

# Construction/ Demolition Management Plan

pro forma

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10/12/2021	2.8	Wring Group –Colin Hipperson
17/12/2021	2.9	Wring Group –Colin Hipperson
17/01/2022	2.10	Wring Group – Colin Hipperson
28/01/2022	2.11	Wring Group – Colin Hipperson

## Additional sheets

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

All referenced documents are available at the following link:

[https://www.dropbox.com/sh/v0pl6yi7b2slcam/AADxkj05f\\_uxq2uMOF2SCibwa?dl=0](https://www.dropbox.com/sh/v0pl6yi7b2slcam/AADxkj05f_uxq2uMOF2SCibwa?dl=0)

The additional documents are referenced by attachment number for ease through the body of this documents. Full details are given below.

Attachment	Document	Date	Version	Produced by
01	Updated Demolition Plan	01/12/2021 – Revised 26 <sup>th</sup> January 2022	J1463 CPP 0.1	Wring Group
02	Site Location Plan	20/11/2020	A 000 001 rev PO	DMA
03	Report to Planning Officers on the Construction Working Group Formation	29/03/2021	NA	Carvil
04	Letter to CWG	25/09/2021	NA	Carvil
05	Email to CWG enclosing attachment 01	07/12/2021	NA	Carvil
06	Noise & Vibration	01/10/2021	VA3259.21100 1.MR1	Venta

	Monitoring Baseline			
07	Air Quality Monitoring Strategy (update)	22/03/2021	J4276A/1/F2	AQC
08	Condition 10 - Air Quality Monitoring Strategy – Approval	9/12/2020	2020/4595/P	London Borough of Camden
09	Construction Dust Monitoring	18/06/2021	J10/12319A/10/1/F1	AQC
10	Construction Dust Monitoring	13/10/21	J10/12319A/10/2/F1	AQC
11	S81	16/12/2021	NA	Wring and London Borough of Camden
12	Demolition Noise Management Plan	07/01/2022	Report 3259.220107. DMP	Venta
13	Noise & Vibration Monitoring Strategy Baseline Data	16/12/2021	Report VA3259.211216.NMR2	Venta
14	Not used 7A Demolition Addendum now included in item 01			
15	Not used 7B Demolition Addendum now included in item 01			

16	Not used 7C Demolition Addendum now included in item 01			
17	CMR Addendum 7A-B-C Bayham Street London NW1 0EY	13/12/2021	Pollution Team Ref: 2018/3647/P DMP – Rev 1	London Borough of Camden
18	Demolition Phase Plan	5/01/2022	Rev 1	Wring Group
19	Construction Working Group (CWG) – Minutes of Meeting dated 5 <sup>th</sup> January 2022	10/01/2022	NA	Carvil Ventures
20	Email Chain with CWG	17/01/2022	NA	Carvil Ventures

# 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.

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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](#)."

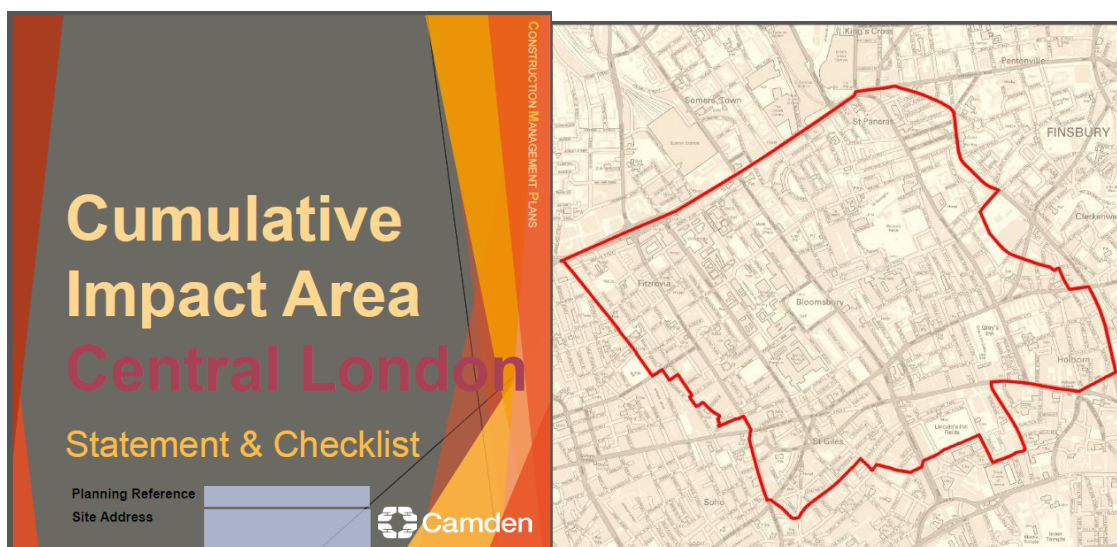
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

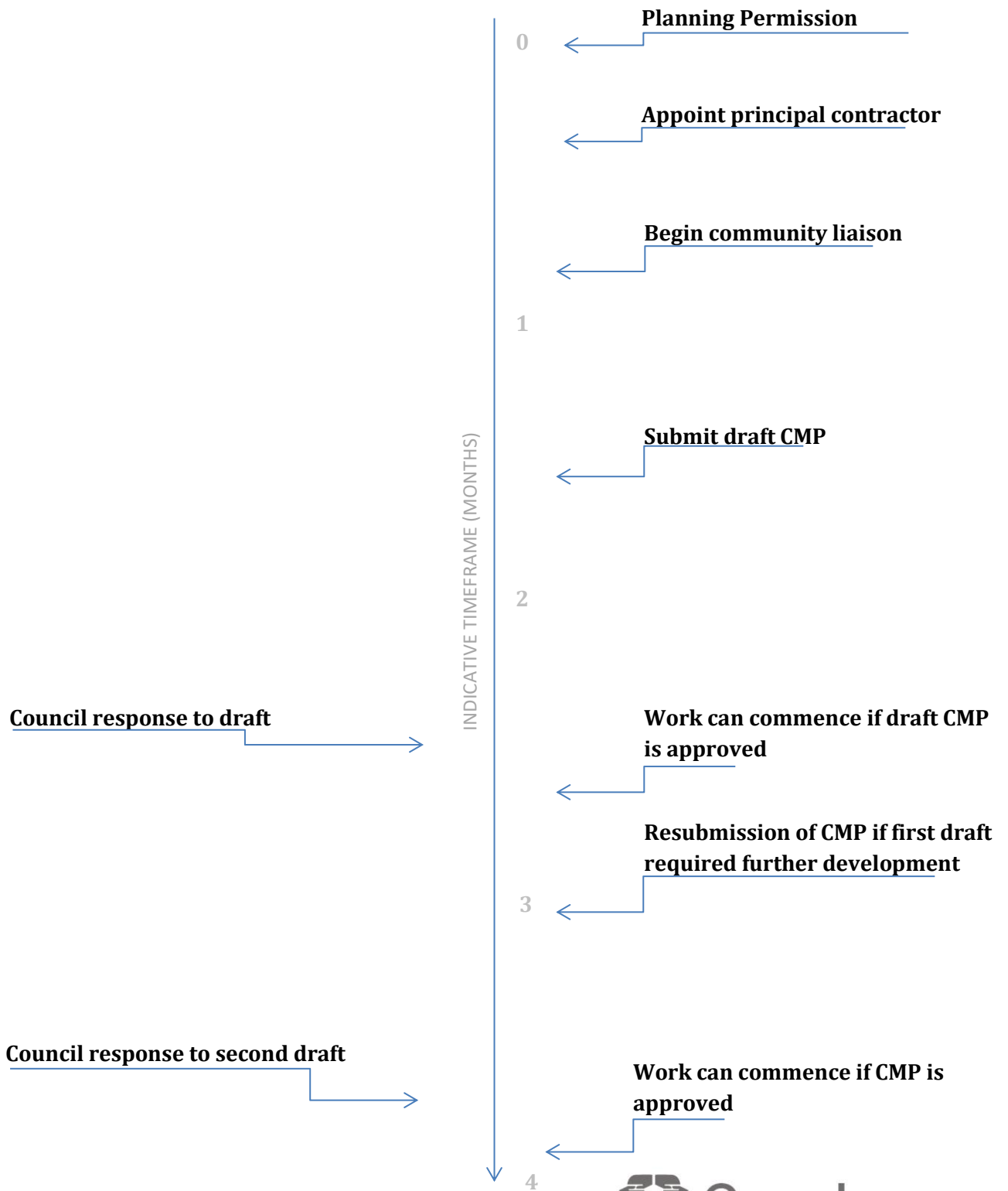
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



# Timeframe

## COUNCIL ACTIONS

## DEVELOPER ACTIONS





# Contact

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

Address: 7 A,B,C Bayham Street, Camden, London, NW1 0EY.

Planning reference number to which the CMP applies: 2018/3647/P dated 28 August 2020, this consent is subject to a S73 application referenced 2020/5647/P dated 3 December 2020.

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

Name: Colin Hipperson

Address: Wring Group Ltd, 5 Vale Lane, Bedminster Bristol, BS£ 5RU.

Email: Colin.hipperson@wringgroup.co.uk

Phone: 01179231320

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: Colin Hipperson

Address: Wring Group Ltd, 5 Vale Lane, Bedminster Bristol, BS3 5RU.

Email: Colin.hipperson@wringgroup.co.uk

Phone: : 01179231320

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

Name:	As per Section 3
Address:	
Email:	
Phone:	

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

Name:	Wring Group Ltd
Address:	5 Vale Lane, Bedminster, Bristol, BS3 5RU.
Email:	Info@wringgroup.co.uk
Phone:	01179231320

# Site

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

Please see Attachment 02 - Site Plan. Please also see the Phase plan in Attachment 18.

The wider development concerns demolition of existing premises at the site known and 7ABC Bayham Place and the construction of a new boutique hotel.

This CMP concerns the demolition of the existing premises only.

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).

This CMP submission concerns the demolition of the existing premises only a separate CMP will be prepared and submitted in advance of the proposed construction activities.

In terms of the demolition phase the implications are as follows:

- The site is immediately adjacent to residential buildings to the right, right-rear corner and left (when facing the Bayham Street elevation).
- Transport movements are via a one way street.

S81 consent has been obtained for the demolition works see attachment 11.

The demolition method statement is included in attachment 1 and a phasing plan is included in attachment 18.

Specific demolition plans are provided for each of the target buildings and are included within Attachment 1.

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).

This CMP submission concerns the demolition of the existing premises only a separate CMP will be prepared and submitted in advance of the proposed construction activities. In terms of the demolition phase the programme is as follows:

- Commencement of fuel tank remediation (enabling works in the car-park of 10-12 Camden High Street) – W/C 21<sup>st</sup> March 2022
- Commencement of Demolition at 7ABC Bayham Street Site – W/C 4<sup>th</sup> April 2022
- Completion (programme estimated @ 4-6 Weeks) – eg 29<sup>th</sup> April 2022 – 13<sup>th</sup> May 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

Monday to Friday 08:00 – 17:00

Saturday 08:00 – 13:00

Sundays and Bank Holidays: No works permitted without prior approval.

# 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.

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## 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.).

3,5,7, 9 and 16 Bayham Street.

48-56 Bayham Place.

2 & 2A Kings Terrace.

## 11. Consultation

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

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

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

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

The project has a S106 obligation to consult with a locally convened Construction Working Group [CWG].

- The CWG was established in early 2020 after extensive local liaison including contact 273 local business and residents, see the report provided to planning officers in March 2020 - see attachment 3.
- Recent communication with the CWG has concerned:
  - Advice on enabling works – see attachment 4.
  - Advice on the plan for demolition in early 2022 – see attachment 5.
- As detailed in attachment 5 following advanced provision of information a consultation meeting with the CWG was held on the 5th of January 2022.
  - The minutes of the meeting are included as attachment 19.
  - The minutes note that all matters were agreed, with the exception of a commentary on acoustics prepared on behalf of a Mr Thomas Bailey [Member of the CWG] by Vanguardia, where the developer understood to prepare a detailed response.
  - A detailed response was prepared and the Demolition Noise Management Plan – attachment 12, has been updated to address the concerns raised.
  - As detailed in the email chain (attachment 20), the further information prepared has satisfied the queries raised subject to provision of sufficient notice is provided when phases four and five of the demolition [see Phase plan attachment 18] commence so that a collective way to address nosier work periods during demolition can be found.
  - As requested by the Camden CMP team on the 17th of January 2022, details of the consultation concerning the demolition phase CMP with the CWG were provided to Mr Bush (a representative of the New Camden Chapel which is a nearby construction site) and he has been invited to join the CWG moving forward. An invitation has also been extended to Mr Bush to meet with the Project Manager and the Demolition contractor virtually in the short term, to review and mitigate any coordination matters arising across the two sites. Mr Bush has sought clarity on the proposed access route for the demolition works noting “...My only concern is whether you are planning to use Kings Terrace for access, if you are not then we shouldn’t affect each other.”. We have since followed up to confirm the planned access route for the 7ABC Bayham Street development is Bayham St. Copy correspondence is available if required.



## 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.

See response to item 11.

Consultation meeting held on the 5<sup>th</sup> January 2022.

Notice boards will be provided at the entrance to site will be updated daily to advise neighbours of coming events.

Neighbourly notice including program to be issued.

## 13. Schemes

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

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

The site has been registered with the Considerate Constructors Scheme (CCS) this demolition phase. Details below:

- Site ID: 129585, Your Ref: J14638, online registration order ID SRO24272

A further separate CCS registration will be made in due course in respect of the construction phase.

## 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.

Two impacted sites have been identified:

- Koko - 1A Camden High St, London NW1 7JE – a representative of the Koko construction team is a member of the CWG and has confirmed that the proposed arrangement are acceptable.
- New Camden Chapel – 89 Plender Street/Kings Terrace – it has been confirmed that providing access is not required via Kings Terrace, which it is not, not conflicts are anticipated.

It should also be noted that due to the short Demolition program there will be minimal impact on other adjacent residential properties or construction sites.

# 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](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## CLOCS Contractual Considerations

15. Name of Principal contractor:

Wring Group Ltd – for the Demolition Phase only.

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

All operatives Competency cards etc will be checked prior to being allowed on site.

The waste carriers have already gone through a stringent PQQ check and have the following accreditations: Safe Contractor Approved, ISO9001, CHAS Accredited, FORS Registered, CLOCS approved, ISO3900

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.1 approved, CQS 18001, CQS ISO 14001.

Our Waste carrier is O'Donovan Waste Disposal Ltd who are CLOCS Champions and are fully compliant with the Standard. Their accreditation can be reviewed at: [CLOCS Champion Certificate of Commitment - O'Donovan Waste Disposal \(odonovan.co.uk\)](https://www.odonovan.co.uk/memberships/clocs-champion-certificate-of-commitment-pdf/)

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:

Our Waste Carriers are O'Donovan Waste Disposal. They have signed up to comply with CLOCS standard a copy of their accreditation as CLOCS Champions can be found at <https://www.odonovan.co.uk/memberships/clocs-champion-certificate-of-commitment-pdf/>

Please contact [CLOCS@camden.gov.uk](mailto: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.

Traffic routes for all site traffic identified within attachment 01 in section 2.2 of the Method Statement (page 25).

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.

Transport companies will sign up to acknowledge receipt of transport route as identified within the Demolition plan – attachment 01.

**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

32t Tipper/RoRo: 1 Collection per Day for 4 weeks.

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.

We are only carrying out Demolition on 1 site within a 15 mile radius at this time.

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

Initial Demolition phase will enable easy access and egress from site as per demolition plan (attachment 01 in section 2.2 of the Method Statement (page 25)) using the existing vehicle cross over (see page 26).

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.

N/A for Demolition Phase of works.



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

N/A

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).

Due to site constraints vehicles will call ahead to get confirmation that access is appropriate and that time on site is minimised.

**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.

Please refer to - attachment 01 in section 2.2 of the Method Statement (page 25 and 26).

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.

Access to site will be via Bayham Street which is on a one-way system. Delivery teams will be instructed to take particular care will be taken around main entrance as route is adjacent to residential area.

**Procedure for deliveries & Waste Removal to & from Site:**

- Driver to notify Site supervisor by phone prior to arrival on site.
- 3 Marshals to be in attendance for each Vehicle movement. CSCS Approved Traffic Marshall to manage process.
- 2 Marshals to control traffic.
- All vehicles will reverse onto site under the supervision of 3 Marshals, whereby 2 marshals will hold traffic whilst the other banks the vehicle.
- Senior Marshal to direct vehicles.
- NO Vehicle Stacking permitted in the roads leading to site.

NB: Site supervisor to regulate vehicles to miss peak time deliveries and collections and be cognisant of Vehicles access and egress to the Site.

CONTROL OF DEBRIS ON HIGHWAY: Prior to leaving the site the vehicles will be checked to ensure that the wheels are clean and free from debris. If necessary, wheels will be cleaned using a mobile pressure washer.

Please also note inclusion of these arrangements in - attachment 01 in section 2.2 of the Method Statement (page 25 and 26).

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 - attachment 01 in section 2.2 of the Method Statement (page 25 and 26).

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.

Please refer to - attachment 01 in section 2.2 of the Method Statement (page 25 and 26).

**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.

N/A

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.

Please refer to - attachment 01 in section 6.3.2 of the Method Statement (page 34).

## 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.

N/A

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

N/A

## 25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion

signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

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.

N/A

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.

Under the demolition phase all the existing services to the site will be disconnected in liaison with the relevant statutory providers. The construction CMP will detail site temporary connections and new permanent connections.



# 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.

Although noise levels emitted from site will be higher than those normally experienced by neighbours, they will still remain relatively low during the main demolition process due to the building being primarily reduced using hydraulic attachments where possible. We have provided an associated assessment and mitigation plan in attachment 12.

Throughout our works we comply fully with HSE Control of Noise Regs and fully comply with local council Codes of Practice.

We carry out frequent noise monitoring on site with our own decibel meter readers to ensure noise levels do not exceed the relevant levels depending on the operation, time and location. These attended monitoring activities are supplemental to the semi-permanent (continuous) monitors discussed in Q29 below.

These readings are recorded on site and reviewed during site visits by management.

The methods set in our RAMs have been compiled using 'Best practical means' to ensure nuisance noise levels do not exceed required levels. That being said, daily monitoring from the site supervisor may suggest a change in sequence or process depending on the weather, structural state (rebound of noise) and location of the works.

Background monitoring, as a baseline, will be carried out before structural demolition works commence. See attachment 06 setting out the noise/vibration monitoring plan and attachment 13, which provides baseline data up till 15<sup>th</sup> December 20221.

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 and vibration monitoring equipment with remote data collection has been installed in advance of these planned works as detailed in – attachment 06. Readings have been taken continuously since 14<sup>th</sup> May 2021 see attachment 13.

The sensors will be maintained in position during the works and relocated as required to facilitate the works. This allows the progress to be monitored and any exceedances to be brought to our attention so a revised working methodology can be adopted if necessary.

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

We have provided an associated assessment and mitigation plan in attachment 12.

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.

Please refer to Section 28 response and to attachment 12. Please also note the provisions contained within the CMR Addendum attachment 17.

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

All staff are trained to CCDO accreditation and Noise & Vibration form part of the syllabus.

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with focus on both preventative and reactive mitigation measures.

Please refer to section 5.2.6 of the CPP - attachment 01 (page 21).

Please refer to - attachment 01 in section 6.3.8 of the Method Statement (page 40-41).

Please refer to section 7 and 8 of attachment 12. Please also note the provisions contained within the CMR Addendum attachment 17.

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.

Please refer to - attachment 01 in section 2.2 of the Method Statement (page 25 and 26).

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

Please refer to monitoring arrangements within sections 5.2.5 & 5.2.6 of the CPP (attachment 1 page 21) and also monitoring policy within the demolition plan (attachment 1 page 40-41).

See attachment 06 setting out the noise/vibration monitoring plan and attachment 13, which provides baseline data up till 15th December 20221. Attachment 12 provides a mitigation plan.

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 \(SPG\)](#) (document access at bottom of webpage), 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 project has a planning condition concerning air-quality risk assessment and monitoring provisions. This information (see attachment 7) has been prepared, submitted and accepted by the Planning Authority (reference 2020/4595/P dated 09/12/2020) - see attachment 8 for the planning discharge.

Baseline monitoring reports are also enclosed see attachments 9 and 10.

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. (See Appendix 7 of the SPG document.)

We confirm that the dust impact risk has been identified as per guidance and that measures to counteract any issues have been included in the works process.

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

Note: **real-time dust (PM<sub>10</sub>) 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<sub>10</sub>) 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.**

Two monitors are installed please see the responses given in respect of question 36.

Alerts (where measures are ineffective resulting in high levels of dust, triggering the Site Action Level (SAL)) will be sent by email automatically to the contractor, the approach as set out in monitoring strategy agreed with Camden, which will be followed, is:

In the event that the SAL is exceeded, the Site Manager will be alerted immediately via an automated SMS and/or email alert system, and the following actions taken (further details of the procedure to be adopted following SAL exceedances are detailed in Appendix A1):

- the event will immediately be recorded in a logbook, along with the date and time and details of any actions taken on site to reduce emissions;
- an additional assessment of the results will be commissioned to ascertain the potential cause of the exceedance.
- construction activities taking place at the time the action level was exceeded will be reviewed.
- if necessary, the mitigation measures that are in place will be reviewed and revised; and
- the LPA will be informed of the exceedance by the Site Manager, as well as the actions taken to reduce emissions, within 48 hours.

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).

All openings to sewers or drainage runs will be blocked throughout works. Daily checks will be carried out by site supervisor and reports logged within live site files.

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

R & D Surveys carried out on 27.04.21.

Asbestos containing materials have been removed under ASB5 ref no: CFA0C21661 14.10.21

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.

Welfare facilities are within site boundaries and workforce sign up to respect neighbours and workmates.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4): <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V4):

[https://www.london.gov.uk/sites/default/files/nrmm\\_practical\\_guide\\_v4\\_sept20.pdf](https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf)

#### **From 1<sup>st</sup> 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 1<sup>st</sup> 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:

**Demolition Phase Only:**

- a) Construction time period (mm/yy - mm/yy): 21/03/22 – 13/05/22
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Y
- 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: Y
- 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: Y

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.

Engine idling will be part of the Induction process and will also be included in site toolbox talks.

● 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:** ..... *C S Hipperson*.....

**Date:** .....08.12.21.....

**Print Name:** .....C S Hipperson.....

**Position:** ...Project Manager.....

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

**End of form.**

V2.8