

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
15 January 2021	V1	Matt Briant (Quod)

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](#)."

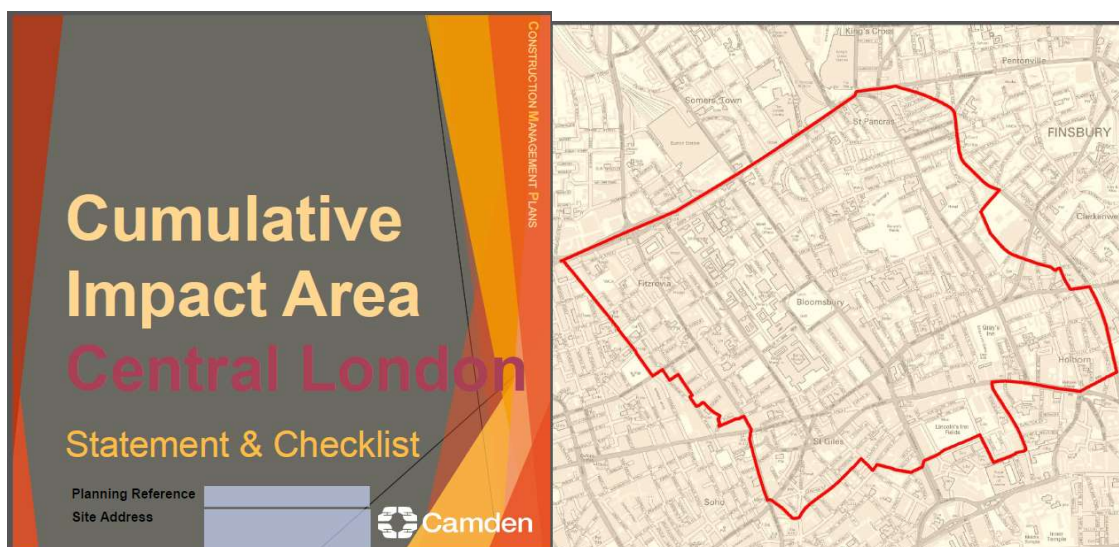
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

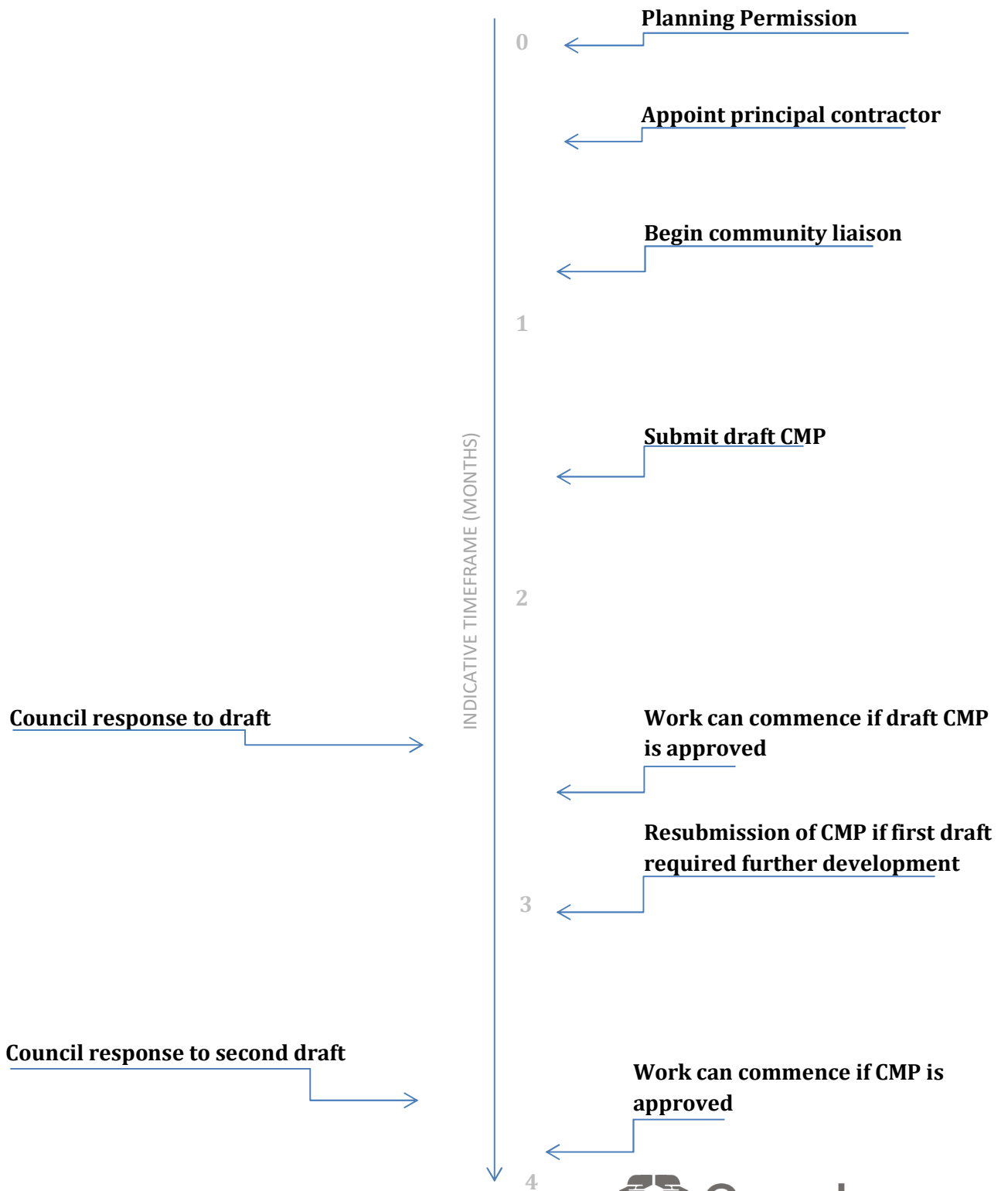
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans#sumf>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: Taplow, Burnham, Bray and Dorney towers blocks bounded by Fellows Road, Winchester Road, Adelaide Road and Primrose Hill Road, and Blashford tower block bounded by Primrose Hill Road and the mainline railway, Swiss Cottage, London NW3

Planning reference number to which the CMP applies:

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

Name: Matt Briant

Address: Quod, 8-14 Meard Street, London W1F 0EQ

Email: matt.briant@quod.com

Phone: 020 3597 1000

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: Astrid-Kjellberg-Obst

Address: London Borough of Camden, 5 Pancras Square, London N1C 4AG

Email: astrid.kjellberg-obst@camden.gov.uk

Phone: 020 7974 4444

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: As above

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: Contractor TBC

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.

Please refer to the Site Location Plan (drawing no. 259493-ARUP-T0-ZZ-DR-YC-1001 Rev. 03) at **Appendix 1**.

The Chalcots Estate comprises five high-rise tower towers in four identical 23-storey towers 67.0m high (Taplow, Burnham, Bray, and Dorney), and one smaller 19-storey tower (Blashford). The Estate is situated within the area of Swiss Cottage and Primrose Hill. The estate is bounded to the North by Fellows Road, to the South by Adelaide Road (B509), to the East by Primrose Hill Road, to the West by Winchester Road.

The estate contains a total of 711 residential flats. Facilities include a playground area at the access to Burnham tower, residential car parking and a dental surgery.

The surrounding area is predominately residential with a grocery store and two hotels located along the B509 road and small local commercial buildings along Winchester Road. To the North of the Bray tower on Eton Avenue is located the Sarum Hall School, an independent preparatory school. To the East of the Blashford tower is Adelaide Local Nature Reserve and railway land for trains serving Euston Mainline Station.

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 scope of work comprises the installation of the supporting frame, external cladding panels and insulation cladding to the façade at each of the 5 tower blocks. Facilitation of the works to provide safe access is done through the use of scaffolding that supports Mast Climbing Work Platforms (MCWP's). These are electrically motorised platforms consisting of one or two masts and a modular bridge. The platform travels vertically by means of a supported pinion rack secured to the structure of the building. There are 10 MCWP's on each block to enable access to all facades and alcoves.

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).

Works expected to commence from November 2021 and complete in December 2023:

Lead in and enabling works – November 2021 (April 2022 for Blashford);

Installation works start – February 2022 (July 2022 for Blashford); and

Indicative completion of works, subject to review with appointed contractor – From October 2023 (first similar tower block) to December 2023 (fourth similar tower block and Blashford).

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 standard working hours will be as above (Monday-Friday) for construction works. Camden would avoid any weekend work, including Saturdays, unless strictly necessary. Use of the lifts in the towers will be restricted. There will be no use of the lifts in bringing the cladding to the point of delivery.

Should any extension to these hours be required due to COVID-19, an application for the extension of working hours form will be submitted in line with Camden's Interim guidance for Construction Management during Covid-19. Any extension of hours would only be for non-noisy activities where it is required to comply with the government's COVID health and safety recommendations, i.e. where tasks take longer due to social distancing or to stagger arrival times and reduce pressure on public transport.

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.).

All works are within the existing Chalcots Estate. Therefore, the residential tower blocks within the estate are the nearest receptors and are likely to be affected by the work activities that take place. Some flats and houses along Fellows Road are also likely to be affected.

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.

The CMP was highlighted to residents at pre-application presentations held online on 25 and 26 November 2020.

There is also regular dialogue with residents via a number of means including newsletters, meetings and correspondence with Tenant Resident Associations (TRA) and the existing Chalcots Working Group (CWG), which will act as the construction working group for the project, led by Astrid Kjellberg-Obst, Project Director for the Chalcots Estate.

Please see the spreadsheet of recent communications in **Appendix 2**.

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.

As above.

LBC Officers will continue to keep the residents updated throughout the planning process, including close contact with the TRA and CWG.

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 Contractor will be expected to be affiliated to the 'Considerate Constructors Scheme'. The Contractor will be expected to follow the guidance outlined in the scheme.

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.

We have assessed the local area and the route to the site and consider that there are not any projects of significance that will impact on our works or our works on theirs. There is one 'live' residential development within close proximity to the site.

This involves the demolition of existing buildings and the construction of 184 residential units, flexible commercial / retail floorspace, community uses and a potential new London Underground station access at 100 Avenue Road (ref: 2014/1617/P). This application was approved at appeal in 2016 and demolition / construction began in February 2019. Essential Living are the developer responsible for this development and it is understood that Mace was the contractor working on this development. It was reported to the Construction Management Working Group that construction was paused in mid-2020 and Mace were not retained as the contractor.

Once appointed, the contractor undertaking the re-cladding works at the Chalcots Estate will contact Essential Living to ensure that we have the contact details of the relevant person for the development at 100 Avenue Road to ensure good communication across the developments.

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:

TBC

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](#)).

The proposed method for checking operational, vehicle and driver compliance will comply with the CLOCS Standard throughout the duration of the re-cladding contract. The appointed contractor will be required to sign-up to meeting this standard as part of their contract.

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:

Astrid Kjellberg-Obst, Project Director for the Chalcots Estate, London Borough of Camden

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.

Vehicles will be directed to access the tower blocks from Fellows Road and Adelaide Road (B509) that leads onto the A41 trunk road. Traffic routes are set out in the drawing at **Appendix 3**. The designated route avoids major cycle routes and local schools, offices, and public buildings in the area.

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.

A Traffic Management Plan (TMP) will be prepared with instructions explaining the plan. The control measures within the TMP will form part of the contract conditions, which will be communicated to all suppliers and contractors. Please refer to **Appendix 4** for an indicative TMP implemented for the recladding works at Bray Tower and Taplow Tower. All delivery and contractor vehicles that visit the site will need to travel by a pre-agreed route. All HGV's (3.5 tonnes and over) must telephone the Site Management at least 30 minutes before their planned arrival at site. All Vehicles that enter the site must report in the first instance to the Site Office.

Deliveries and removals from site will be restricted to the following hours: 10:00 - 15:00. Contractors will be informed at pre-meetings and induction that there is no parking on site and encouraged to use public transport and cycle routes. Visitors will also be discouraged from driving to the site.

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

Construction Phase

Commercial light goods vans/cars – 5 per day - Short duration up to 3 hours

HGV's (3.5 tonnes to 7.0 tonnes) – 2 to 5 per week depending on phase of works -

Duration up to 7 hours

HGV's (3.5 tonnes to 7.0 tonnes) – 1 per week - Short duration up to 1 hour

Contractors will be informed at pre-meetings and induction that there is no parking on site and encouraged to use public transport and cycle routes. Visitors will also be discouraged from driving to the site.

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

Please refer to Q14 of this document.

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

Orders will be placed through the Site Management Team that includes a Logistic Coordinator that will contact supplier to agree delivery date, time and address/location. Deliveries and removals to/from site will be restricted to the hours are 10:00 -15:00. This will be communicated to all suppliers and contractors.

All HGV's (3.5 tonnes and over) must telephone Site Management at least 30 minutes before their planned arrival at site. The order will be confirmed along with the relevant address block and delivery time.

Details of business and vehicles that visit site will be logged in a Site Register.

Any vehicles that is likely to fall out with the agreed delivery times will be recorded and cancelled. Any vehicle arriving without prior notification or out with the agreed delivery days and times will have details recorded and entry will be refused. Should any suppliers be considered to be a repeat offender then an alternative supplier will be sought. All vehicles that enter the site must report in the first instance to the Site Office for the block where they will be directed and marshalled to the correct area of site.

d. Consideration should be given to the location if 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.

Works will be undertaken to a planned works programme. It is not anticipated any offsite holding areas are required. Delivery days and times will be managed to avoid any congestion in the local area.
The highways impact should not significantly differ from the completed de-cladding phase due to the similar nature of works.

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.

Local suppliers will be used wherever possible to simplify delivery arrangements and minimise the carbon footprint for the project.

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 Contractor will be required to incorporate the control of idling engines as part of the TMP and to instruct the Traffic Marshals to ensure compliance.

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.

- Taplow, Burnham, Bray, and Dorney tower blocks - Vehicles will be directed to access the site from Fellows Road via Winchester Road that leads onto the A41 trunk road.
- Blashford tower block - Vehicles will be directed to access the site from Primrose Hill Road via Adelaide Road (B509) that leads onto the A41 trunk road.

The designated route will form part of the TMP and will form part of the contract conditions, which will be passed on to all suppliers and sub-contractors.

Site Management will enforce Site Rules and to ensure adherence to the Traffic Management Plan.

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.

Controlling pedestrian traffic is fundamental to protecting employees, contractors, visitors and other third parties including the public from the hazards resulting from construction traffic. Suitable control measures to manage the works have been established on Site through the de-cladding and other internal fire safety refurbishment works. The highways impact should not significantly differ between the construction phases due to the similar nature of works. An indicative TMP for works at Bray and Taplow towers is appended.

A Site Traffic Management Plan will be established and a layout drawing displayed denoting routes, crossing points and other controls.

All delivery and contractor vehicles that visit the site must travel by the pre-agreed route. All HGV's (3.5 tonnes and over) must telephone Site Management at least 20 minutes before their planned arrival at site.

All Vehicles that enter the site must report in the first instance to the Site Office. Deliveries and removals from site will be restricted to the hours are 10:00 -15:00. A site speed limit will be established (by risk assessment), taking into account the specific works environment. Access and entry controls for pedestrians (including visitors and disabled) will be clearly defined. Pedestrian routes will be physically segregated from all plant and vehicle routes wherever practical to do so.

The type of segregation will be determined by risk assessment and is to be achieved using the most appropriate robust means available, taking into account the specific works environment. When deliveries and waste removals are taking place the entrance and exit roads to the block will be closed temporarily to segregate pedestrian movements from having to cross the path of vehicles. This will be achieved through the use of moveable fencing and barriers and the use of trained banksman directing/holding pedestrian traffic. There will be signed pedestrian routes, using industry recognised pictorial signs along with explanatory and courtesy signs. All pedestrian routes are to be adequately illuminated. Grit and salt will be applied to access routes in advance of and during cold weather. Trained and competent banksmen will be used to aid control of vehicle, plant and pedestrian movement.

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.

Vehicles will be directed to access the blocks from Fellows Road and Adelaide Road (B509) that leads onto the A41 trunk road. There are no tight manoeuvres on the route for any vehicles that will visit the 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.

Wheel washing facilities are not necessary due to the nature of the re-cladding work. Site management inspections include the monitoring of all pavements and public highways surrounding the site. Deposits will be removed from the pavement and highway that may constitute a safety hazard for users.

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.

Suitable control measures to manage the works have been established on site through the de-cladding and other internal fire safety refurbishment works. The indicative TMP for works at Bray and Taplow Tower Blocks (**Appendix 4**) shows how control measures will be employed.

Site infrastructure will be positioned and vehicle movements managed to ensure that vehicle loading and unloading takes place on-site where possible. Containers units will be positioned on-site and used to provide safe and secure storage of materials. Waste receptacles and containers will also be fully enclosed and locked

When deliveries are planned at the site, Site Management will direct pedestrians and cyclists to use alternative routes. Roads will be closed temporarily to segregate pedestrian and cycle movements from having to cross the path of vehicles. This will be achieved through the use of moveable fencing and barriers and the use of trained banksman directing/holding pedestrian traffic.

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.

When deliveries and waste removals are taking place the on-site entrance and exit roads to the blocks will be closed temporarily. This will be achieved through the use of moveable fencing and barriers and the use of trained banksman directing/holding pedestrian traffic.

Deliveries for large plant and equipment i.e. scaffolding and MCWP's dismantling may require the temporary suspension of parking bays.

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.

Please refer to the Overview Logistics Plan in **Appendix 5**.

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](#).

Deliveries for large plant and equipment i.e. scaffolding and MCWP's removal, will require the temporary suspension of parking bays on the public highway. These are likely to last a maximum of 14 days at each block, except Bray House where there is suitable parking on-site.

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.

N/A

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.

N/A

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 are required to the public highway. It is not anticipated that use of the public highway during the construction period will cause disruption to traffic.

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.

The site setup will make use of existing routes as used by pedestrians and cyclists. The site will have suitable warning signage and fenced/barriered off from the site infrastructure and traffic movements. Other measures to ensure public protection will include high-visibility soft sponging fitted to scaffold standards, protective fans and double boarding over platforms over walkways.

When deliveries are planned at the site, Site Management will direct pedestrians and cyclists to use alternative routes. Roads will be closed temporarily to prevent pedestrian and cycle movements crossing the path of vehicles. This will be achieved through the use of moveable fencing and barriers and the use of trained banksman directing/holding pedestrian traffic.

All vehicles that enter the site must report in the first instance to the Site Office for the block where they will be directed and marshalled to the correct area of 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.

There is no requirement to erect any temporary structures e.g. scaffolding, gantries, cranes etc. that would overhang the public highway.
All scaffolding and MCWP's are located with site boundaries.

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.

N/A

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.

TBC once contractor(s) appointed but may include the following.
The fitting of the cladding support structure and panels will generate noise from drilling into the building structure and the frame that is installed as this may cause disturbance to residents.
Vehicle movements from the loading and unloading of replacement waste skips and containers and servicing of the accommodation units will be infrequent but may also cause disturbance.
The Mast Climbing Work Platforms (MCWP's) have audible warning alarms when the platform is moving. These are short duration intervals. There have no reports of any disturbance from previous phases of the project.
Works will take place during the standard working hours of working set out in Camden's Minimum Requirements for Construction sites.
Community liaison will take place with residents to best accommodate their needs, confining disruptive works within the standard hours to short periods and avoiding particular times in their schedules wherever possible.

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.

TBC once contractor appointed.

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

The proposed works are for re-cladding and window replacement so will therefore not generate significant noise and vibration effects due to the nature of the works.

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.

An environmental noise and assessment of vibration levels has not taken place. It is envisaged that this will take place pre-start and during works. The findings and recommendations of the environmental noise survey and assessment of vibration levels will form the basis for the controls measures to be employed.

The standards set out in the Considerate Contractor Scheme will be followed to achieve best environmental practice at the project.

All Site Managers attend training provided by Construction Industry Research and Information Association (CIRIA) that is based on the Environmental good practice on site guide (4th edition) (C741). This covers the requirements in the approved code of practice BS 5228:2009. The following measures will be used to ensure noise and vibration is kept to a minimum and acceptable level. This will be achieved using the following pro-active approach:

- Noise and vibration will be controlled by employing Best Practicable Means (BPM) as prescribed in BS 5228:2009
- Acoustic screening around equipment to reduce noise levels
- Use of well-maintained modern equipment
- Training to the approved code of practice BS 5228:2009 to understand working practices and behaviours
- Communication of noisy/vibration works timings and durations and set up a formal complaints procedure.
- Publicised “rest periods” during which noisy/vibration operations are temporarily ceased
- The provision of public respite areas away from severe noisy /vibration works
- Use of tools equipment with noise suppression technology fitted
- Selection and use of tools and equipment with low magnitudes of vibration.
- Use pre-cut or offsite fabrication to reduce noise/vibration on site Vehicles not to be left idling.
- Noisy /vibration works not to take place outside of the standard working hours
- Work with residents to best accommodate their needs, confining disruptive works to short periods and avoiding particular times in their schedules wherever possible.
- Radios will not be permitted on site.

Noise and vibration monitoring will be carried out at the start and at regular intervals during works to check that BPM are being used to control the noise and vibration.

Noise levels shall be reduced further if it is reasonably practicable to do so.

There have been no reports of disturbance during the phase of the works for the installation of scaffolding and MCWP's. The fitting required drilling into the external structure at 2.0m intervals at the Bray and Taplow blocks.

To date there has been only sporadic reports of noise at the site. These have arisen during internal refurbishment when the dismantling and refitting of door sets to resident's properties and communal areas was taken place. These works have now been completed. Liaison will take place with residents where an issue has been drawn to attention of the Site Management Team. All works will be done within the standard weekday hours, with no works taking place at the weekend unless strictly necessary, but these will be reviewed and amended were practicable take account of residents needs i.e. the fitting of doors and working to load and unload skips were stopped on Saturdays.

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

All site managers attend training provided by CIRIA that is based on the Environmental good practice on site guide (4th edition) (C741). This covers the requirements in the approved code of practice BS 5228:2009. Certificates to follow.
All sub-contractors will be vetted for their knowledge of BS 5228:2009 and with Toolbox Talks environmental nuisance as produced by produced by CIRIA.

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

The fitting of the cladding support structure and panels will generate dust from drilling into the building structure.
Vehicle movements from the loading and unloading of replacement waste skips and containers and servicing of the accommodation units will be infrequent but may also cause the generation of dust.
The following control measures will be used to ensure that dust is managed:

- Use appropriate screening of the work area such as netting, monoflex and nylon mesh screening, dust sheets/tents to contain and control dust and debris
- Using tools with dust suppression technology such as water dampers and extraction units to reduce the dust in the environment
- Use of industrial vacuums for cleaning larger flat areas.
- Skips and removal vehicles shall be properly covered when leaving the site
- Carry out a stop-start process to allow dust to be removed at regular intervals
- Keeping a clean, tidy site at all times.
- Residents and neighbouring properties will be informed prior to dust creating works commencing to allow adequate time for closing windows and doors, etc. and avoid ingress of dust into properties.

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.

It is not anticipated that significant amounts of dirt or dust will be spread onto the public highway due to the nature of the re-cladding work.
Waste will be stored in enclosed skips and containers. Any fine materials will be stored within container units.
Site management inspections include the monitoring of all internal and external pavements and public highways surrounding the site.
Deposits will be removed from the pavement and highway that may constitute a safety hazard. This would be done manually or through the use of mechanical sweepers if necessary.

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

An environmental noise and assessment of vibration levels has not taken place. It is envisaged that this will take place pre-start and during works. The findings and recommendations of the environmental noise survey and assessment of vibration levels will form the basis for the monitoring of noise and levels at the start and at regular intervals during works to check that BPM are being used to control noise and vibration.

Baseline conditions will be established by:

- Conducting pre-start noise monitoring (noise)
- Pre-start dust monitoring (dust)
- Structural or condition surveys on sensitive buildings (vibration)
- Traffic movement assessments (noise)

Baseline data will then be used for:

- Effective siting of plant or equipment to reduce nuisance impact
- Effective routing of traffic to minimise nuisance impact
- Identification of effective mitigation control measures for plant and operations
- Defending unsubstantiated complaints

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

An Air Quality (Dust) Risk Assessment Construction will be undertaken in line with the requirements of The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance 2104 (SPG). Based on the risk assessment that is undertaken an Air Quality and Dust Management Plan will be produced, which the works will fully take into account and accord with. An accredited air quality consultant will undertake this process.

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](#).

As per response to Question 34, an Air Quality (Dust) Risk Assessment Construction will be done prior to works commencing on site. An air quality consultant will undertake this process.

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.

As per response to Question 34, an Air Quality (Dust) Risk Assessment Construction will be done prior to works commencing on site. An air quality consultant will undertake this process.

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 control is not considered an issue due to the nature of the re-cladding works. There are no demolition works taking place. Site management inspections will include the monitoring of internal and external areas of the site. This includes checks that waste and litter are stored safely and securely in suitable waste containers. Specialists holding British Pest Control Association (BPCA) accreditations will be engaged to eradicate any rodent control where necessary.

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

Refurbishment and Demolition surveys were undertaken by OC Consulting (T/A Mainstream) on behalf of the London Borough of Camden of all internal and external areas of the blocks for the previous phase of works at the Bray and Taplow blocks. The reports are dated 12 to 15 December 2016.

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.

Site Inductions will be undertaken of all persons working on-site and visitors. This includes a Code of Conduct that is given as a Toolbox Talk.
The Code of Conduct sets out certain minimum standards that are expected from all site personnel when working on site and engaging with residents and others.
No smoking is permitted on any area of the site at any time. Smoking areas will be sited discreetly out of sight and away from areas that could offend or otherwise cause a nuisance.

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): 11/21 – 12/23
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- LBC will ensure that the appointed contractor(s) only use machinery registered on the NRMM Register.
- 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:
- LBC will ensure that the appointed contractor(s) commit to this requirement.
- 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:
- LBC will ensure that the appointed contractor(s) commit to this requirement.

● 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: 15 January 2021

Print Name: Matt Briant

Position: Senior Planner (Quod)

Please submit to: planningobligations@camden.gov.uk

End of form.