

Construction/ ~~Demolition~~ Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
01/04/2022	CMP Rev 01	GBP Architects
29/04/2022	CMP Rev 02	GBP Architects
07/06/2022	CMP Rev 03	GBP Architects
08/06/2022	CMP Rev 04	GBP Architects

Additional sheets

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

Date	Version	Produced by
29/03/2022	Initial	Camden Central Area Impact Assessment infilled by GBP Architects/Star Contractors Ltd
29/03/2022	Resent	Scaffold Design (No update – Re-sent for Information/Clarification)
29/03/2022	Rev 01	Appendix C (Updated Community Liaison)
29/04/2022	Rev 02	Appendix C (Updated Community Liaison with Ziggurat Responses)
07/06/2022	Rev 03	Appendix B Programme & Appendix F Scaffold Re-Design
08/06/2022	Rev 04	Additional confirmation for barriered footway closure during deliveries

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](#)."

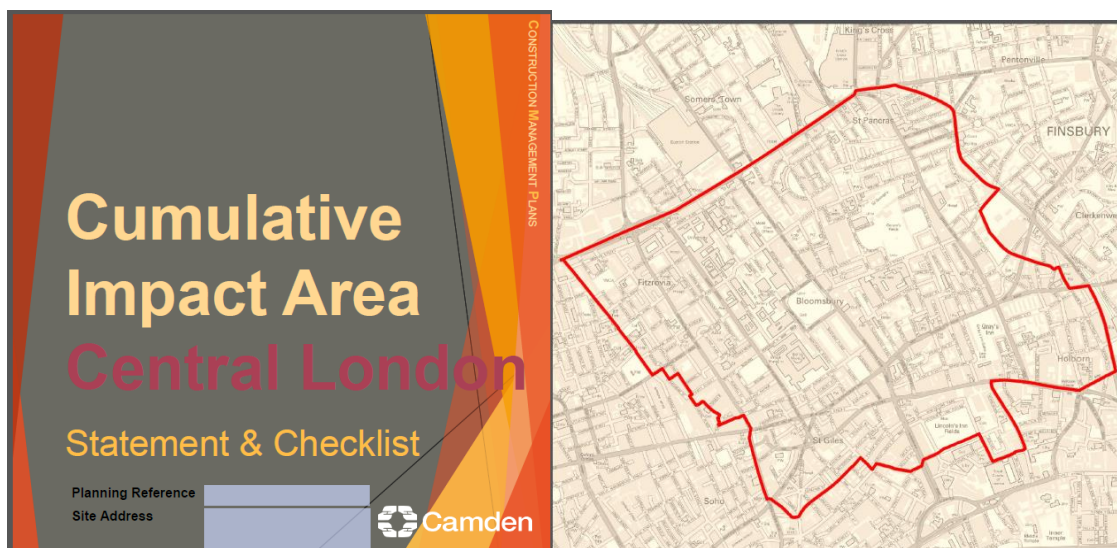
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

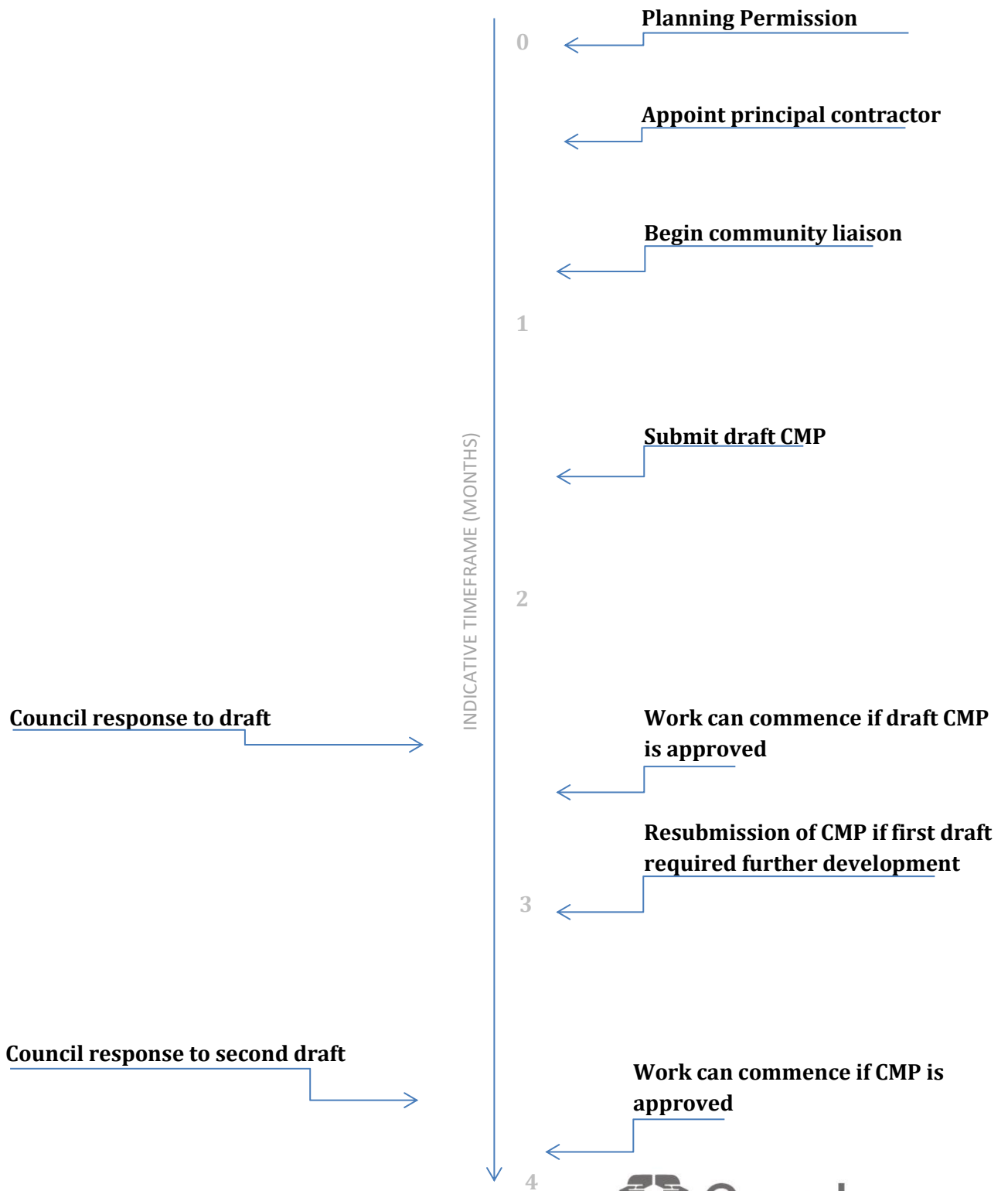
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

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:

Planning reference number to which the CMP applies: **19/3163/P**

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

Name: Belinda Simpson **GBP(UK)LLP Architects**

Address: Elfin House, 1A Elfin Grove, Teddington, Middlesex TW11 8RD

Email: Belinda@gbparchitects.co.uk

Phone: 020 8614 4374

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: Kevin Marshall **STAR CONTRACTORS LTD**

Address: Unit 3, The Metro Centre, St. John's Road, Isleworth, Middlesex TW7 6NJ

Email: kevin@starcontractors.co.uk

Phone: 020 8570 5785 / 07764 495 115

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 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:	(As Section 3)
Address:	
Email:	
Phone:	

Site

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

Please see attached [Appendix A](#) Location Plan ref: 1908/CMP1

The site and wider locality is primarily commercial with adjacent Ziggurat building residential

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).

Erection of three-Storey infill extension i.e. **new 2nd, 3rd and 4th Floors** (total new floor space to be created = 244.8sqm) from 2nd floor level to Onslow Street elevation comprising new office space (B1a) and jewellery workshop (B1c)

Onslow Street is a narrow no through road (double yellow lines) to cars with pedestrian steps leading up to Clerkenwell Road close to the where scaffolding is to be erected

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).

Please see [Appendix B](#) Star Contractors Ltd anticipated construction phase programme

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

Confirmed as above stated working hours

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

- 67 – 74 Saffron Hill is an existing B1 premises with incumbent business tenants who have been notified of the consented works by email (See App C)
- All 62 flats in The Ziggurat Building located at 60-66 Saffron Hill have been provided by GBP Architects with a hand-delivered letter on 20th April 2022. The building concierge (Elio) can also distribute further hand-delivered communications.
- 20 Onslow Street, EC1R 5BL (Tom Horton Photography) has been contacted via email (See App C)

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.

Please see attached [Appendix C](#) – Community Liaison consultation messages. Please note the construction was intended to commence during 2020 and initial messages issued in March 2020. However, due to the pandemic status, messages were ceased pending uncertainty until November/December 2021 as continuing into **January - April 2022 and to continue for the duration of the project. A specific understanding has been sought from the Landowner over the proposed approach. The proposals have been discussed with (lower) ground floor as viewed from Onslow Street as part of community liaison with the relevant affected building tenants (added 29/4/22)**

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.

A previous construction phase to this building in 2017/2018, had more impact on local residents from The Ziggurat Building than is anticipated to be the case for this phase. The managing agent (HSCPM) of The Ziggurat Building has been advised of forthcoming works. For the proposed 2022 construction phase, GBP Architects will distribute information, by hand, regarding the pre-construction and during the construction process (added 29/4/22)

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.

Star Contractor's Enhanced Considerate Constructor's registration site ID is **129855**
Reference 'Saffron Hill'

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.

Camden council to please assist in providing this information

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:

Star Contractors Ltd, Unit 3, The Metro Centre, St John's Road, Isleworth Middlesex TW7 6NJ
(Contact telephone number as Section 3)

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

Star Contractors Ltd applied PQQ stage followed by the carrying out of routine and unannounced checks on delivery vehicles servicing the site. The checks will include requesting evidence of vehicle safety equipment checks, driver documentation, license checks and routing information. The requirement is noted for Safe Urban Driver training within CLOCS.

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:

Star Contractors Ltd PQQ requirement and in association with Enhanced Considerate Constructors Scheme (please refer back to Section 13. of this CMP)

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.

Please see [Appendix D](#) Site Traffic Routing Plan ref: 1908/CMP02 which has been marked up to indicate construction traffic route **including delivery and scaffold access**

Star Contractors agree to restricted delivery hours where possible (even if not raised as a consultation response) (added 29/04/22)

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.

At invitation to quotation stage as a key aspect of Star Contractors Ltd pricing requirements in association with PQQ responses provided by prospective suppliers/contractors

19. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

Construction vehicle movements will take place between 0930 and 1630 on weekdays Typical vehicle sizes: 26 tonne Hiab lorry (8.2m l x 3.0m w x 3.5m h) Max. 1 per day 60 mins dwell time 7.5 tonne truck loader (8.2m l x 3.0m w x 3.0 h) Max. 1 per day 30 mins dwell time 3.5 tonne Van (4.9m l x 2.3m w x 2.4m h) Max. 3 per day - 15 mins dwell time. **Updated 07/06/22**
Unloading will be overseen by a banksman who will be present whilst vehicles are stopped adjacent to the site. Deliveries will be kept under review by Star Contractors as to vehicle numbers and maximum dwell time. Once the scaffold has been erected, an average of 2no deliveries per day is expected. The estimated associated average dwell time is a maximum of 4no hours.

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.

Pending response for Section 14 of this CMP however construction vehicle movements will be managed by Star Contractors Ltd and scheduled to take place between 0930 and 1630hrs on weekdays with the planned use of banksmen and or traffic marshals when vehicles are accessing and leaving the site entry point on Onslow Street onto Saffron Street

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

Please see [Appendix D](#) ref 1908/CMP02

Consultation with proposed scaffolder advises that they can approach via Saffron Street off Saffron Hill and reverse back just before the junction with Farringdon Road utilising banksmen (Added 29/04/22)

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.

No parking bay suspension required.

Principal site access route is via existing double yellow lined no through road with narrow pavements to both sides as abutting existing building facades at ground floor level

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.

Star Contractors Ltd to consider during procurement and in planning deliveries

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).

Star Contractors Ltd PQQ requests encouraged use of electric delivery vehicles

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 see [Appendix D Site Traffic Route Plan 1908/CMP02](#). **Update 07/06/2022 The footway will be obstructed for the duration of the scaffolding where the scaffold poles will be placed in the middle of the pedestrian footway 450mm back from the kerb edge. It has been necessary to obstruct the pedestrian footway in order to maintain the vehicular access to the lower ground floor premises and to allow Onslow Street to remain open throughout. The use of barriers to close Onslow Street, including both footways, during deliveries to site will be implemented and pedestrian diversion signage will be used (Added 08/06/2022)**

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.

Please see Appendix D Site Traffic Route Plan 1908/CMP02 **Update 07/06/2022** The footway will be obstructed for the duration of the scaffolding where the scaffold poles will be placed in the middle of the pedestrian footway 450mm back from the kerb edge. It has been necessary to obstruct the pedestrian footway in order to maintain the vehicular access to the lower ground floor premises and to allow Onslow Street to remain open throughout. The use of barriers to close Onslow Street, including both footways, during deliveries to site will be implemented and pedestrian diversion signage will be used (Added 08/06/2022)

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 see Appendix D Site Traffic Route Plan 1908/CMP02

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.

N/A for this construction project - no earth works will be carried out

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.

Construction vehicle movements will be managed **and kept under review (added 07/06/2022)** by Star Contractors Ltd and scheduled to take place between 0930 and 1630hrs on weekdays with banksman/ traffic marshal to assist when vehicles are accessing and leaving the site entry location along Onslow Street. Please refer to accompanying drawing 1908/CMP02

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.

(Please refer to information and drawing referenced in Q20 b) **Pedestrian safety will be maintained during loading times when access to the footway by utilising banksmen (added 07/06/2022) barriers and pedestrian diversion signage will be closed off full width to Onslow Street and to the back edge of pavement to Clerkenwell St where the steps lead down.** It is acknowledged by Star Contractors that fire escapes in adjacent properties are not to be obstructed during loading times **(added 29/4/22)**

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 see [Appendix D](#) Traffic route plan drawing_ref: 1908/CMP02 as attached

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](#).

Onslow Street is an existing narrow no through road to vehicular traffic with pedestrian stepped access leading up to Clerkenwell Road

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.

It is confirmed that scaffolding ~~only~~ above pedestrian footway is only required to Onslow Street as the façade to the rear of 67-74 Saffron Hill to provide safe working access for Principal Contractor construction operations to take place from 2nd Floor up to 4th Floor in accordance with planning consent reference 2019/3163/P. From the Onslow Street elevation there are 6 storeys including the Lower Ground Floor (i.e. site slopes from Saffron Hill to Onslow Street)(Added 29/4/22)

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.

Please see attached [Appendix F](#) plan ref: 1908/CMP03 indicating proposed scaffold zone

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.

This construction project will not be disruptive due to Onslow Street being an existing no through road with stepped pedestrian access adjacent to Clerkenwell Road. The scaffold will be built off the pedestrian pathway to Onslow Street directly adjacent to the building in accordance with attached drawing ref: 1908/CMP03.

It is confirmed that there is sufficient carriageway width for an HGV in the proposed location. There are no lightwells on the Onslow Street side where works are to be taking place (added 29/4/22)

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/skids/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.

Please refer to Appendix F Scaffold plan_ref: 1908/CMP03 Scaffold licences only required to Onslow Street elevation **for safe working access provision to façade** Lighting provision to NASC TG 20:21 scaffold guidance standards and in accordance with Camden requirements where located on public footways to Onslow Street. **A dimension of 950mm is as indicated on the submitted re-attached scaffold design drawing which indicated stanchions based in the road directly abutting the front edge of pavement (Added 29/4/22)**

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

Internal services connections pre-planned from previous construction phase

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.

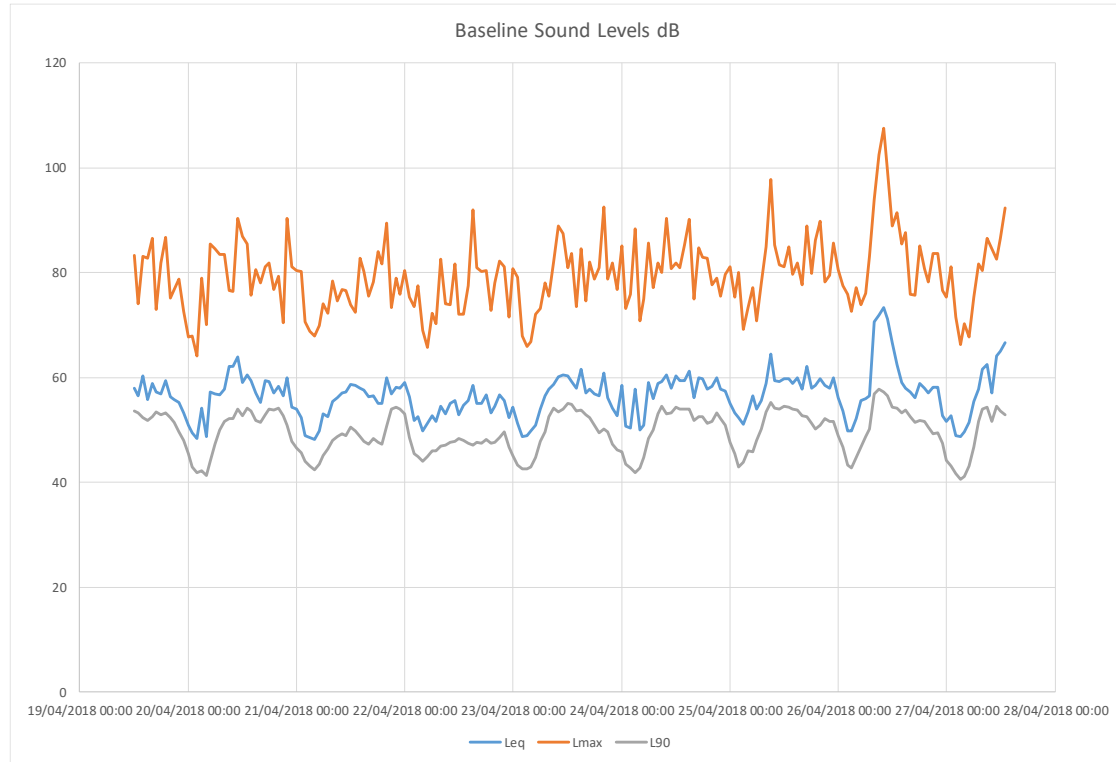
Construction method will comprise the erection of pre-drilled steel frame members, timber roof construction and installation of composite perimeter wall panels.

Noisy operation work to be carried out between 0930 and 1630 Monday to Friday only. No Saturday working is proposed

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.

A noise survey was undertaken between the 19th and 27th of April. The noise survey is documented in chapter 4 of the Noise, Dust and Vibration Management plan, which is presented in Appendix 8. Baseline vibrations were below 0.3 mms⁻¹.

Please see attached Anderson Acoustics NDVMP dated February 2022 as [Appendix E](#)



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

Noise predictions for the proposed works are presented in Chapter 5 of the NDVMP.

Vibration predictions for the proposed works are presented in Chapter 7 of the NDVMP.

The construction methodology has been selected as it is low noise and vibration emission.

The noise and vibration levels at sensitive receptors such as the Ziggurat are low.

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.

Noise and vibration mitigation measures for the proposed works are presented in Chapter 8 of the NDVMP.

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

Pre-construction Tool Box talk to be delivered on Noise & HAVS

Attendance register and content will be available for inspection

Noise control and BS5228:2009+A1:2014 briefing to be given to site operatives.

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.

The construction site is located at 2nd-4th floor level. Scaffold will be netted to contain and mitigate the spread of dust. **No ground works or slab removal is taking place reducing the likelihood of dirt/dust emission.**

- Dampening down when loading lorries/skips
- Sheeted lorry load during dry and windy weather;
- Use of road/hardstanding for loading and unloading;
- Jetwash available;
- Fully scaffold with netting to contain the dust

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.

The construction site is located at 2nd – 4th floor level. Scaffold will be netted to contain and mitigate the spread of dust. No ground-works are to take place reducing the likelihood of dirt/dust spreading onto the highways. **Star Contractors plan to erect the shell before undertaking the required structural connections and new 2nd floor level floor structure (currently a roof construction as left from previous construction phase (Added 29/4/22)**

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

The construction works will not involve demolition – other than localised opening up works to the roof and structural steel connections.(added 29/04/22) Off-site pre-drilled steel member fabrication for construction will minimise noise, vibration and dust emission. The Principal Contractor is also to adhere to the Client’s requirements of the Pre-Construction Information Plan. One noise monitor is proposed to be deployed from commencement until the completion of the structural works within the building. The noise monitor will be located at the boundary with The Ziggurat building. Vibration monitoring is not proposed as vibration emission from the works is minimal. During the internal fit-out phase no noise, vibration or dust monitoring (other than visual observation of dust) is proposed or required. Dust monitoring is through visual observation by site management.

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.**

A Dust Risk Assessment has been undertaken as part of the NDVMP and is presented in Chapter 6.

The risk assessment has been reconducted based on the proposed demolition and construction methodology.

The highest level of risk (prior to mitigation) identified is “Low Risk”. The risk assessment based on the proposed construction methodology and GLA mitigation measures checklist are presented in **Section 8 of the NDVMP**.

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.)

The GLA ‘highly recommended’ measures for the level of a “Low Risk” site are confirmed and included in section 8 of the NDVMP.

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.

As a “Low Risk” site dust monitoring will be through visual observation of dust by site management and real-time monitoring of PM₁₀ is not required.

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

Construction area is at 2nd- 4th floor level therefore low risk rodent access opportunity at 2nd floor which is currently an external area flat roofed area. BPCA company instruction have reported on evidence – to advise no rat activity present, smaller rodent treatment is ongoing as controlled and monthly surveillance is ongoing within the existing building with messrs ‘Crystalkil’ to construction areas as was carried out for the previous construction phase

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

2012 Please see attached [Appendix G](#)

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.

Steps will be as stipulated in the Pre-Construction Information Plan encompassing the directions for management of smoking, bad language and site behaviour.

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

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 (03/2022- 08/2022) 116 days (anticipated as 16.5 weeks)
- b) Is the development within the CAZ? (Y/N): Y
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): NRMM above 37kW not used. Most plant is powered by electric.
- 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 (No relevant plant)
- 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 (No NRMM kept on site)
- 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 (No NRMM kept on site)

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

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

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

Star Contractors Ltd PQQ requirement and stipulation at procurement stage

Pre-Delivery instructions as to expectation to be delivered to drivers

● 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: 17/02/2022

Resent 29/03/2022

Updated 29/04/2022

Updated 07/06/2022 & Comments Added to 20a, 20b and 21b on 08/06/2022

Print Name: ...Belinda Simpson.....

Position: Consultant Architect.....

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.7