Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

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.**"

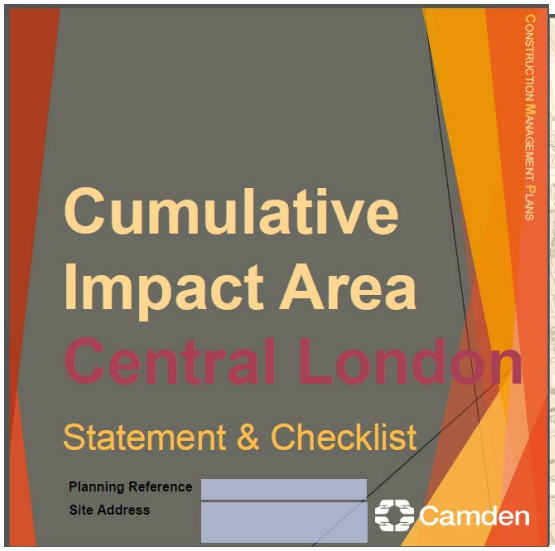
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

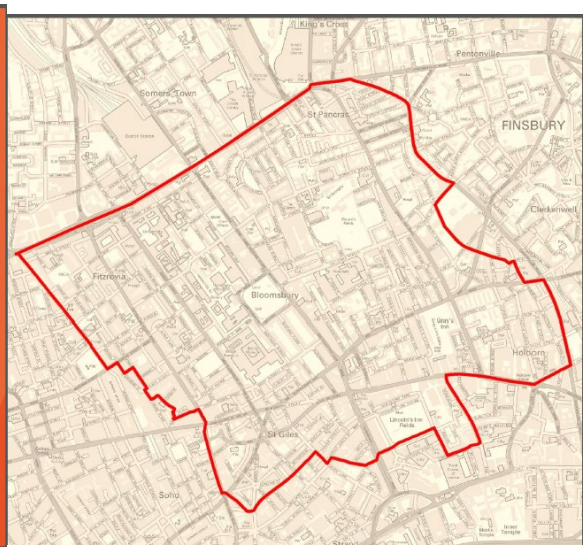
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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.

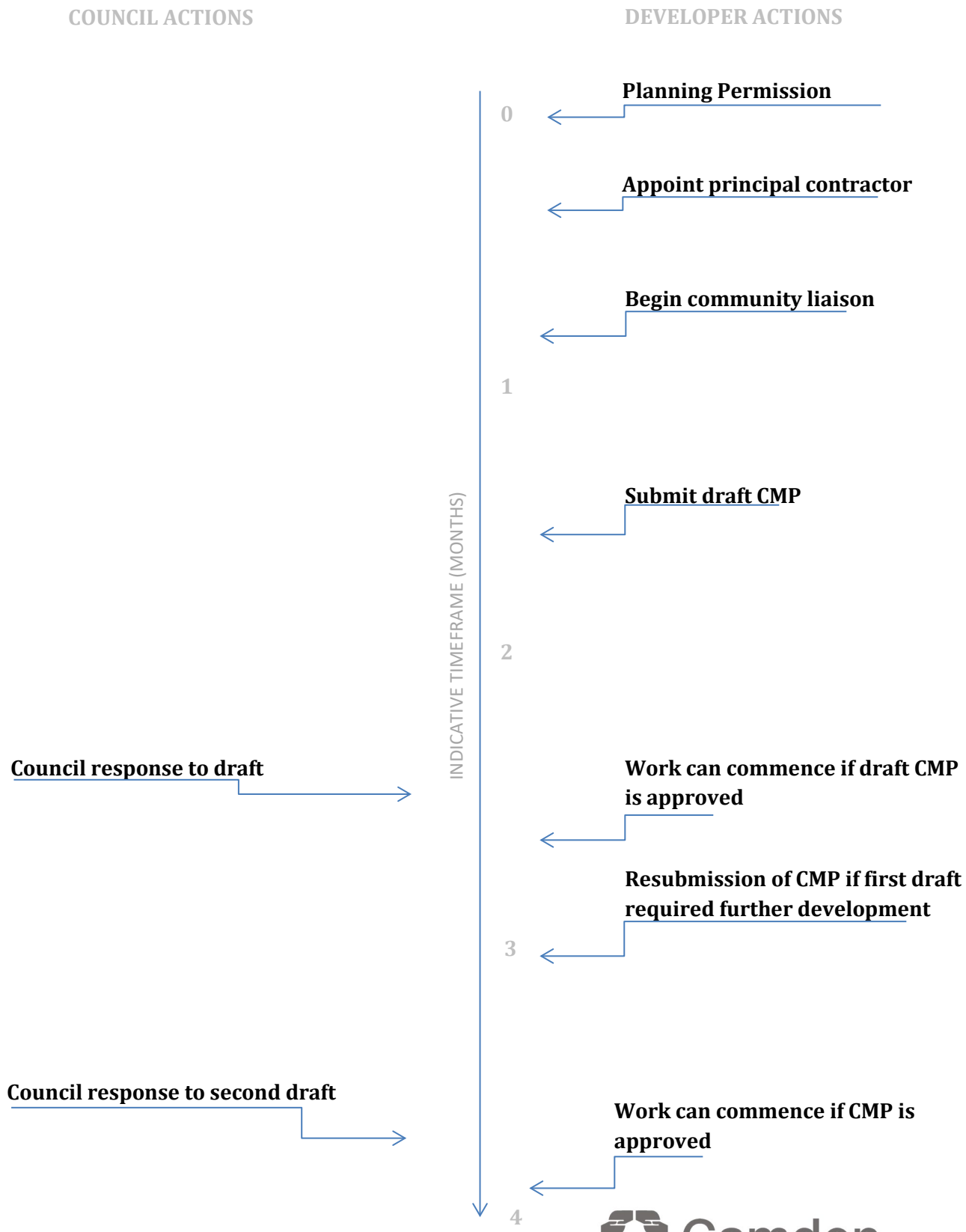
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

Timeframe


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

Contact

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

Address: Car Park, Clarkson Row, Camden, NW1 7RA

Planning reference number to which the CMP applies: At time of writing, application not yet submitted.

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

Name: TBC on appointment of principal contractor

Address:

Email:

Phone:

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: TBC on appointment of principal contractor

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: TBC on appointment of principal contractor

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: TBC on appointment of principal contractor

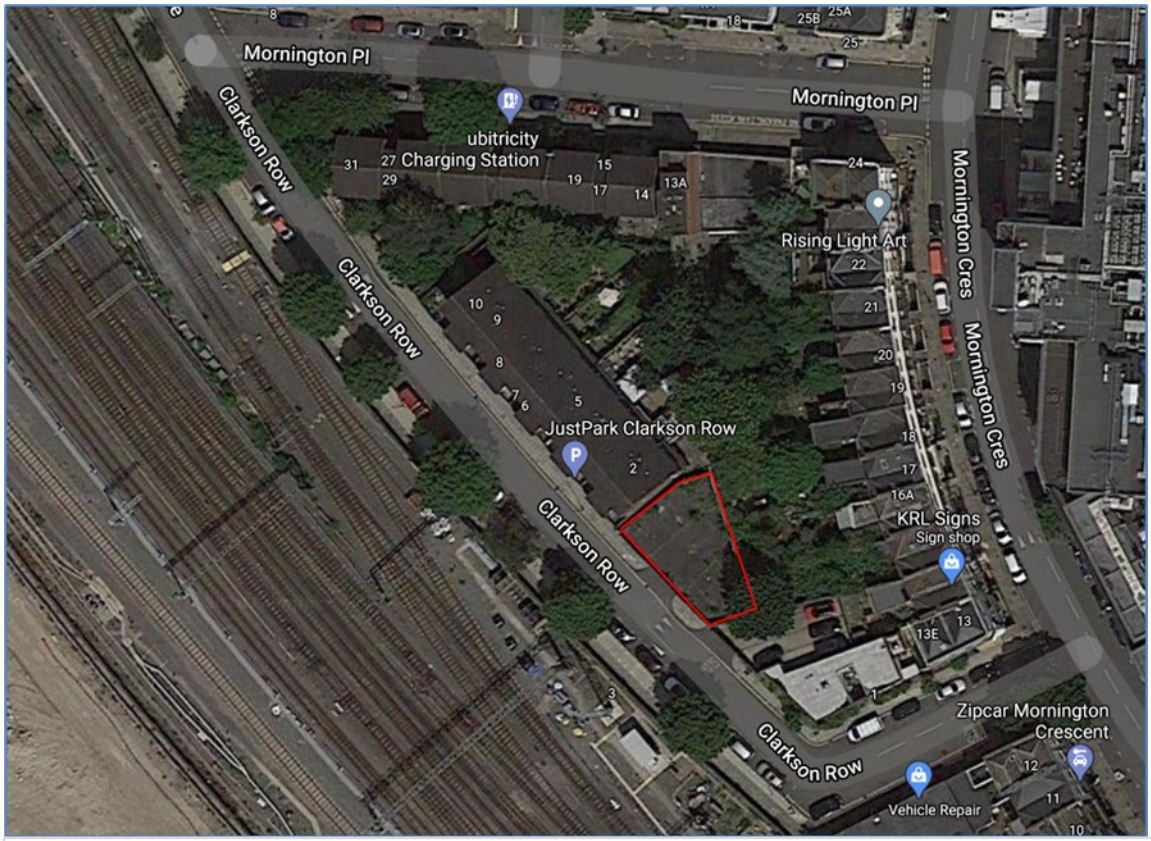
Address:

Email:

Phone:

Site

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



The application site is an unoccupied car park comprising of a hard standing yard, external site walls and gated fence. The site is located within a predominantly residential neighbourhood, directly next to No. 1-10 Clarkson Row and adjacent to the Grade II listed terrace along Mornington Crescent. Directly opposite are railway tracks leading into and out of Euston Station which lies in close proximity, southeast of the site. The site will be developed to provide a small, car-free residential scheme comprising 8 units.

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 proposals comprise the demolition of the existing disused car park and conversion into a 4-storey residential building containing 8 units. Each of the 4 floors will comprise a total of 137sqm / 1,475sqft, with an additional 32sqm / 344sqft for the roof. Therefore, the total scheme comprises a development totalling 580sqm or 6,243sqft.

The development is directly adjacent to 2 Clarkson Row and the driveways located behind 1 Clarkson Row, so is very constrained.

Construction vehicles will need to park outside the development on-street. Loading and unloading is permissible at this location, however it will be necessary to restrict parking on the opposite side of the road in order for vehicles to pass through Clarkson Row freely.

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).

Approximately a 12-month construction program – will be confirmed upon appointment of principal contractor.

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

Work will be conducted during the standard working hours.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

1, 2, 4, 6, 8, 10 Clarkson Row (dwellings adjacent to the site).

13, 13C, 13E, 15, 16, 16A, 17, 18 Mornington Crescent (dwellings backing onto the site).

Dwellings on the immediate construction vehicle route include 13A, 14, 15, 17, 19, 20, 21, 23, 26, 27, 29, 30, 31 Mornington Place and 19, 20, 21, 21C, 21D, 22, 22A, 23D, 23E, 24, 24B.

This will be further reviewed on appointment of principal contractor.

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.

To be confirmed upon appointment of principal contractor.

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.

TBC on appointment of principal contractor.

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.

TBC on appointment of principal contractor.

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.

At the time of submission of the planning application, there are no known existing or anticipated construction sites in the surrounding area (Clarkson Row, Mornington Crescent, Mornington Terrace, Mornington Place or Albert Street).

This will be reviewed again on appointment of principal contractor.

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 on appointment of principal contractor.

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

TBC on appointment of principal contractor.

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:

TBC on appointment of principal contractor.

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

Site Traffic

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

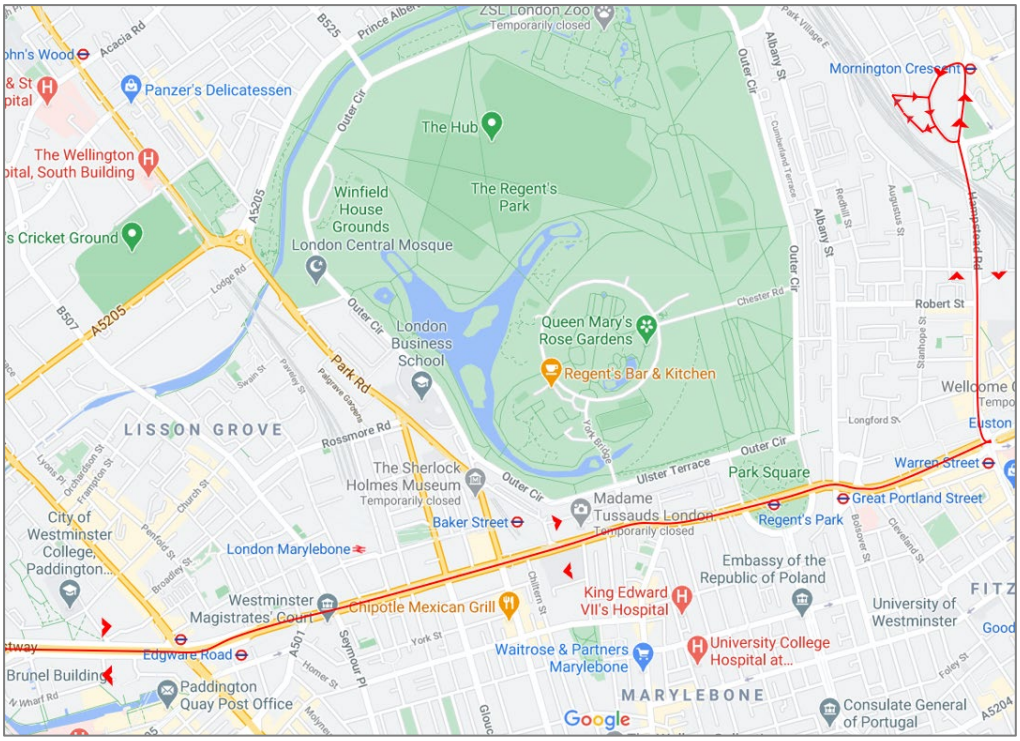
18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

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

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

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

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



At this stage it is envisaged that the construction routes to and from the property will utilise the A40 and A501, as well as Hampstead Road (A400) and Mornington Crescent. On arrival, construction vehicles will travel up Hempstead Road and turn left onto Mornington Crescent opposite the station. Vehicles will then travel down Mornington Crescent and turn right onto Clarkson Row. Vehicles will exit via Mornington Place, take a right turn onto Mornington Crescent and a right turn back onto Hempstead Road.

Along the A400, there appears to be a number of other construction accesses historically, indicating that this route is suitable for use by construction vehicles. Cumulative impacts will be considered by the principal contractor at the time of their appointment.

The A501 and A400 are red routes, meaning there are strict no waiting regulations along these stretches. They are busy bus routes with many bus stops. There are controlled crossings at frequent intervals to ensure pedestrians can move freely along these routes.

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

The route will be issued to vehicle contractors and delivery companies when construction commences.

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

A construction program is yet to be established but will be on the appointment of a principal contractor. At this stage, it is reasonable to assume that there is potential for all of the above vehicles to attend the site during construction.

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.

TBC on appointment of principal contractor.

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

These are located in Appendix A.

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.

On appointment of principal contractor, they will consider use of a consolidation centre.

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.

On appointment of principal contractor, they will consider use of a consolidation centre.

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).

Given the proximity of the likely loading/unloading location to the site, the management of vehicle engine idling will be easily dealt with.

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.

The site will be accessed on-street directly from Clarkson Row. The access can be seen in the diagram found in Appendix B.

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.

N/A – refer to Appendix B.

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.

N/A – refer to Appendix A.

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.

Given vehicles will not be traveling onto or off the site, wheel washing facilities are not considered necessary.

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.

Vehicles will park directly outside the site, as shown in Appendix B.

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 are taking place and materials are being taken from the vehicles to the site, marshalls will be deployed to ensure safe passage 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.

See Appendix B.

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.

Appendix B indicates that vehicles will be able to travel freely along Clarkson Row when a big tipper vehicle is parked outside the site and therefore parking suspensions will not be necessary.

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.

TBC on appointment of principal contractor.

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.

On appointment of principal contractor, it may be decided that suspension of the footway on the northern side of Clarkson Row would be appropriate. Should this be necessary, the details will be provided in an updated CMP.

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.

TBC on appointment of 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.

TBC on appointment of 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.

TBC on appointment of principal 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.

TBC on appointment of principal contractor.

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 on appointment of principal contractor.

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

TBC on appointment of 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.

Attached in Appendix C is a set of examples that the appointed principal contractor may consider.

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

TBC on appointment of principal contractor.

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

Attached in Appendix C is a set of examples that the appointed principal contractor may consider.

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.

Attached in Appendix C is a set of examples that the appointed principal contractor may consider.

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

Attached in Appendix C is a set of examples that the appointed principal contractor may consider.

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

TBC on appointment of principal contractor.

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

TBC on appointment of principal contractor.

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

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

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

on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

TBC on appointment of principal contractor.

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).

TBC on appointment of principal contractor.

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

TBC on appointment of principal contractor.

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.

TBC on appointment of principal contractor.

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): Approximately 12 months – confirmed upon appointment of principal contractor

b) Is the development within the CAZ? (Y/N): No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): TBC on appointment of principal contractor.

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

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: TBC on appointment of principal contractor.

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: TBC on appointment of principal contractor

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……..

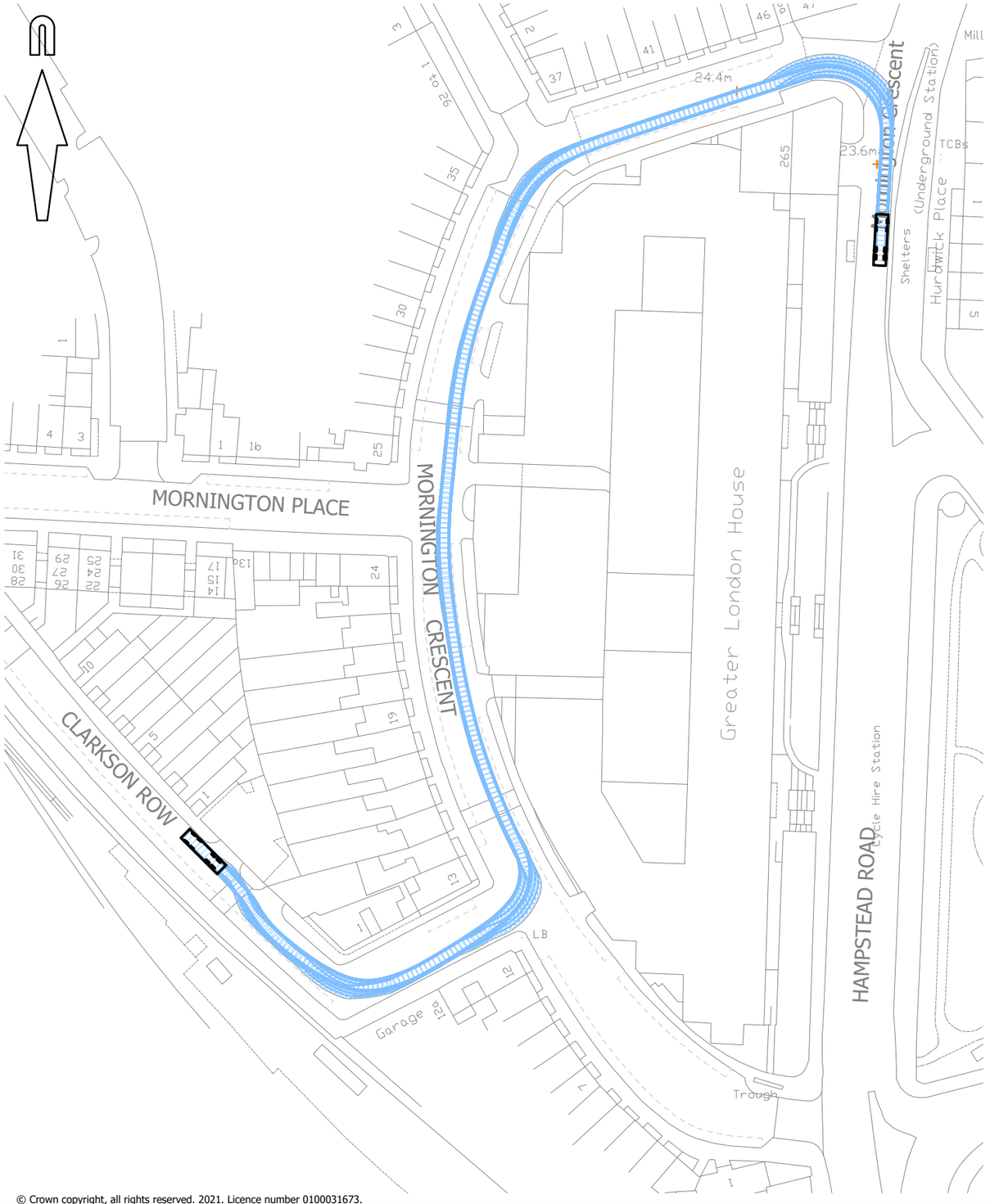
Position: ……

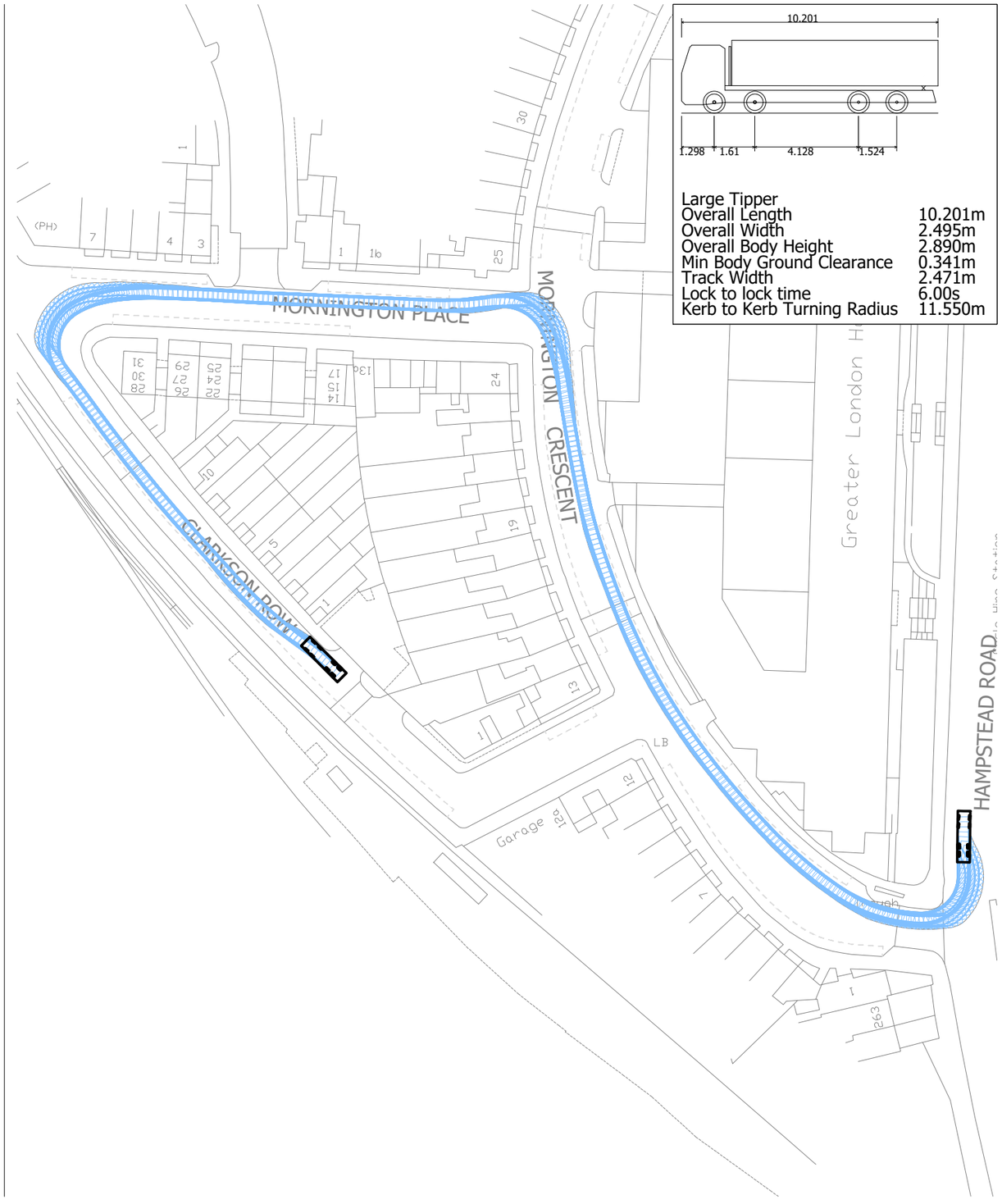
Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5

Appendix A- Swept Path Analysis





Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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client
PENHALLOW INVESTMENTS LIMITED

project
CLARKSON ROW, CAMDEN

title
SWEPT PATH ANALYSIS
LARGE TIPPER SERVICE ROUTING PLAN

scale	drawn by	checked by
1:1,000 @ A3	JME	AP/RK

date	cad file	suitability	rev.
JANUARY 2021	MBSK210112		P1

drawing number
MBSK210112-01

Appendix B- Construction Vehicle Accessing Site

Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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client
PENHALLOW INVESTMENTS LIMITED

project
CLARKSON ROW, CAMDEN

title
SWEPT PATH ANALYSIS
LARGE TIPPER SERVICING SITE AND CAR PASSING

scale	drawn by	checked by
1:1,000 @ A3	JME	AP/RK

date	cad file	suitability	rev.
JANUARY 2021	MBSK210112		P1

drawing number
MBSK210112-02

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Appendix C- Construction Management Strategies

Construction Management Strategies

1.1 This document has been prepared by Mayer Brown to identify possible strategies to reduce the impacts of construction/demolition on air quality and noise/vibrations. These are recommended strategies and the principal contractor will make a final decision on which strategies will be put in place upon appointment.

Strategies to Reduce Impacts

1.1 Planned measures should be SMART (Specific, Measurable, Agreed, Realistic and Timely) and work to reduce environmental impact, road risk, congestion and cost.

1.2 All construction deliveries must take place from within the site.

1.3 The site compound will be gated and remain locked at all times to ensure pedestrians cannot enter the live construction site.

1.4 Engines of vehicles must be switched off wherever practicable when the vehicle is not in use, to ensure unnecessary noise is kept to a minimum.

1.5 The Contractor will ensure wheel washing is provided within the site to minimise the carry of dust, mud and debris to the public highway.

1.6 All contractors arriving by car or van must park within the site compound unless otherwise agreed with the Developer.

Control of Dust/Air Quality

1.7 The current best practice document for London is The Control of Dust and Emissions During Construction and Demolition SPG. This requires that in the first instance a dust risk assessment is carried out to ascertain the likely levels of dust risk associated with the specifics of the development and to identify the mitigation measures necessary.

Control Measures

1.8 The Air Quality report identified the following measures to be adopted during the construction phase:

i. Display the name and contact details of the person(s) accountable for air quality and dust issues on the site boundary;
ii. Display the head or regional contact information;
iii. Record all dust or air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken;
iv. Make a complaints log available to the local authority when asked;

v. Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results and make an inspection log available to the local authority when asked;

vi. Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out and during prolonged dry or windy conditions;

vii. Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book;

viii. Plan the site layout so that machinery and dust causing activities should be located away from receptors;

ix. Erect solid screens or barriers around dust activities or the site boundary that are at least as high as any stockpiles on site;

x. Avoid site run-off of water and mud;

xi. Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone;

xii. Ensure all non-road mobile machinery (NRMM) comply with standards;

xiii. Ensure all vehicles switch off engines when stationary – no idling vehicles;

xiv. Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where possible;

xv. Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;

xvi. Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible);

xvii. Use enclosed chutes, conveyors and covered skips;

xviii. Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;

xix. Reuse and recycle waste to reduce dust from waste materials; and

xx. Avoid bonfires and burning of waste materials.

1.9 As mentioned later within this report, construction vehicle tyres will be sprayed before exiting the site in order to minimise spoil reaching the public highway.

Control of Noise/Vibration

1.10 The following principles will apply to the control of noise/vibration during the construction phase.

Construction Principles:

A. Construction noise and disruption should be minimised through good site management and operation and the specification of techniques, such as the use of framed construction and pre-fabricated components.

B. Construction activities should be planned to limit both the level and duration of noise, to minimise disturbance to premises and amenities in the area.

1.11 The Control of Pollution Act (1974) has been almost entirely replaced by the Environmental Protection Act (1990), however, sections 60 and 61 are still valid. The over-riding requirement for section 60 of COPA is for works to be undertaken implementing "best practicable means" (BPM). This essentially requires demolition activities take on board the requirements of the following documents, being relevant codes of practice to which COPA directs:

BS 5228-1:2009 +A1:2014: "Code of Practice for Noise and Vibration Control on Construction and Open Sites - Part 1: Noise"

BS 5228-2:2009 +A1:2014: "Code of Practice for Noise and Vibration Control on Construction and Open Sites - Part 1: Vibration"

1.12 Controlling noise and vibration will be undertaken using the following measures:

i. The erection of hoardings around the site to provide acoustic protection to neighbouring noise sensitive premises and maintenance of such hoardings;
ii. The use of 'silenced' plant and equipment (including sound reduced compressors, muffled pneumatic equipment, vehicle exhaust silencers, etc.);
iii. The provision of temporary screening around plant, equipment or work activities to minimise off-site sound propagation where possible;
iv. Ensure all plant is shut down when not in use;
v. The selection of non-percussive working methods, where practicable. This is considered to be particularly important for any work stages on structures adjoined or in very close proximity to neighbouring properties (to minimise the risks of 'structureborne' sound transfer);
vi. Optimising the general arrangement of the site layout to locate noise generating activities as far as possible away from sensitive receptors, including the location of vehicle loading/unloading areas;

vii. Ensuring vehicles are unloaded in an appropriate and considerate manner to minimise impact noise;
viii. Controlling of site traffic and setting up of access routes away from sensitive receptors;
ix. Plant should operate at low speeds, where possible;
x. All plant should be properly maintained (greased, blown silencers replaced, saws kept sharpened, set and blades flat, worn bearings replaced, etc.);
xi. Vibration generating plant and equipment should be located as far as practicable from sensitive premises;
xii. Consideration should be given to "cutting" any structural connections between the site and adjoining premises (where it is safe and structurally appropriate) to reduce vibration transmission paths;
xiii. Consideration should be given to rotary bored piling methods (e.g. continuous flight auger injected piling) rather than driven piling techniques;
xiv. Prior to piling, any known or suspected obstructions which could impede piling operations (and represent a risk of increased vibration) could be removed or worked around;

Waste Management

1.13 As previously stated, all construction deliveries must take place from within the site wherever possible. Banksman and appropriate personnel will be made available to ensure pedestrians are kept to a safe distance with appropriate restraints / barriers put in place.

1.14 Wherever possible, it will be ensured that any spoil removal vehicle activities are conducted entirely from within the site.

1.15 Where possible, multiple deliveries will be consolidated into fewer vehicles in order to reduce the number of times vehicles will be accessing the site.

1.16 The site must be a safe place to work on and also a safe place for pedestrians to pass by. The site compound will be gated and remain locked at all times to ensure pedestrians cannot enter the live construction site.

1.17 Contractors must not store goods or other construction materials on the public highway at any time. The Contractor will ensure wheel washing is provided within the site to minimise the carry of dust, mud and debris to the public highway.

1.18 Engines of vehicles must be switched off wherever practicable when the vehicle is not in use, to ensure unnecessary noise is kept to a minimum. Although CO_2 monitoring could be undertaken in order to minimise air pollution, due to the size of development site, it has been deemed unnecessary.

1.19 The appointed Contractor will prioritise sustainable modes of transport for Contractors to visit the site. Lockers will be provided for staff who wish to travel by public transport and need to store tools on site.

Implementing, Monitoring and Updating

1.20 A monthly timetable will be distributed to residents within 100m of the site boundary in order to keep them informed of the build programme.

1.21 Prior to commencement, the principal contractor will issue a leaflet/letter drop to all local residents and business advising of construction timetable, measures being adopted to limit disruption and providing contact details in the event of any issues arising.

1.22 The Contractor is responsible for ensuring that this CEMP is kept accurate and up to date.

1.23 The contractors will submit their Risk Assessments and/or Method Statements for review by the London Borough of Camden for approval prior to commencement of works.

1.24 The final CEMP will be submitted to and approved in writing by the London Borough of Camden prior to formal adoption.

1.25 Following approval and formal adoption of this CEMP, The Contractor will be responsible for ensuring the document is updated, as and when necessary, to include any amendments, revisions or improvements to the construction process or regulatory framework, as and when applicable.

Review Strategy

1.26 Following approval and formal adoption of this CEMP, The Developer will be responsible for ensuring the document is updated, as and when necessary, to include any amendments, revisions or improvements to the construction process or regulatory framework, as and when applicable.

1.27 This document will be updated as necessary to ensure the measures set out herein remain accurate and wholly relevant to the construction programme and associated development phasing.

Responsible Person

1.28 The name and job title of the person or people responsible for approving and implementing the CLP will be agreed with the contractor upon appointment and made available. Their role will include developing the contractor handbook, the drivers hand book, collecting data and managing complains.

1.29 The final version of the CEMP following appointment of the contractor will provide the following additional details.

- The job title of the people responsible for approving and implementing the CLP;
- Description of the contractor's handbook;
- Description of the driver's handbook; and
- Data that will be collected, i.e the following data will be collected:

- Number of vehicle movements to site

i) Total
ii) By vehicle type/size
iii) Time spent on site
iv) Origin and destination of vehicles arriving at or leaving site
v) Delivery/collection accuracy compared to schedule

- Breaches and complaints

vi) Community concerns about construction activities
vii) Vehicle routing
viii) Unacceptable queuing
ix) Unacceptable parking
x) Compliance with safety and environmental standards and programmes
xi) Low Emissions Zone (LEZ) compliance
xii) Anti-idling

- Safety

xiii) Logistics-related incidents
xiv) Record of associated fatalities and serious injuries
xv) Methods staff are travelling to site
xvi) Vehicles and operators not meeting safety requirements