1CP01 Construction Management Plan – Construction Skills Centre & Site Accommodation at Former Maria Fidelis School Site

Document no: 1CP01-MDS-CL-PLN-SS08_SL20_GF-000003

Work Package Ref: 1202

Revision	Author	Reviewed by	Approved by	Date	Revision Details
C01	 B Washer	 R Ward	 L Robles	30/07/21	First formal issue

STAKEHOLDER REVIEW REQUIRED (SRR)	PURPOSE OF SRR
☐COUNTY/DISTRICT/LONDON BOROUGH COUNCIL ☐LOV ☐LUL ☐NRL ☐TFL ☐UTILTIES COMPANY ☐OTHER	☐ACCEPTANCE ☐APPROVAL ☐NO OBJECTION ☐CONSENT

Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
30.07.2021	C01	Bryan Washer – Mace Dragados JV

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.**"

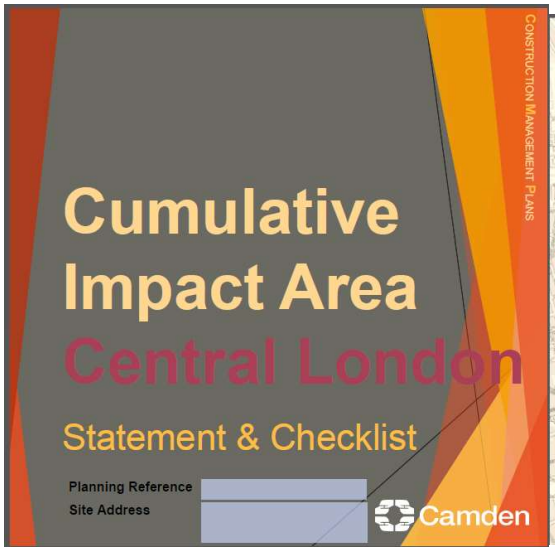
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

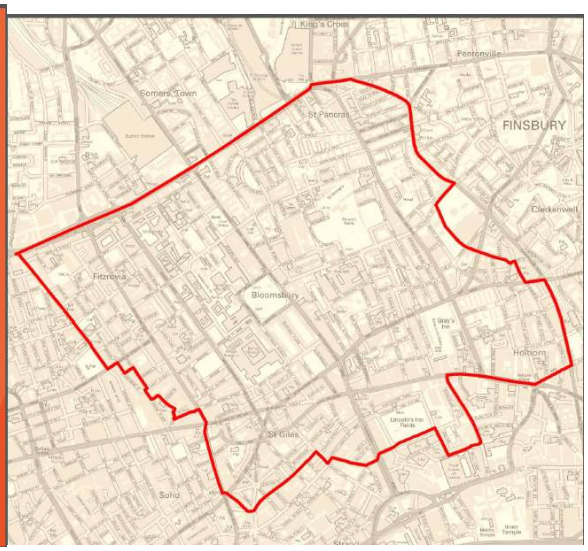
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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.

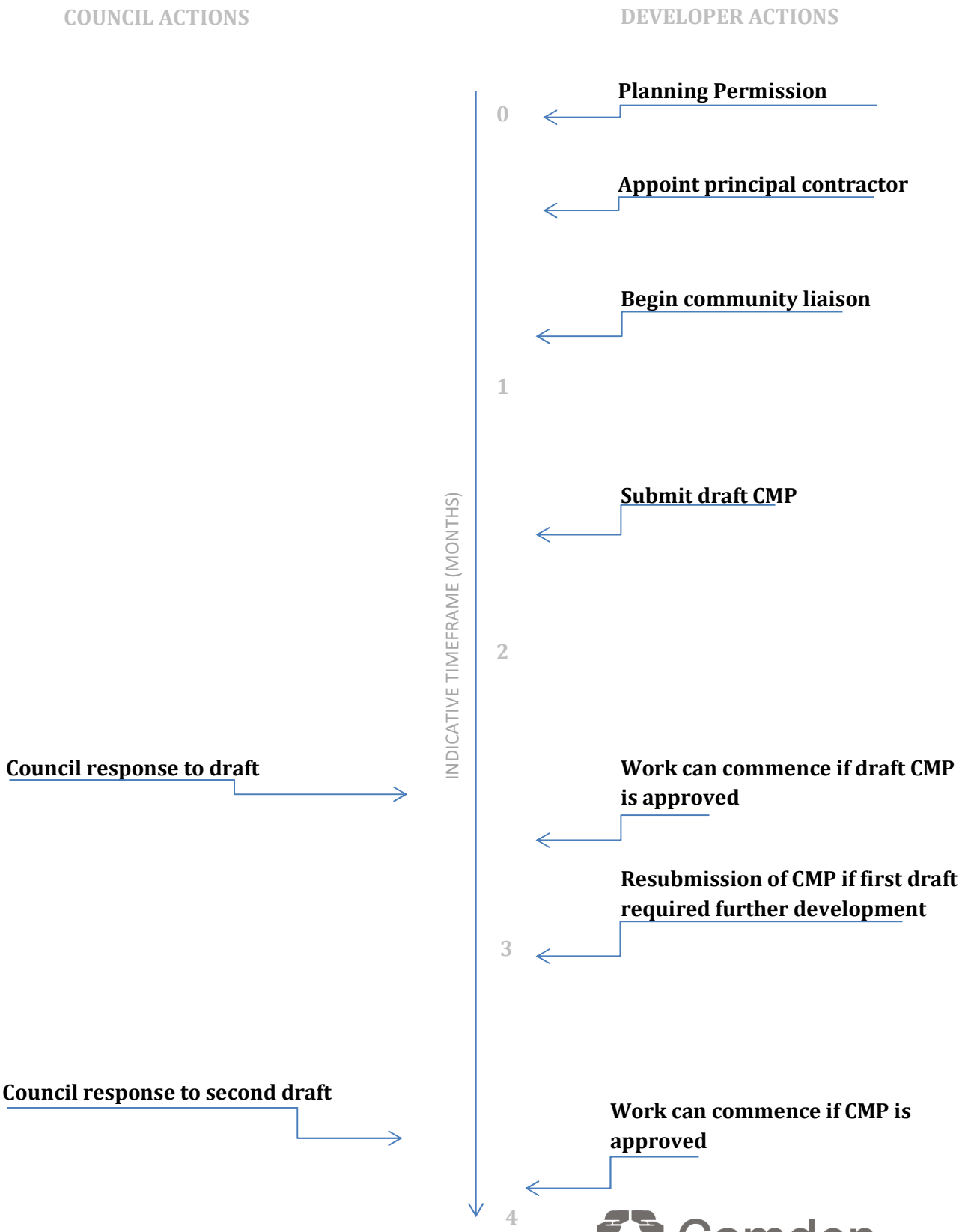
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

Timeframe



Contact

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

Address: Former Maria Fidelis site (Playground), North Gower Street, London, NW1 2LY

Planning reference number to which the CMP applies: To be added post application submission.

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

Name: Ryan Ward

Address: MDJV, The Podium, 2nd Floor, 1 Eversholt Street, London, W1 2DN

Email: ryan.ward@macedragados.com

Phone: 07810 713 451

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: Bryan Washer

Address: MDJV, The Podium, 2nd Floor, 1 Eversholt Street, London, W1 2DN

Email: bryan.washer@macedragados.com

Phone: 07946 505357

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: HS2 Helpdesk

Address:

Email: HS2enquiries@hs2.org.uk

Phone: 08081 434 434

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: Bryan Washer

Address: MDJV, The Podium, 2nd Floor, 1 Eversholt Street, London, W1 2DN

Email: bryan.washer@macedragados.com

Phone: 07946 505357

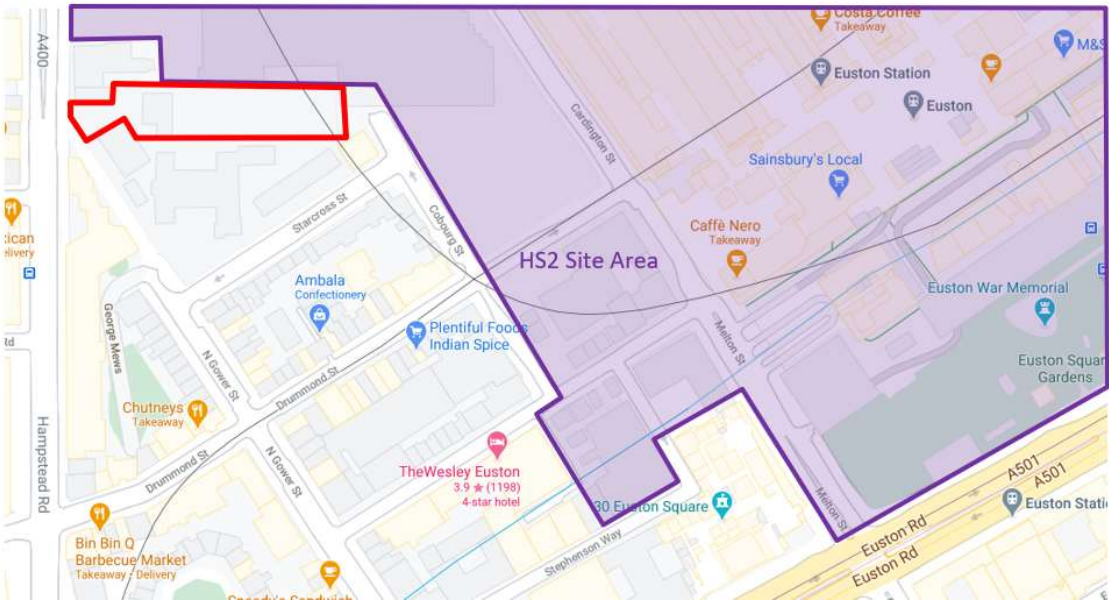
Site

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 site is situated within the campus of the former Maria Fidelis Convent School, off North Gower Street. The site will occupy the now redundant playground footprint, to the North of the retained school buildings. The site is highlighted in red below.

This CMP applies to the development of a mixed used facility containing the site accommodation and welfare supporting the HS2 development at Euston and a new Construction Skills Centre, being constructed on behalf of LBC. The facility is temporary in nature and will be removed in approximately 10 years time.

This CMP will cover the construction of building foundations, superstructure erection and subsequent fit out/ commissioning activities.



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

The development consists of a six storey (ground floor plus five) mixed use modular development, situated within the playground area of the old school.

The building will have auger piled foundations, selected as the appropriate engineering solution due to the presence of an existing Thames Water sewer directly beneath the building footprint, the adjacent school building foundations to the South and a temporary ground retaining wall to the North. Piles will be sunk to a depth of approximately 30m to take building loads away from interfacing assets.

The building will have an in-situ ground floor slab and a combination of a steel frame/ traditional block work ground floor and part modular structure. The ground floor hosts the practical learning workshops for the Camden Construction Skills Centre, which cannot be accommodated by modular construction. The ground floor slab will be placed using a mobile concrete pump located to the North of the building footprint.

The first to sixth floors will be prefabricated modular construction, craned into position from the HS2 site area to the North. Modules will be delivered during normal working hours in accordance with highway restrictions for over sized loads. Modules are bolted together, a traditional roof membrane will then be applied.

Internal traditional fit out activities will be completed within the completed building envelope.

Access for construction workers and those associated with the development will all access site via the main HS2 entrance from Hampstead Road.

<u>Development Challenges</u>

Access for construction and building operation is one of the key issues impacting this scheme. HS2 construction activities to the North and East place restrictions on access routes, meaning that local roads will be relied upon for periods throughout the project lifecycle. North Gower St has an existing TRO limiting use of the access point to the western end of the site. LBC are separately delivering the Starcross St open space scheme, which minimises opportunities to access from the South.

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).

The current and proposed delivery dates are:

Holistic construction programme – October 2021 to August 2022

Ground works – October 2021 to February 2022

Superstructure erection – February 2022 to May 2022

Fit out and testing & commissioning – April 2022 to August 2022

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 site will operate standard working hours as detailed above for Camden construction sites. Any deviations from these core hours will be dealt with via Section 61 dispensation approvals.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The following receptors sit adjacent to the proposed development:

106 Hampstead Road – private and commercial residence

108 Hampstead Road – NHS Margarete Centre

The Exmouth Arms, Starcross Street

Private dwellings on the western side of North Gower Street and the southern side of Starcross Street

Tenants of the old Maria Fidelis School Building (currently VPS Guardians)

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.

Public consultation sessions were held on 19th and 26th April 2021, each session discussed vehicle numbers and routes to and from site and questions were raised over required parking suspensions during Q&A.

The project also presented to the Community Liaison Group on the scheme, inclusive of construction traffic impacts.

A frequently asked questions document was also produced by the project and issued to all as part of the public engagement process. The FAQs provided additional information on topics such as site selection, access and egress proposals, differences from the previous Starcross Yard scheme, construction programme, vehicle routes/ impacts and possible disruption.

Further to the sessions above, a follow up presentation was given on Thursday 10th June to update interested stakeholders on developments to the scheme implemented following initial engagement. This session was used to tailor final design and construction related information prior to submission of the planning application.

As part of the formal application on the proposed development, the project will submit an Engagement Report (1CP01-MDS_ARP-SE-REP-SS08_SL23-990001), Design Access Statement (1CP01-MDS_FBM-AR-STA-SS08_SL23-000001) and a Planning Statement (1CP01-MDS_ARP-TP-REP-SS08_SL23-990005); these documents will provide detail on how the project team has responded to the points raised via public engagement to gain stakeholder support for the scheme prior to application.

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.

Mace Dragados Joint Venture/ HS2 will form a construction working group for this development, in addition to what is being done for the wider HS2 site operations.

The primary points of contact will be:

Bryan Washer – Project Manager – bryan.washer@macedragados.com

Mary Afonja – Community & Stakeholder Engagement Manager – mary.afonja@macedragados.com

The project Community and Stakeholder Management team will issue monthly advanced notification letter circulars to provide an update on construction activities associated with this development, as well as the wider HS2 construction works.

The CWG will host periodic virtual events to provide a means of two-way communication between the development team and appropriate members of the local community. Each session will provide an update on construction activities and upcoming works, including any public interface.

The project will be utilise existing stakeholder groups and associations to advertise for attendees to each session.

13. Schemes

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

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

Site ID:	124435
Project Manager:	Mr Stephen Holmes
Site Number:	08081 434 434
Project Manager Mobile:	07768 261919
Project Manager email:	stephen.holmes@macedragados.com
Site Address:	Mace Dragados Mace Dragados Site Office Hampstead Road Euston London NW1 2PS
Current Registration Completion Date: (of this phase)	31/12/2021
Overall Completion Date:	01/11/2032

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.

This development forms part of the HS2 development works at Euston. The impacts of this development have been considered in cumulative terms alongside the rest of the scheme in terms of:

- Construction traffic – development vehicle numbers have been taken into account when planning site wide movements.
- Local road impacts – parking bay suspensions, road closures and footpath closures planned for the wider HS2 operations have all been taken into account when planning the development and establishing this construction management plan. The impacts of the development and this CMP have been built into the HS2 Euston Local Traffic Management Plan.
- Production and mitigation of dust, noise and vibration – HS2 Euston submit and gain approval for Section 61 impacts, inclusive of the development. The Section 61 cumulative noise assessment and modelling activities will cover all phases of the construction programme. The data provided later in this CMP is taken from the Section 61 submission.
- Consents and community impact – The developer has a single consents team that will deal with the wider HS2 impacts and the works covered by this construction management plan. This approach enables the project to maintain a holistic view on the cumulative impacts of all works in the local environment and the impacts to residents and utility providers.

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:

Mace Dragados Joint Venture

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

The Principal Contractor will develop and maintain a site logistics plan and Local Traffic Management Plan that will detail the requirements for ensuring CLOCS compliance. These plans will form contractual obligations for all delivery contractors involved in the scheme. The Principal Contractor and the delivery contractors will have named individuals/ roles accountable for checking and ensuring compliance of all vehicles associated with the works. Vehicles will all be inspected upon arrival to site.

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:

It is confirmed that Mace Dragados Joint Venture understand the requirements and that it is included in all subcontracts for works delivery.

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.

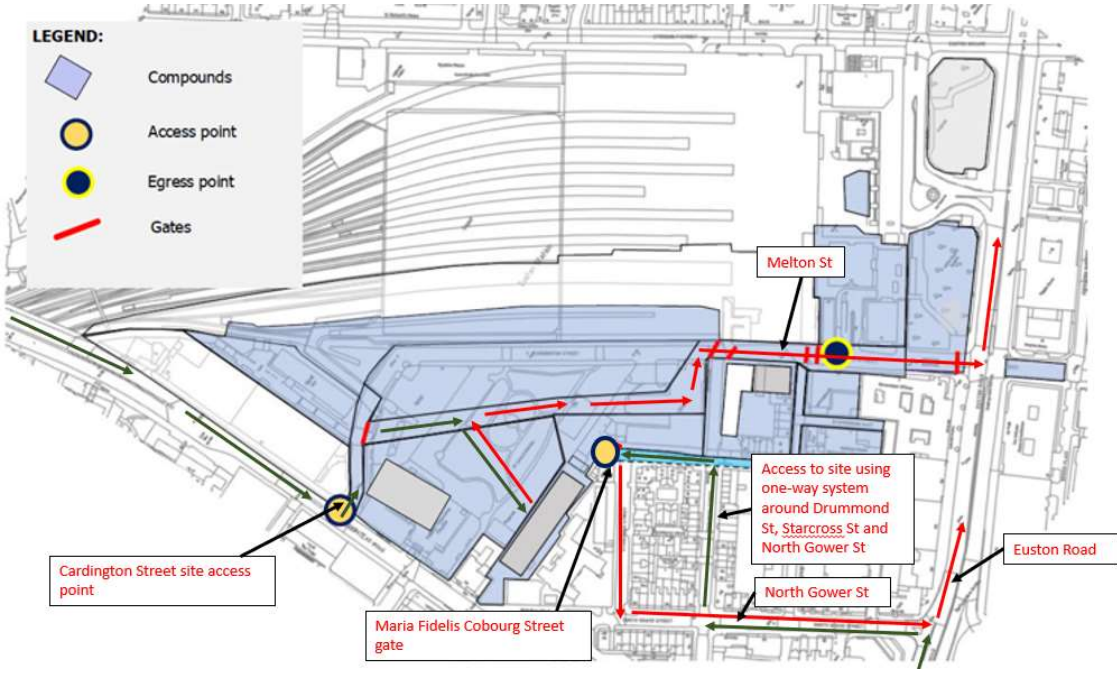
Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

The vehicle routes to and from the site will be in accordance with the HS2 project Local Traffic Management Plan. The project has also produced an internal site logistics plan that details the safety control measures put in place for all delivery vehicles, including the how they are booked to attend site and what safety schemes they are to comply with.

The Transport for London Road Network (TLRN) will be used to gain access to Hampstead Road and subsequently the main site access point off of Cardington Street. This will be the primary route for all construction traffic associated with the development.

If for any reason the primary route cannot be used, vehicles may be required to enter the former Maria Fidelis school site from Cobourg Street, vehicles will used approved routes from Euston Road via North Gower Street, Starcross Street and Drummond Street.

Vehicles will only be required to use the Cobourg Street gate in particular safety related circumstances, such as access being blocked by crane lifting operations, short-term open excavations or whilst temporary construction roads within the site boundary are being modified or created.



Site and company procedures require compliance with CLOCS standards and this is accounted for in all subcontract terms and conditions. Vehicles over 3.5t are required to comply with FORS Silver standard; vans below that weight must have Van Excellence.

Vehicle routes to site consider cyclist safety, especially along Hampstead Road where a new cycle lane has been provided by Transport for London.

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.

Routes will be included in contracts between the main contractor and the supply chain partners, the project logistics plan and local traffic management plan will form part of the legal agreements created to construct the development. These documents will be issued separately to all suppliers via a formal electronic document management system.

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

The HS2 Site Logistics Plan details the booking and control of construction traffic vehicle movements both into and away from the site perimeter.

Preliminary vehicle bookings are to be captured in a booking forecast up to 5 weeks in advance of the arrival date on site. The formal booking of the delivery slot is submitted 72 hours prior to arrival using an online management system, should a delivery not be booked, it will not be permitted to enter the site.

Delivery vehicles will be permitted to arrive at site from 08:00hrs as the construction site can accommodate the storage and holding of vehicles for this development. Any vehicles held will access the site via the Cardington St main site entrance. Working hours will be in accordance with the approved Section 61 agreement.

Where dictated by the Metropolitan Police, oversized/ abnormal loads may be required to travel to site out of hours.

The anticipated delivery schedule will include the approximate average daily figures for the following vehicle types:

4 axle Tipper: Average 12 deliveries/day during excavation, demolition and ground works phases
Skip loader: 3 deliveries/week throughout construction phase
Articulated Low loader HGVs: plant and crane delivery at start of project, one off delivery and collection for each main construction phase
Articulated HGVs: 8 per day during building structure erection
26t flatbed HIAB: 2 deliveries/day for duration of project
3.5t van: 2 deliveries/day for duration of project

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

The HS2 Euston station project team have produced a local traffic management plan (LTMP) (1CP01-MDS-CL-PLN-S003-000014) to assess the cumulative impacts of all construction traffic related to the HS2 works; this LTMP picks up the vehicle numbers and routes necessary to deliver the development.

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

Please refer to swept path analysis work contained with the Transport Assessment document, reference 1CP01-MDS_ARP-TM-REP-SS08_SL23-990010

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

Not applicable – none planned off site

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.

Delivery by water and rail are not possible for this development. Delivery by road will be required, however, the use of modular construction and existing HS2 site areas will help to control and limit additional construction traffic put onto the roads by this development.

It should be noted that this response does not relate to anything that the wider HS2 works at Euston may or may not do with respect to materials by rail; the development in isolation does not allow for the use of delivery by rail due to the size of the modules and the sites location.

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 project will develop a series of targets for minimising idling of plant and delivery vehicles. The project has high expectations on carbon emission reductions and will utilise initiatives throughout the course of the contract to improve on idling data. Measures may include plant monitoring, monitoring of standing time, strict vehicle booking procedures to minimise delivery standing time, an "engine off" policy for plant on site and regular operator training and briefings on expectations.

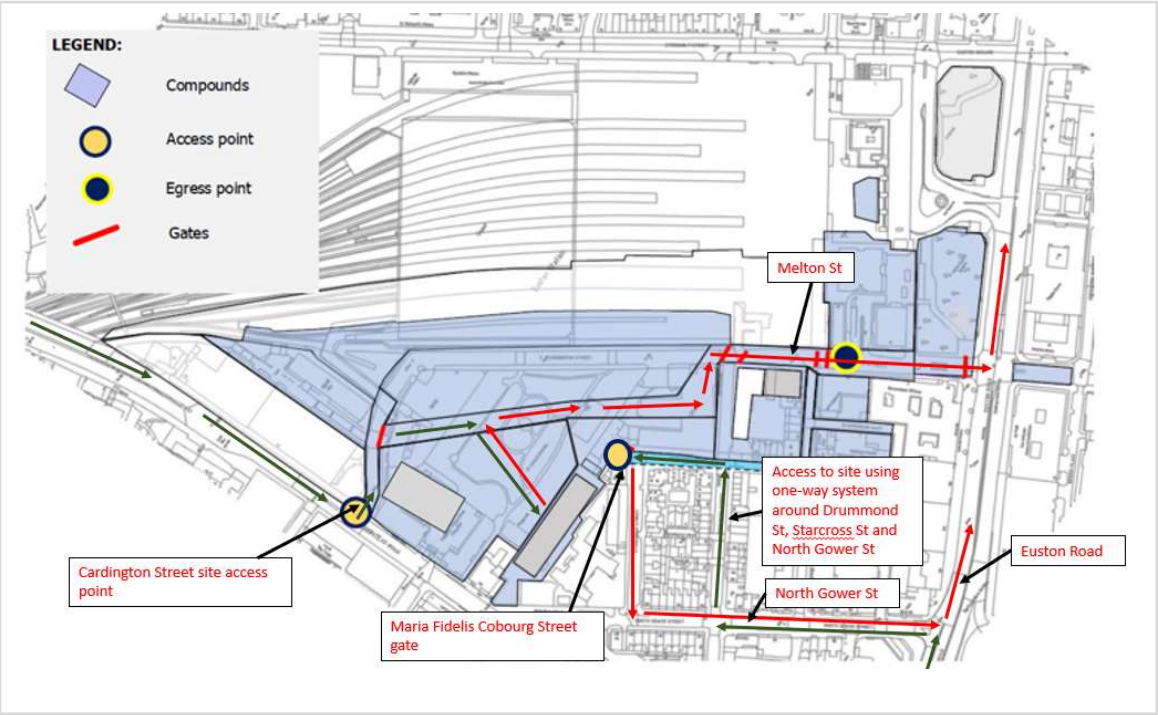
20. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

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.



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

The project uses traffic marshals at every site access gate constantly throughout operational hours. Main site access points are controlled by two marshals and secondary gates by a single marshal.

The Cardington Street gate will have two marshals, the Cobourg Street gate will have a single marshal.

Each marshal is provided with a tablet that allows them access to details on vehicle bookings for that shift. Traffic marshals are responsible for checking each vehicle against the booking, checking compliance with FORS requirements and ensuring that movements of the vehicle within the site are marshalled appropriately.

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.

Please refer to swept path analysis work contained with the Transport Assessment document, reference 1CP01-MDS_ARP-TM-REP-SS08_SL23-990010

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.

The main HS2 site compound, situated between Hampstead Road to the West, Euston Station to the East and Cardington Street to the North, contains a network of internal haul roads. The exit point from that haul road network does include a contained wheel wash with silt buster waste filtration. All vehicles that pass through the main HS2 site on the concrete haul road will use that wheel wash.

Any vehicles that utilise the site access gate at the end of Cobourg Street will have their wheels washed using a localised jet wash when appropriate. Waste water from this operation will be contained and disposed of in accordance with trade effluent requirements/ agreements.

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.

Not applicable – no loading/ unloading on the public highway.

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.

Not applicable – no loading/ unloading on the public highway.

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.

Refer to Figures 4 and 9 and Appendices A and B of Transport Assessment.

23. Parking bay suspensions and temporary traffic orders

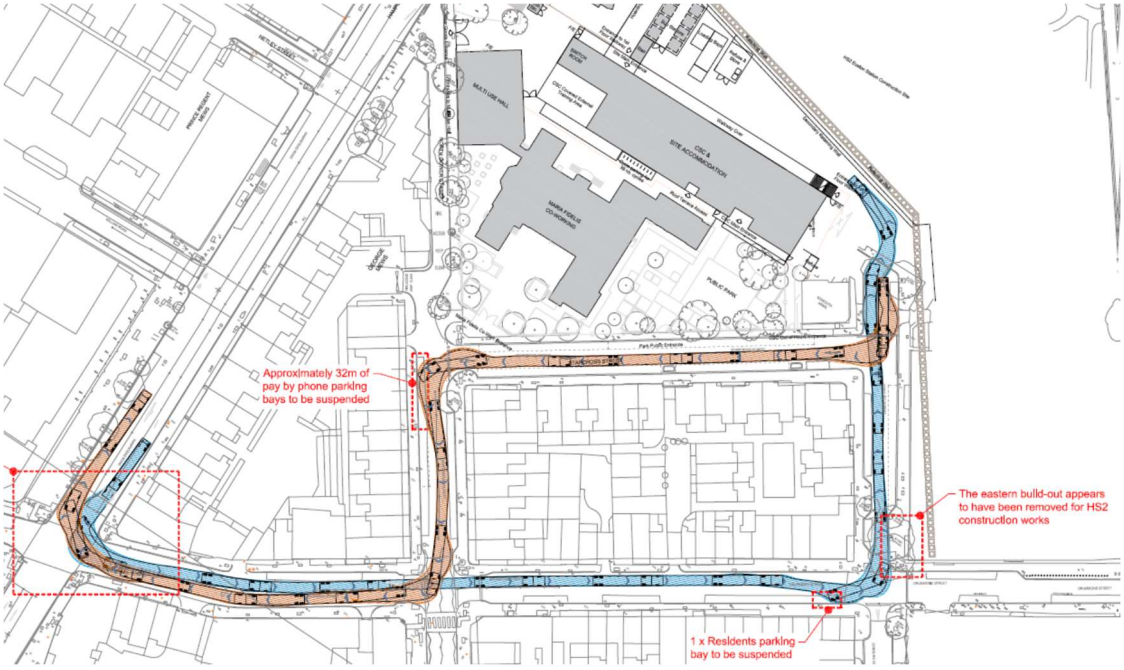
Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost.

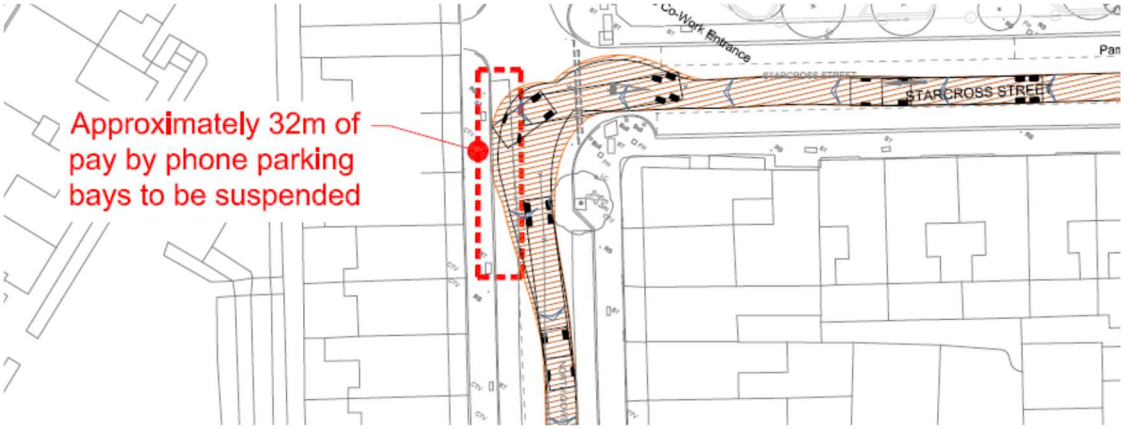
Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in

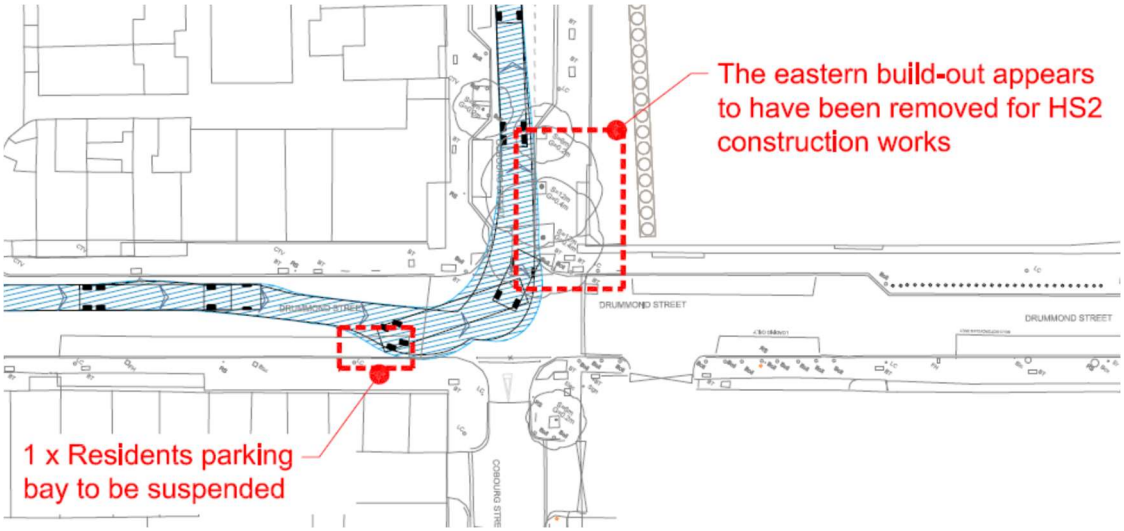
months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

Following the completion of swept path analysis for the key deliveries, it has become evident that for the delivery of larger plant items some parking bay restrictions may be necessary. Restrictions will only be required for one day at a time to facilitate the delivery of items such as the piling rig and the largest excavators and will only be necessary if the primary delivery route cannot be used. The images shown below are from that analysis and cover impacts to Drummond Street, Cobourg Street, Starcross Street and North Gower Street. The full images can be seen in the Transport Assessment document, Appendix B.







The project is looking to mitigate the need for these restrictions as much as possible but may be required for the following:

- Delivery and removal of the 20t excavator for the demolition activities within the former Maria Fidelis school site
- Delivery and removal of the piling rig required for the building foundations

Any necessary parking suspensions will be applied for in due course, in accordance with formal application procedures.

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.

Not applicable

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.

Not applicable

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.

Not applicable

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.

Not applicable – hoarding works completed as part of the HS2 development at Euston will be done so using Act powers and not under this development.

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.

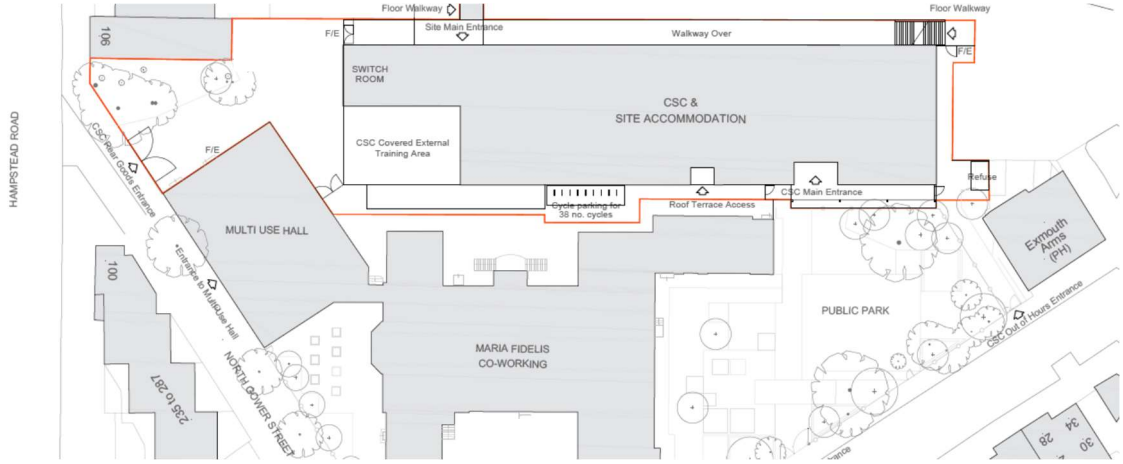
Not applicable

27. Services

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

The following information sets out the strategy for providing utility supplies and discharge points for the development.

Power – A new permanent power supply will be provided to the development; no temporary power solutions will be required. The power supply will be taken from existing infrastructure within the HS2 site demise, in conjunction with UK Power Networks.



Data – The development will require a new data connection for two new supplies, one serving the Construction Skills Centre and one serving the site accommodation floors. The strategy is to make those connections within the site of the former Maria Fidelis School, however, it is possible that connections will need to be made on North Gower Street. Ducting and drawer pits will be kept to a minimum.

Water – The development will liaise with Castle Water over the provision of two new supplies (one for the Construction Skills Centre and one for the site accommodation areas) that are to be taken from the water main on North Gower Street Street. Formal applications will be made to the utility provider once the design requirements for flow rates are confirmed. Each supply will be metered and run through a combined services trench until they enter the site boundary.

Drainage (foul and storm) – the development strategy is to provide a combined, metered discharge point for both foul and storm water. The developer intends to form discharge points into the existing brick-lined sewer beneath the development to avoid new connections outside of the site being required. Discharge consents will be formally sought from Thames Water by the developer, in accordance with standard Thames Water procedures. The attenuation strategy for discharge will be confirmed as part of the detailed design for the development and any attenuation will be located within the site limits.

It should be noted that the project Traffic Liaison Group will manage the coordination and communication of any utility works outside of the site limits.

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.

The project has submitted a section 61 for approval that will cover the following activities, all planned to be completed during core working hours (Mon – Fri 08:00 – 18:00, Sat 08:00 – 13:00):

Playground demolition – the playground will be broken out using an excavator and hydraulic breaker attachment. Works are expected to take 3 – 4 weeks in total. Excavated spoil will be loaded into 4 axle tippers for removal from site.

Demolition of the former Maria Fidelis School "Humanities Block" that sits within the development footprint – the demolition will be completed through a combination of soft strip and hand demolition activities (using powered hand tools) and structural demolition using an excavator and hydraulic processing attachment.

Installation of a new construction plant support platform for piling – engineered grade fill material will be deposited by excavator, rolled and compacted in layers prior to the start of piling.

Construction of the piled foundations – Piles will be of auger excavation type and the auger screw will be cleaned using a brush attachment to avoid the need to shake spoil from the plant itself. Piles are to be formed of in-situ concrete, deposited directly into the excavation by concrete mixer wagons.

In-situ concrete ground floor slab will require the use of a mobile concrete pump situated to the North of the site within the HS2 construction area. The works will take one day to complete and concrete will be delivered using concrete mixer wagons.

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.

The HS2 project maintains continuous live monitoring of noise levels that will be maintained during this development. Triggers have been established and agreed for those monitors and details can be provided on background baseline data if required.

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

Predictions to be appended to this document. Please note that noise predictions are for all local HS2 activities, not specifically works associated with this development and CMP – this supports the holistic assessment of impacts to local receptors as a result of local construction sites, not this isolated development.

The planning application will include an acoustic assessment report, document reference 1CP01-MDS_ARP-EV-REP-SS08_SL23-990008.

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

The planning application will include an acoustic assessment report, document reference 1CP01-MDS_ARP-EV-REP-SS08_SL23-990008.

The following best practice measures are planned for execution during the works:

- Acoustic blankets/ screening around activities such as breaking and piling
- Piling rig cleaning attachments used to prevent shaking/ knocking of equipment
- Plant/ engine idling management strategies when plant is not in use – engines must be switched off

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

It is not possible to provide evidence at this stage as the project is still procuring the works. All staff will be trained on project management plan requirements, which are written to comply with the content of the BS.

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

The project maintains strict dust control measures across all works on site.

Dust suppression will be implemented using a combination of spraying and mist techniques. Each work gang will be required to include sufficient resource to ensure that dust suppression is constant during appropriate activities. Temporary site water supplies taken from the wider HS2 construction site will be used to supply dust supressing plant and equipment.

Areas of hardstanding will also be sprayed and kept wet during dry weather periods to prevent dust from being picked up by vehicle movements or wind.

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.

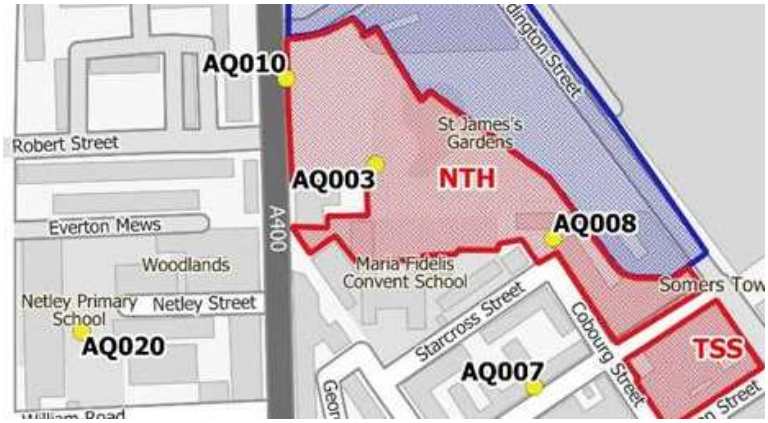
Vehicles will be inspected and wheels will be washed to minimise the spread of dirt and dust on public highways. The HS2 construction site already has an existing wheel wash facility within the site compound and this development will make use of that facility.

For any vehicles that are unable to use the facility due to size, tyres will be jet washed prior to the vehicle leaving site.

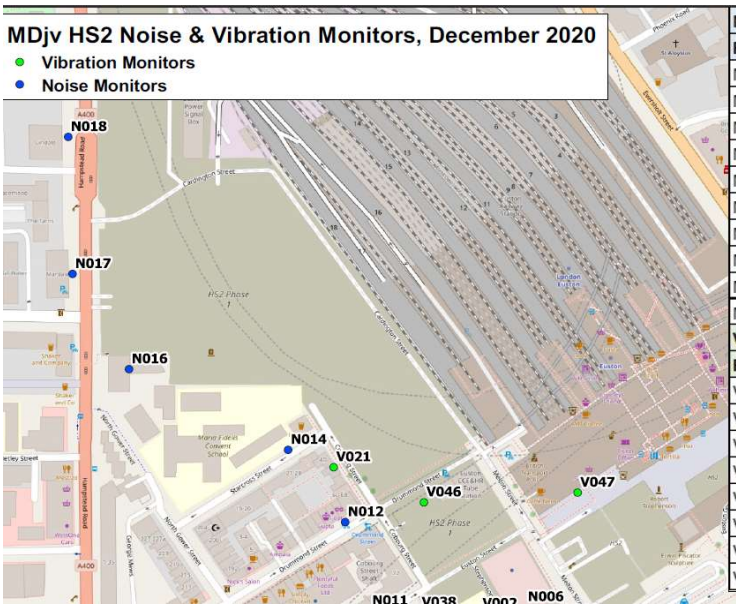
35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

The project implements continuous monitoring for dust, noise and vibration. The locations of monitors around the development are shown below. Data from these monitors is fed automatically back to a designated consultant who is responsible for capturing, recording and monitoring the data. Any trigger level exceedances are also flagged to the designated individuals and this process is applied to all HS2 site operations, not the Maria Fidelis development in isolation – this will ensure that cumulative impacts of the works are both planned for and monitored. Trigger action levels are set in accordance with project assessment criteria and contract obligations, including HS2 undertakings and assurances. Details can be provided on request.

Dust monitor positions:



Noise and vibration monitor positions:



NOISE			
Ref.	Location	Install	Type
N006	RCGP North	Roof	TAP
N007	RCGP Melton St	Lamp Post	TAP
N008	RCGP Stephenson Way	Lamp Post	TAP
N010	Wesley Hotel	Lamp Post	TAP
N011	82 Euston St	Lamp Post	Resi
N012	96 Drummond St	Lamp Post	Resi
N014	27 Starcross St	Lamp Post	Resi
N016	Margarate Centre	Roof	TAP
N017	Mardale, Hampstead Rd	Lamp Post	Resi
N018	Lindale, Hampstead Rd	Lamp Post	Resi
VIBRATION			
Ref.	Location	Install	Type
V002	RCGP Stephenson Way	Basement	TAP
V003	RCGP Melton St	Basement	TAP
V021	42 Cobourg St	Internal	Resi
V037	Magic Circle	Basement	TAP
V038	Wesley Hotel	Basement	TAP
V040	RCGP 2nd floor	Internal	TAP
V046	Calumet Site	External	UKPN
V047	NR Avanti Offices	Internal	TAP

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**.

The air quality assessment and dust risk assessment are provided with the formal planning application, document reference 1CP01-MDS_ARP-EV-REP-SS08_SL23-990010.

The assessment dictates that the dust risk rating for the works is low.

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.

It is confirmed that the highly recommended measures are included in the assessment report referenced above. Please refer to section 8.1.4 of that document.

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

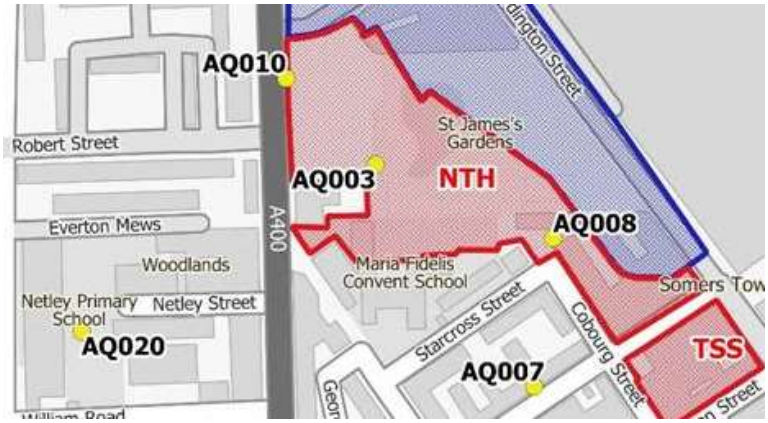
Note: real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time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

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

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.

Real time monitors are positioned as shown in the map below and data from these monitors can be provided as required:



39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

The site wide logistics contractor is responsible for rodent and pest control, including provision and management of traps. Site management personnel are responsible for daily inspections and management.

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

An asbestos management survey was undertaken on the existing pre-fabricated school building in December 2016, the survey did not identify any asbestos containing materials. Mace Dragados completed an asbestos refurbishment and demolition survey in April 2021 and no ACMs were identified.

Material testing is yet to be done on the made ground but is planned ahead of demolition works.

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.

Behaviour and conduct forms part of the HS2 and MDJV key values (Integrity, Respect, Safety and Trust). This is briefed to everyone at project induction and part of the project onboarding process. This is maintained and managed by the construction management team.

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: October 2021 – August 2022

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

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

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

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Confirmed (required by internal governance processes)

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: The planning of the works will identify the right model and the works method statement/ risk assessment will be required to list all plant to be used. At this point, checks will be done to ensure it complies with emissions requirements. Plant registers will then be kept by each plant user and these will contain plant serial numbers to evidence that the correct and compliant plant was utilised on site.

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

See above

- 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.

V2.6