Hotel – c. 9,500 sqm (approx. 200 keys)
- Includes the retention of an existing 3 storey building at 330 Gray's Inn Road and 4 new buildings with access to a shared basement level

Referring to the site location plan, the site is constrained in the following manner:

- West: Party Wall conditions with adjoining neighbours. This end of the site also faces a busy 'red-route' road (Gray's Inn Road) with limited opportunity for logistic access / loading
- East: The site runs adjacent to the Farringdon & St Pancras railway cutting with a buried Victorian sewer within the site boundary that requires a setback
- North: Wicklow Street is a narrow street at 6.4m wide and is adjacent to existing residents which would be difficult for site logistics and access
- South: Swinton Street is a wide and busy 'red-route' with existing residents which would require logistic management to ensure the traffic flow remains unaffected

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).

See attached Gantt Chart from Turner & Townsend to be updated as the design develops through the RIBA stages; the indicative construction programme anticipates a period of 189 weeks.

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The sites operating hours will be as per Camden Council's standard working hours

- 08:00 – 18:00 hrs Monday to Friday
- 08:00 – 13:00 hrs Saturday
- No work on Sunday and Public Holidays

Any works required to take place outside of these hours will be agreed with Camden Council in advance.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The Point A hotel/Swinton House, Water Rats, Centre for Auditory Research at 332 Grays Inn Road, Depot Point (student/office) on Wicklow/Britannia Street and Derby Lodge on Wicklow Street.

The adjacent railway cutting and tracks.

The various hotels/hostels and residential buildings on Swinton Street, particularly west of the cutting, the children's play area on the south side of Wicklow Street and the UCL occupied buildings on the corner of GIR/Britannia Street/Wicklow Street (including the listed former church school).

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.

Consultation events and regular meetings have commenced with local neighbours, notably the immediately neighbouring Derby Lodge.

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 propose that a Construction Working Group is established including representatives of the following properties:

1. Derby Lodge
2. Ear Institute
3. Water Rats
4. TBA
5. Commercial Properties in Grays Inn Road

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.

Groeworld Ltd are a Considerate Constructors Scheme Partner and the main/ principal contractor will also be registered with the Considerate Constructors Scheme including the enhanced CCS registration that includes CLOCS monitoring.

We confirm that the contractors will also be required to follow the Guide for Contractors Working in Camden and this is understood, and we agree to abide by it.

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.

The most significant is likely to be the redevelopment of the Eastman Dental Hospital (approx. 0.2 miles). We understand that both Belgrove House (Access Self Storage fronting Euston Road, 0.3 miles) and Acorn House, located on the opposite corner of GIR/Swinton Street, are in pre-app with LBC. Further afield, there is the redevelopment of the Royal Mail site on Mount Pleasant; see plan in appendix

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:

As there is currently no principal contractor appointed, the detail required to answer some of the questions is currently unknown. Some assumptions have been made based on professional judgement and our knowledge from similar schemes in London, however it is made clear where further detail will follow. As such there will be a full Construction Management Plan prepared and agreed with the council prior to commencement, likely to be secured by planning condition.

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](#)).

Contracts

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 (e.g. Safe Urban Driving + 1 x e-learning module OR 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. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained and enforced upon accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

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:

Accepted & Agreed.

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

Site Traffic

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

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

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

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

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Routing (via direction travelled) will be concentrated to the strategic road network to reach the site. The following strategic routes will be adhered to:

Origin	Direction of Travel	Strategic Route
North	Access	Euston Road (A501), Grays Inn Road (A5200), park Road (A41)
	Egress	Kings Cross Road (A201), Roseberry Avenue (A401), Upper Street (A1)
East	Access	Grays Inn Road (A5200), Holborn (A40)
	Egress	Grays Inn Road (A5200), Holborn Viaduct (A40), London Wall (A1211)
South	Access	Grays Inn Road (A5200), Holborn (A40), Farringdon Street (A201)
	Egress	Grays Inn Road (A5200), Holborn (A40), New Fetter Lane (A4)
West	Access	Euston Road (A501), Grays Inn Road (A5200), Westway (A40)
	Egress	Euston Road (A501), Grays Inn Road (A5200), Westway (A40)

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.

Companies/ Contractors/ Sub-contractor / Suppliers will be provided with routing instructions to/from the site when deliveries are booked. They will also be made aware of the site protocols (Wheel Washing/Holding Areas) and vehicle requirements (FORS/CLOCS). Any changes to the plan will be communicated through regular progress meetings.

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

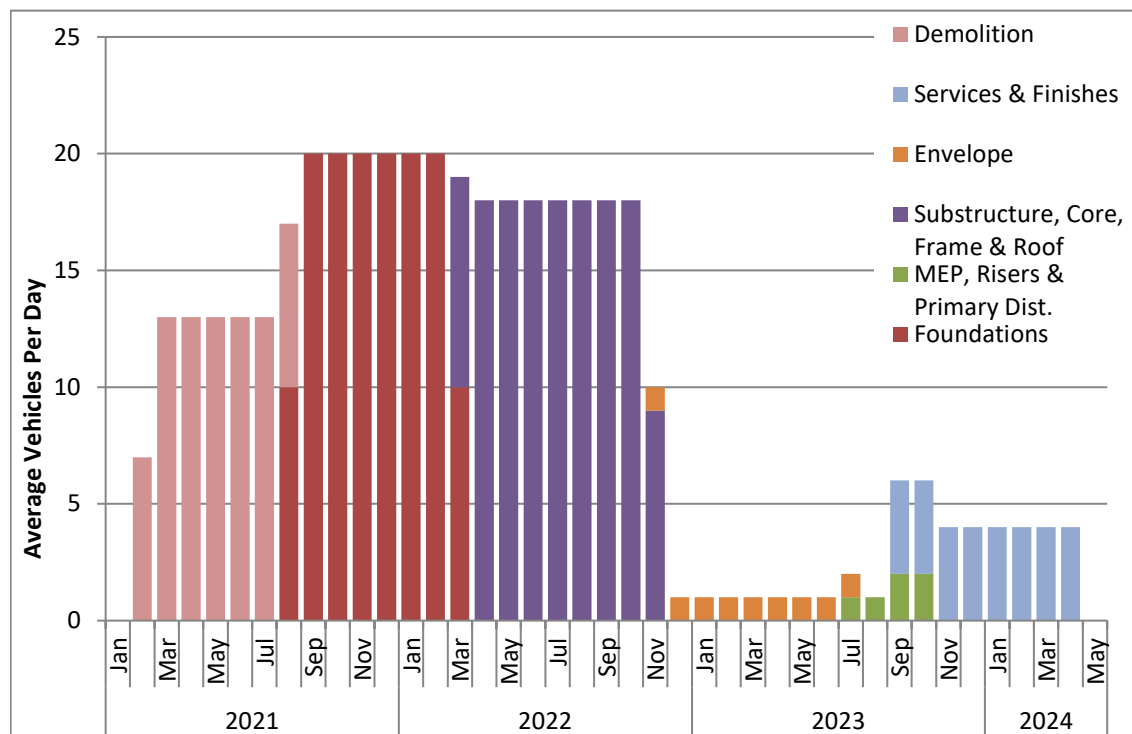
Skip loader: 2 deliveries/week during first 10 weeks

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

Information has been provided by the wider team to provide an indication on the demolition/construction programme and material quantities which have been converted into vehicle trips. This is provided in the table below as an average number of vehicle per day during each stage. Once the principal contractor has been appointed this information will be updated to include further details on vehicle types and provided to the Council in the full CMP.



b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

The Contractor will liaise with LBC to monitor the construction programmes of the local sites referred to in question 14 and to liaise with those contractors regarding cumulative traffic flows.

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

All routes comprise 'A' roads which are conducive for HGV traffic. There are no constrained manoeuvres envisaged. Swept path analyses for site accesses will be provided within the detailed CMP once a principal contractor has been appointed and has fully considered the demolition / construction methods.

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.

The contractor will consider the use of holding areas when sub-contract and supplier orders are placed and source locations of components are better known.

All deliveries and waste removal vehicles will be pre-planned with suppliers who will be required to book delivery times through a Delivery Management System operated by the contractor to ensure that traffic management procedures can be put in place suitable for the type of vehicle. With strict delivery protocols in place and given the anticipated vehicle numbers (average 20 vehicles per day) it is not anticipated that there will be a frequent need for off-site holding areas.

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.

The contractor will consider the potential to consolidate deliveries in one location when subcontract and supplier orders are placed, and source locations of components are better known. The use of water/rail is not considered feasible at this location given that vehicles would still be required for the first/last miles to site.

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 site will be managed in accordance with the Mayor of London's Control of Dust & Emissions During Construction & Demolition SPG so that vehicles do not have to wait to park safely. If a vehicle is stationary for more than a minute, turning off the engine will be enforced through the site rules. Non-compliance will be recorded by Traffic Marshals and repeat offenders disallowed from attending site. The contractor will give the proposed routing to suppliers/ sub-contractors etc which will use routes that have the greatest vehicular capacity (on strategic road network) to reduce the likelihood of construction traffic associated with the site being stuck in traffic.

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.

Once a contractor has been appointed the site access and egress points will be highlighted on a map or diagram and will be issued to the Council for approval as part of the detailed CMP. However, the initial advice from a demolition contractor is that the existing buildings would be demolished from the eastern side of the site via the existing service yard on Wicklow Street which would form the primary site access point.

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

All deliveries and waste removal vehicles will be pre-planned with suppliers who will be required to book delivery times through a Delivery Management System operated by the contractor to ensure that traffic management procedures can be put in place suitable for the type of vehicle. Trained traffic marshals and banksmen will be deployed as appropriate to site accesses to manage manoeuvres to/from the site and the public highway.

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.

As the specific location of site access is unknown the tracking of vehicles cannot be undertaken. Once a contractor has been appointed and the access locations are agreed with the Council, swept path analysis will be undertaken and these plans will be submitted alongside the detailed CMP.

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 facilities will be provided at site exits in advance of the public highway. A road sweeper truck will be employed when necessary during ground excavation and piling operations.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

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

It is anticipated that the site will be demolished from back to front starting in the existing loading yard on Wicklow Street. As such it is anticipated there will be no/minimal loading on the highway and all vehicles where possible will be unloaded and/or loaded within the confines of the site. Where deliveries are required outside of those areas, for public realm landscape works for example, job specific arrangements will be made including traffic marshals and local protection. Such arrangements will be agreed with Camden and TfL in advance.

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.

Traffic Marshalls will control vehicle movements in and out of the site where required. Temporary barriers will be deployed during traffic movements to ensure the safety of pedestrians and cyclists.

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.

As there is currently no contractor in place, it is unknown where the exact location of the site accesses will be, however it can be assumed one will be located on Wicklow Street due to the proposed demolition starting from the existing loading yard. A plan showing on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations will be produced and submitted to the Council as part of the detailed CMP once a contractor is appointed.

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](#).

As there is currently no contractor in place, it is unknown if parking bay suspensions are required. Should these be required it will be agreed with the Council. If there are parking bays required to be suspended, and access to these will exceed six months a TTO will be submitted.

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.

It is currently envisioned that all construction accommodation, storage and welfare facilities will take place within the site's boundary, if this is not the case and the public highway is required for these uses this will be agreed with the Council prior to construction

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

The use of public highway is not currently anticipated, however as there is no contractor currently commissioned to undertake the work this cannot be confirmed. If the public highway is required, this will be agreed with the Council prior to construction commencement and the appropriate scaled plans will be provided.

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.

It is not currently anticipated that any diversions would be required as part of the construction, however as there is no contractor currently commissioned to undertake the work this cannot be confirmed. If there are diversions required, this will be agreed with the Council prior to construction commencement and the appropriate plans will be provided.

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.

To follow-on from discussion with principal contractor.

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.

To follow-on from discussion with principal contractor.

27. Services

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

The development is expected to utilise the existing utility connections without the need for major diversion or enhancement of supplies in surrounding streets. Design discussions with suppliers are at an early stage however and should there be a need for local opening up of highways in the future due application and notice will be given by the contractor.

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.

This is a major development which includes large scale demolition, piling, excavation and construction of concrete and steel frames.

Best Practicable Means (BPM) of noise control will be applied during construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors arising from construction activities.

The Contractor's environmental team will undertake a noise assessment as part of the Construction Noise and Vibration Report, to predict noise levels at adjoining properties. This noise assessment will be carried out in accordance with BS5228-1: 2009+A1: 2014 "Code of Practice for noise and vibration on construction and open sites". This assessment allows the Contractors to select the most appropriate tools, methodology and controls to minimise disruptions of buildings at close proximity of the adjacent structures (sensitive receptors) and in particular live and occupied premises during the enabling, piling and excavation periods.

Noise levels will be monitored by the Contractors during the course of the works. Camden shall be given access to all noise readings if required as soon as they become available

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 Hann Tucker Environmental Noise Survey and Acoustic Design Statement Report, Ref 26609/ADS1, dated 30 July 2019 attached.

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

Hann Tucker to assist with inputs from the principal contractor

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.

Hann Tucker and principal contractor to assist with inputs

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

The contractors' Construction Managers will be required to attend the 5-day SMSTS course and will be trained in BS 5228.

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

The Contractors will, as far as reasonably practical, seek to control and limit emissions to the atmosphere in terms of gaseous and particulate pollutants from tools and equipment used on site and dust from construction activities. Special precautions must be taken when materials containing asbestos are encountered. Please refer to Section 10: Air Quality in this document for further proposals of air quality mitigation measures.

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.

All skips and tipper lorries will be covered before leaving site. Traffic marshals will be responsible for ensuring that any spillage is managed within the site area and not transmitted to the highway.

Wheel washing will be in place and road sweepers will be employed where necessary during substructure operations.

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

Monitoring stations will be established in agreed locations to monitor noise and dust in key locations. The contractor will develop an emergency action plan in accordance with Camden Requirements.

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.

We 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 has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied; see the attached risk assessment and mitigation checklist included within the appendix's.

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](#).

We 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.

- 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.

Dust monitors will be provided. Positions are yet to be established but will be established in the Contractor's Dust Management Plan.

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).

Rodent traps will be set out prior to any demolition or construction. Site welfare will be controlled such that waste food does not accumulate.

A licensed pest control company will be employed to test bait the surface for a minimum of 28 days before commencement.

No new ground will be broken on site until such time as a clear 7 days is evidenced after 28 days of test baiting. Records will be maintained on site for inspection.

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

A full R&D asbestos survey will be carried out post vacant possession and will look to add to the records already maintained by the NHS, before any construction or demolition activity takes place.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

All operatives, management and visitors to site will be required to attend an induction which will include presentation of the Site Rules and including behavioural and disturbance related limitations.

The main contractor will enforce site rules through the issue of Improvement and Prohibition Notices for breaches of Health and Safety. Offenders will be removed from site.

A smoking area will be designated inside the site boundary and smoking outside the site gates will be actively discouraged by site management. Road traffic marshals managing site entrance gates will wear body cameras to monitor public interaction.

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): See Programme [*Gant Chart*] submitted under point 8.
- 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 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: The principal contractor will confirm
- 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: ...*N Morris*.....

Date: ...02/09/2020.....

Print Name: ...Nicholas Morris.....

Position: ...Senior Commercial Manager.....

Please submit to: planningobligations@camden.gov.uk

End of form.