

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
13/07/2021	A	Jon Williams (Evoke Transport)
27/09/2021	B	Jon Williams (Evoke Transport)
05/10/2021	C	Jon Williams (Evoke Transport)

Additional sheets

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

Date	Version	Produced by
17/09/2021	R-20-0018b	Evoke Transport (Construction Management Plan)

Introduction

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

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

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

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

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

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

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

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

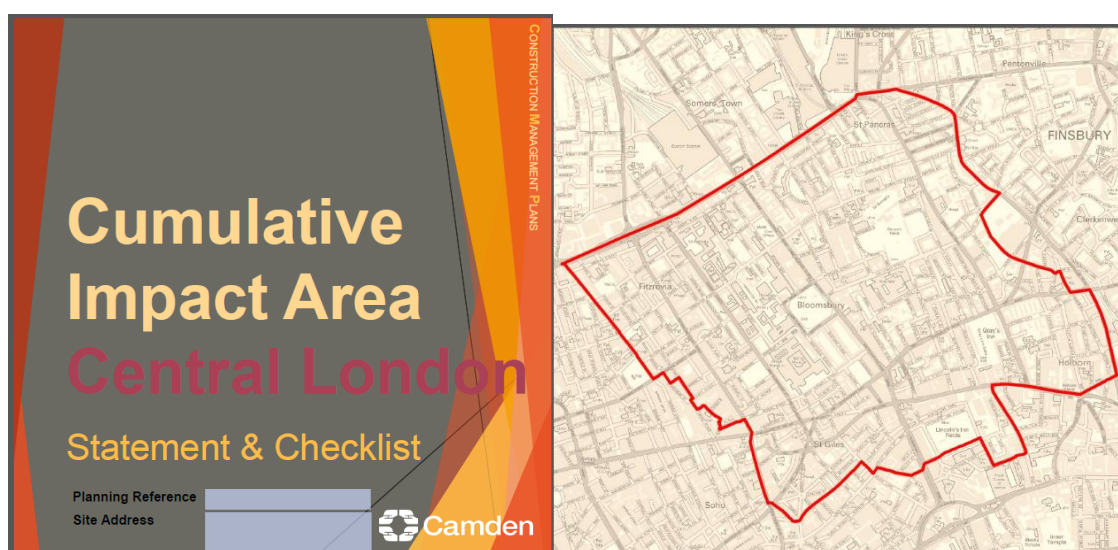
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

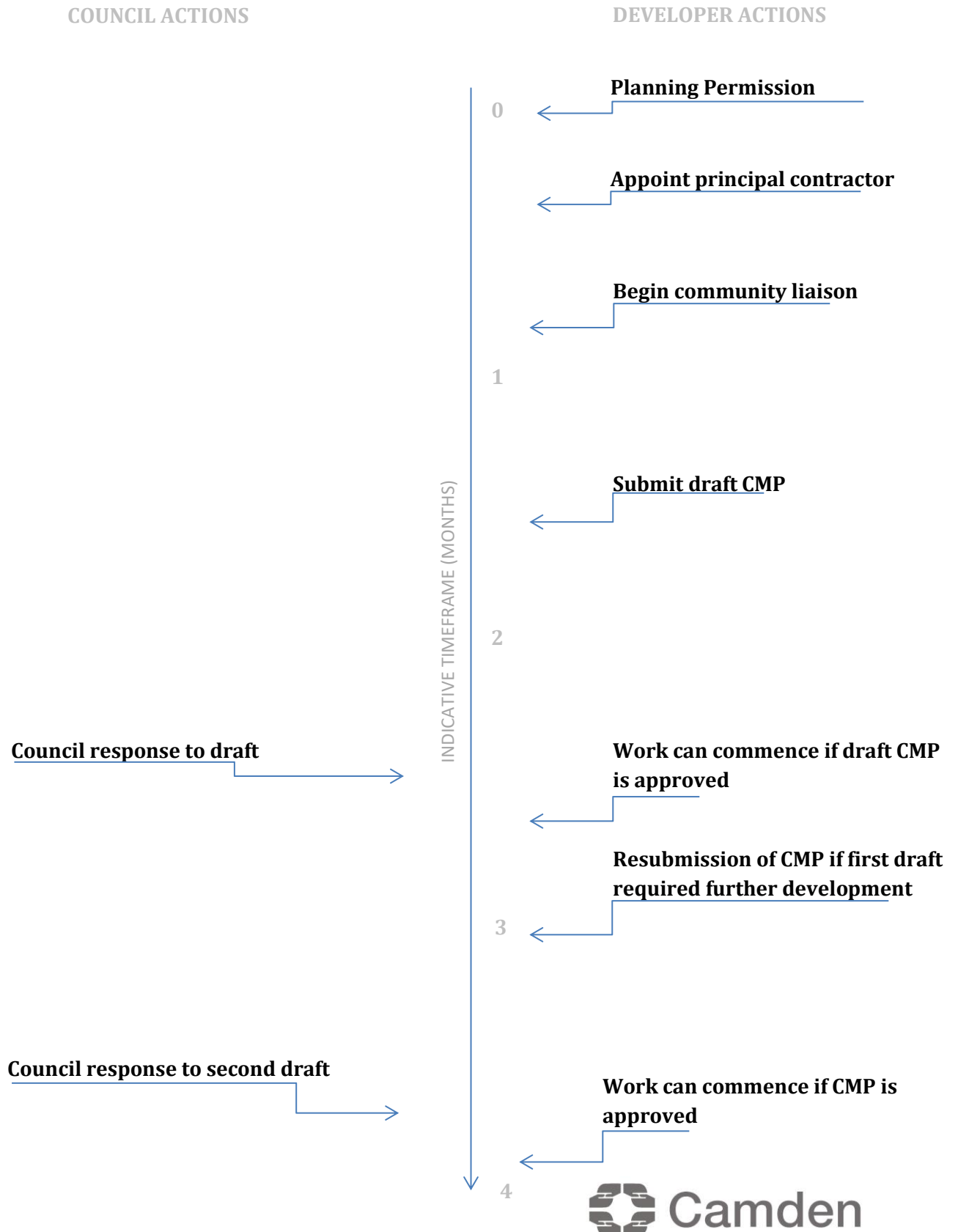
Revisions to this document may take place periodically.

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

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



Timeframe



Contact

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

Address: 13 Tottenham Mews, Camden, W1T 4AQ

Planning reference number to which the CMP applies: 2020/0767/P

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

Name: Jon Williams

Address: Evoke Transport, The White Building, 33 King's Road, Reading, RG1 3AR

Email: j.williams@evoketransport.co.uk

Phone: 0118 380 0185

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: Mazcraft Limited, Eli Sternlicht

Address: rear of 16 Russel Parade, Golders Green Road, London, NW11 9NN

Email: eli@mazcraft.co.uk

Phone: 07929964231

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: Mazcraft Limited, Eli Sternlicht

Address: rear of 16 Russel Parade, Golders Green Road, London, NW11 9NN

Email: eli@mazcraft.co.uk

Phone: 07929964231

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: James Sieradzki (Chalfords Ltd)

Address: 6 Lyttelton Road, N2 0EF

Email: js@berkshire-group.co.uk

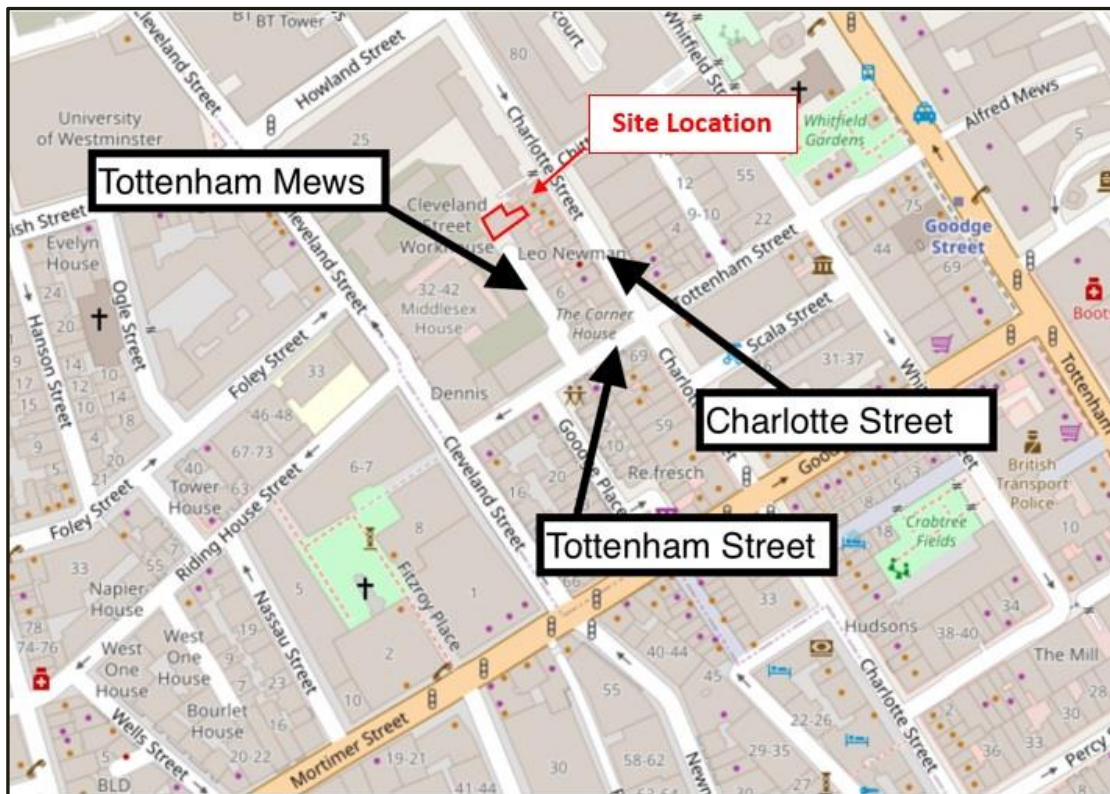
Phone: 02032351820

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 located at the end of Tottenham Mews, which was originally created as a service road for the main residential houses on Charlotte Street, and is accessed from Tottenham Street. The eastern side of the site comprises a mixture of residential and converted industrial buildings, with the western side comprising an unoccupied medical day hospital.

Access to the site is provided in the form of two ground floor pedestrian accesses which provide a route to ground floor office space and the subsequent floors which provide additional office space. There is no dedicated vehicle access to the site, however a single yellow line along the site frontage allows vehicles to load / unload within the vicinity of the site frontage.



The consented development will provide an 'erection of single storey roof extension to facilitate the provision of additional office floorspace.' The mansard extension will create an additional 71.5sqm (GIA) of B1 (a) Office Space, therefore, increasing the total GIA to 374sqm.

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).

Due to the small scale nature of the development, construction works are anticipated to be undertaken by a small team with a maximum of between 7-10 people on site at any one time. No on site car parking will be provided, therefore construction workers will travel to and from the site sustainably or via a shared minibus service.

The majority of deliveries will come on 7.5t lorry or smaller. The number of larger deliveries (10t rigid or 18t flatbed) will not exceed 1 / 2 per week and will be limited to the initial phases of construction for the delivery of scaffolding poles and steels. Once the scaffolding is erected and steels have been delivered, remaining materials will be delivered by smaller vehicles (7.5t and smaller vans). If more than 2 x 10t / 18t vehicles are required per week, this will be reported to LBC for approval in addition to liaison with adjacent construction sites.

Tottenham Mews is a cul-de-sac road, therefore larger vehicles will be required to reverse along Tottenham Mews in order to access the site. This would be undertaken by a dedicated banksman. Full details of this and the routing strategy have been outlined within the CMP.

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).

It is of note that this CMP has been produced prior to a contractor being appointing. Any significant changes to the build programme following the appointment of a construction contractor will be communicated and agreed with LBC in advance. However, an overview of the anticipated proposed construction programme and details of the phasing of the works has been provided below. It is anticipated that construction will last for approximately 6 months with the works split into four phases as outlined below.

Phase	Start	End	Timescale
Site setup and Demolition	October-2021	October-2021	1 month
Structural Phase	November-2021	December-2021	2 months
Building Up & Closing Off	January-2022	February-2022	2 months
Finishing	March-2022	March-2022	1 month

The timescales outlined above have been based upon a timely sign off of this CMP from LBC. Should the timescales need to be changed to allow for any revisions to the CMP, it should be noted that the length of time for each phase would remain unchanged, however timescales would be agreed in advance with LBC.

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

In accordance with LBC Noise Pollution Control hours all works will be conducted between 08:00-18:00 hours Monday to Friday and if required on Saturdays between 08:00-13:00 with no works taking place on Sundays and Public Holidays.

As aforementioned, due to the proximity of the schools in the vicinity of the site no HGV deliveries will take place during school drop off and pick-up times. 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. This will be adhered to and if delivery is required outside of these hours agreement will be sought with LBC and neighbouring sites.

For any noisy works where there is a direct impact upon surrounding properties within the specified times, the Site Manager will make contact with the neighbours to consult on the duration, extent and impact of the works to see if an informal agreement can be reached to minimise the duration of these works or carry them out at specific times.

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.).

- Adjacent dwellings / properties – measures to control the noise, vibration and dust levels arising from the development have been outlined within the CMP;
- Development sites within the vicinity – the Contractor will liaise with other development sites on Tottenham Mews and Tottenham Street to minimize conflict for delivery slots;
- Schools - due to the proximity of the schools in the vicinity of the site no HGV deliveries will take place during school drop off and pick-up times. As such all HGV deliveries will take place between 09:30-14:30.

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Consultation and communication with local residents and businesses has already been undertaken, in accordance with the LBC Guidance. This includes the submission of a Draft Construction Management Plan, outlining the proposed strategy, timings and routings to the following:

- Arthur Stanley House, 40 – 50 Tottenham Street, development site;
- Middlesex Hospital, 44 Cleveland Street, development site;
- Derwent, 14-19 Tottenham Mews, land currently leased to the Middlesex Hospital development site;
- Astor College;
- University College London;
- 11 / 12 Tottenham Mews;
- Local Residents of Tottenham Mews;
- Adam Harrison, Local Ward Councillor;
- Charlotte Street Residents Association.

It is of note that the above will be re-consulted with final details of the CMP prior to the Contractor commencing work on site. This will include liaison in particular with other development sites requiring access to Tottenham Mews (Arthur Stanley House and Middlesex Hospital). Adjacent residents within the vicinity of the site as well as schools within the vicinity will be provided with information on the planned construction including times and contact details of the Site Manager based on site.

An induction specific to the development site will be provided to all personnel before construction commences. This will incorporate health and safety; on-site construction works and issues and sensitivities in the context of the surrounding community.

Initial comments were received from the adjacent construction site, however an on site meeting has been undertaken to confirm the strategy.

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.

The Site Manager will liaise with the Site Managers of any other constructions sites that come forward in the vicinity of the site, including Tottenham Mews and Tottenham Street. Though engaging in cross site discussions, the Site Managers of the individual sites will be able to schedule key works at different times to ensure disruption is minimised. In addition to this the contractors will, where possible, share procurement practices, delivery schedules and vehicle loads to help minimise the number of vehicles on the road network. Through liaison it is envisaged that the cumulative impact on the surrounding road network will be minimised.

The approach to deliveries will be kept under review and revised if necessary by the council.

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.

Mazcraft Limited, CCS: C3255

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.

It is of note that the site is within close proximity to a number of sites which have recently been redeveloped or are undergoing redevelopment / refurbishment works. This includes the following:

- Astor College – new 8 storey extension to the rear of the site;
- Middlesex Hospital Annex building – undergoing the first phases of a mixed-use development tower for Middlesex Hospital;
- 11-12 Tottenham Mews – recently been granted planning approval for a rooftop extension to create a new residential fourth floor;
- 97 Charlotte Street – mansard extension and multiple extensions to the rear; and
- Arthur Stanley building – currently being renovated and extended with a new façade.

The Site Manager will liaise with the Site Managers of any other constructions sites that come forward in the vicinity of the site. Though engaging in cross site discussions, the Site Managers of the individual sites will be able to schedule key works at different times to ensure disruption is minimised. In addition to this the contractors will, where possible, share procurement practices, delivery schedules and vehicle loads to help minimise the number of vehicles on the road network. Through liaison it is envisaged that the cumulative impact on the surrounding road network will be minimised.

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:

Mazcraft Ltd, Rear of 16 Russell Parade, Golders Green Road, NW11 9NN. Eli Sternlicht – 07929964231, eli@mazcraft.co.uk

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

A requirement for all drivers to have undertaken the relevant Safe Urban Driver training will be included within the supplier contract form and wherever possible drivers with the relevant training will be selected. Further to this, all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

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:

Confirmed in line with comment above.

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 major road network within London is known as 'Red Routes' or the Transport for London Road Network (TLRN). Red Routes make up only 580km (5%) of London's roads, but carry a third of its traffic. It is considered appropriate to avoid routes where vulnerable road users and construction vehicles could conflict. Likewise, it is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict. All vehicles accessing the site will be requested to access via Charlotte Street, Tottenham Street before routing into Tottenham Mews. It is anticipated that the majority of vehicles would also use the A400 Tottenham Court Road, therefore they would also route via Howland Street.

As detailed within the CMP, the majority of deliveries will come on 7.5t lorry or smaller. The number of larger deliveries (10t rigid or 18t flatbed) will not exceed 1 / 2 per week and will be limited to the initial phases of construction for the delivery of scaffolding poles and steels. Once the scaffolding is erected and steels have been delivered, remaining materials will be delivered by smaller vehicles (7.5t and smaller vans). If more than 2 x 10t / 18t vehicles are required per week, this will be reported to LBC for approval in addition to liaison with adjacent construction sites. Swept path analysis of these manoeuvres has been attached at **Appendix C** of the CMP.

At present, hoarding is located along the western side of Tottenham Mews. Assuming the hoarding will be taken down shortly (if not already) swept path analysis has been produced and attached at Appendix C of the CMP which demonstrates the manoeuvres that can be undertaken with and without the hoarding. As the bulk of deliveries will be undertaken by 7.5t vehicles and smaller, supported by banksmen, the hoarding is not anticipated to impact on the delivery schedule. Regular contact with the neighbouring site will be undertaken to minimise any disruption as a result of this. All vehicles will egress Tottenham Mews in forward gear, turning right onto Tottenham Street before travelling northbound on Cleveland Street. A summary of the access and egress routes have been outlined below.



It is considered that the proposed routing avoids the use of minor roads and maximises the use of the major strategic roads where possible.

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.

All construction contractors will be made aware of construction route and loading / unloading location upon instruction and appropriate safety measures and signage will be put in place to ensure safety of staff and pedestrians. This will be communicated when booking the delivery of materials / supplies.

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

As detailed within the CMP, the majority of deliveries will come on 7.5t lorry or smaller. The number of larger deliveries (10t rigid or 18t flatbed) will not exceed 1 / 2 per week and will be limited to the initial phases of construction for the delivery of scaffolding poles and steels. Once the scaffolding is erected and steels have been delivered, remaining materials will be delivered by smaller vehicles (7.5t and smaller vans). If more than 2 x 10t / 18t vehicles are required per week, this will be reported to LBC for approval in addition to liaison with adjacent construction sites.

Deliveries during peak times will be minimised wherever possible, further to this the approach to deliveries will be kept under review and revised if necessary by the council.

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.

Given the proximity to other development sites on Tottenham Mews, the Site Manager will liaise with other live construction sites on Tottenham Mews and Tottenham Street to minimize conflict on the local highway network. As the development is likely to generate a 1-2 vehicle trips per day (the majority of which would be smaller vehicles), the additional traffic generated by the development of this extension is considered to be minimal in comparison to other larger development projects within the vicinity.

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

Swept path analysis has been provided within Appendix C of the CMP.

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.

There is no dedicated vehicle access to the site, however a single yellow line along the site frontage allows vehicles to load / unload within the vicinity of the site frontage. No car parking bay suspensions would be required.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

The potential for waterborne and rail deliveries has been considered as part of the proposed development with full details outlined within the CMP.

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).

Vehicles and Machinery

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone;
- Ensure all vehicles switch off engines when stationary - no idling vehicles;
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable;
- Ensure a hose down facility for wheel washing is provided at the site;
- 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; and
- Comply with the Construction Logistics and Travel Plan measures within the CMP.

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 majority of vehicles required to access the site will be small vans which will access Tottenham Mews in forward gear, load / unload before manoeuvring and egressing Tottenham Mews in forward gear. When larger vehicles including 7.5t vehicles require access to the site, they will follow the route outlined above, however a banksman will meet the vehicle on Tottenham Street, ensuring that the vehicle is able to reverse into Tottenham Mews safely.

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.

A banksman will meet the vehicle on Tottenham Street, ensuring that the vehicle is able to reverse into Tottenham Mews safely.

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.

Swept path analysis has been attached at Appendix C of the CMP.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

A hose will be provided, however as access will be from the public highway further wheel washing facilities are not likely to be required.

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.

A single yellow line along the site frontage allows vehicles to load / unload within the vicinity of the site frontage.

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.

N/A

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.

All loading / deliveries will utilize the existing single yellow line along the site frontage. It is of note that no car parking is currently provided on Tottenham Mews, as such the loading arrangements will not interfere with the movement of other vehicles using the cul-de-sac.

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](#).

N/A

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.

The single yellow line will be used for all loading / deliveries, however there will be no storing of materials on the public highway.

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.

N/A

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.

Scaffolding will be erected on the site frontage, providing a platform for workers to construct the one-storey extension. Initial discussions with neighboring sites including UCL and Derwent have been undertaken to agree the scaffolding provision. This will be further supplemented by on-site meetings with the relevant neighboring site managers prior to any scaffolding works being erected. Scaffolding will be erect for approximately 8-10 months. The relevant licenses and notice periods will be adhered to.

An indicative scaffold plan has been provided below.



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.

N/A

27. Services

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

N/A

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction ([CMRBC](#))**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Noise Survey attached at Appendix D of the CMP.

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.

Noise Survey attached at Appendix D of the CMP.

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

Noise Survey attached at Appendix D of the CMP.

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 Client will endeavour to keep noise levels to a minimum at all times. Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce and control noise and vibration.

The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the construction works. Other measures to be implemented to minimise noise are:

- No construction works, without prior approval from LBC, will take place outside the hours of 08:00-18:00 Monday to Friday or 08:00-13:00 on Saturdays, with all HGV deliveries scheduled between 09:30-14:30;
- The quietest vehicles and plant shall be used as far as is reasonably practicable;
- Keep voices and conversation outside the site perimeter to a minimum and low in volume;
- Ground activities that excite significant vibration levels around the frequency range 10 – 40 Hz will be discouraged whenever practical alternatives can be found;
- No banging of doors, gates, scaffolding, or other objects;
- No machinery starting up on site before the designated start times;
- Locating plant, equipment, storage areas and worksites away from neighbouring properties, where reasonably practicable;
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of portable acoustic enclosures/screens, where practicable;
- Fixed items of construction machinery will be electrically powered rather than powered by diesel or petrol (where feasible);
- The use of noise reducing shrouds during any piling operations;
- Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
- No engines left running on vehicles unloading / loading to the front of the site;
- Construction personnel carefully placing waste into the skip / vehicles when loading;
- Using low impact and low volume machinery and tools where possible; and
- Local residents will be advised of the start and finishing dates/times of particularly noisy works and these will be timed to minimise the disruption to local residents.

The Site Manager will inform all neighbours in advance of noisy works and will, in accordance with Section 72 of the Control of Pollution Act 1974, take best practicable means to minimise noise and vibration. The various measures outline above will be employed to help minimise noise generated by the site.

In the event that noise levels are high, or a complaint or concern is raised by a local resident, business or Council, an immediate review will be carried out to establish the degree of noise created and to establish how to best develop a solution. A Digital Sound Level Meter can be used to record sound levels and a record of noise levels and complaints will be kept in the Site Office for inspection at any point.

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

This will be incorporated as part of the tender process.

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

The control of dust is a prime concern for all construction projects, particularly during periods of dry and windy weather. Best practice guidance contained within the Greater London Authority's 'The Control of Dust and Emissions from Construction and Demolition' and 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management will be utilised to control dust.

➤ **Preparing and Maintaining the Site**

- Machinery and dust causing activities will be located away from receptors, as far as is possible;
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site;
- Avoid site runoff of water or mud;
- The provision of easily cleaned hardstanding's for vehicles;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below;
- Cover, seed or fence stockpiles to prevent wind whipping. Damping down of dusty materials using water sprays during dry weather; and
- Undertake daily on-site and off-site inspections to monitor dust, record results, and make the log available to LBC when asked. This will include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100m of site boundary, with cleaning to be provided if necessary.

➤ **Vehicles and Machinery**

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone;
- Ensure all vehicles switch off engines when stationary - no idling vehicles;
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable;
- Ensure a hose down facility for wheel washing is provided at the site;
- 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; and
- Comply with the Construction Logistics and Travel Plan measures within this report.

➤ **Operations**

- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods;
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;
- Avoid scabbling (roughening of concrete surfaces) if possible;
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery;
- For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.

The following measures will also be employed at the site to prevent issues arising: Install solid screens or barriers around dust generating activities. These should be at least as high as any stockpiles onsite; Covering any stockpiles to prevent wind whipping; Any loose materials on site will be removed as soon as possible; Barriers and scaffolding would be regularly cleaned using wet methods, where possible to prevent re-suspension of particulate matter; Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place; Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery; For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust; Staff will be required to have a change of clothes and shoes before going off site to reduce the movement of dust particles. Full details are outlined within the CMP.

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.

As detailed above, a hose will be provided however as all deliveries and loading will be undertaken on hardstanding on Tottenham Mews there would be limited potential for the spreading of dirt / debris.

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

Noise Survey attached at Appendix D of the CMP.

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.**

Not requested at application stage or conditioned. Due to the scale of development being a one-storey mansard style extension this is not considered to be required.

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](#).

All measures considered necessary for the scale of development have been proposed.

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

Note: real-time dust (PM₁₀) 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 (PM₁₀) 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.

Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to LBC when asked. The Site Manager will increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

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).

Carry out regular site inspections. Waste materials will not be allowed to accumulate because of the vermin risk

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

To be undertaken prior to works commencing.

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.

Contact details for the site manager will be outlined on the frontage to the building. They will allow any neighbors, residents and other stakeholders to make a complaint, should they wish to do so. The site

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 – March 2022 (subject to approval of CMP):
- b) Is the development within the CAZ? (Y/N): Yes
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes – this will be outlined within the Contractor tender pack
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Yes
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes

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.

Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.
Ensure all vehicles switch off engines when stationary - no idling vehicles.

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: 05/10/2021

Print Name: Jon Williams

Position: Senior Consultant (Evoke Transport)

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.6