

Construction Management Plan

Belmont Street



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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
09.08.21	1	Brett Fennell
14.12.21	2	Brett Fennell
15.2.22	3	D Nichols
18.5.22	4	D Nichols
18.5.22	5	D Nichols
19.5.22	6	D Nichols

Additional sheets

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

Date	Version	Produced by
26.10.21	1	BF, TM
14.12.21	2	BF
15.2.22	3	DN
18.5.22	4	DN
18.5.22	5	DN
19.5.22	6	DN

Appendices

1. Logistics proposal 13m Articulated Vehicle
2. Arboricultural Impact Assessment
3. Crane Layout
4. Constraints
5. Noise Impact Assessment

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](#)."

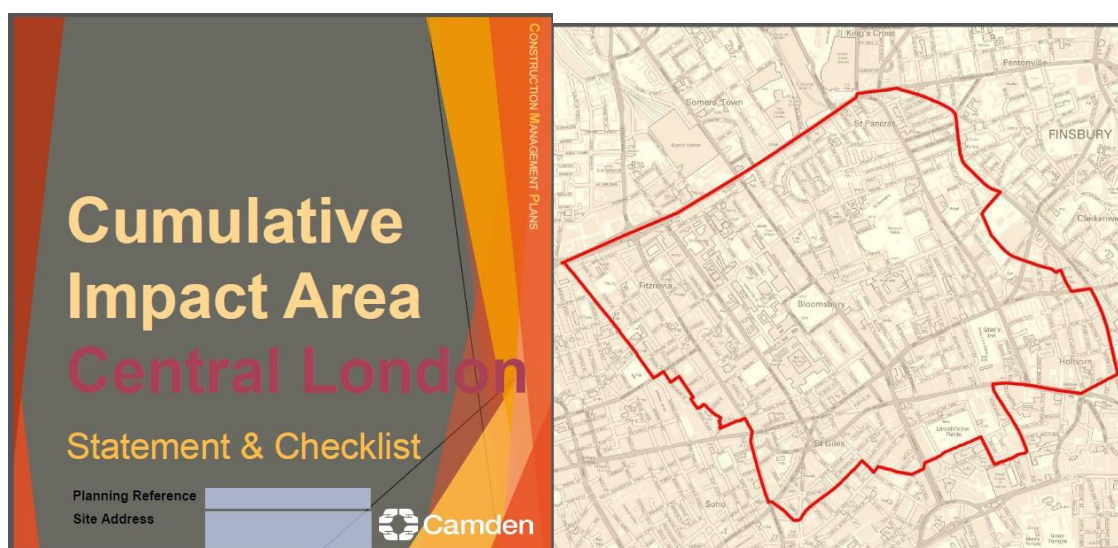
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

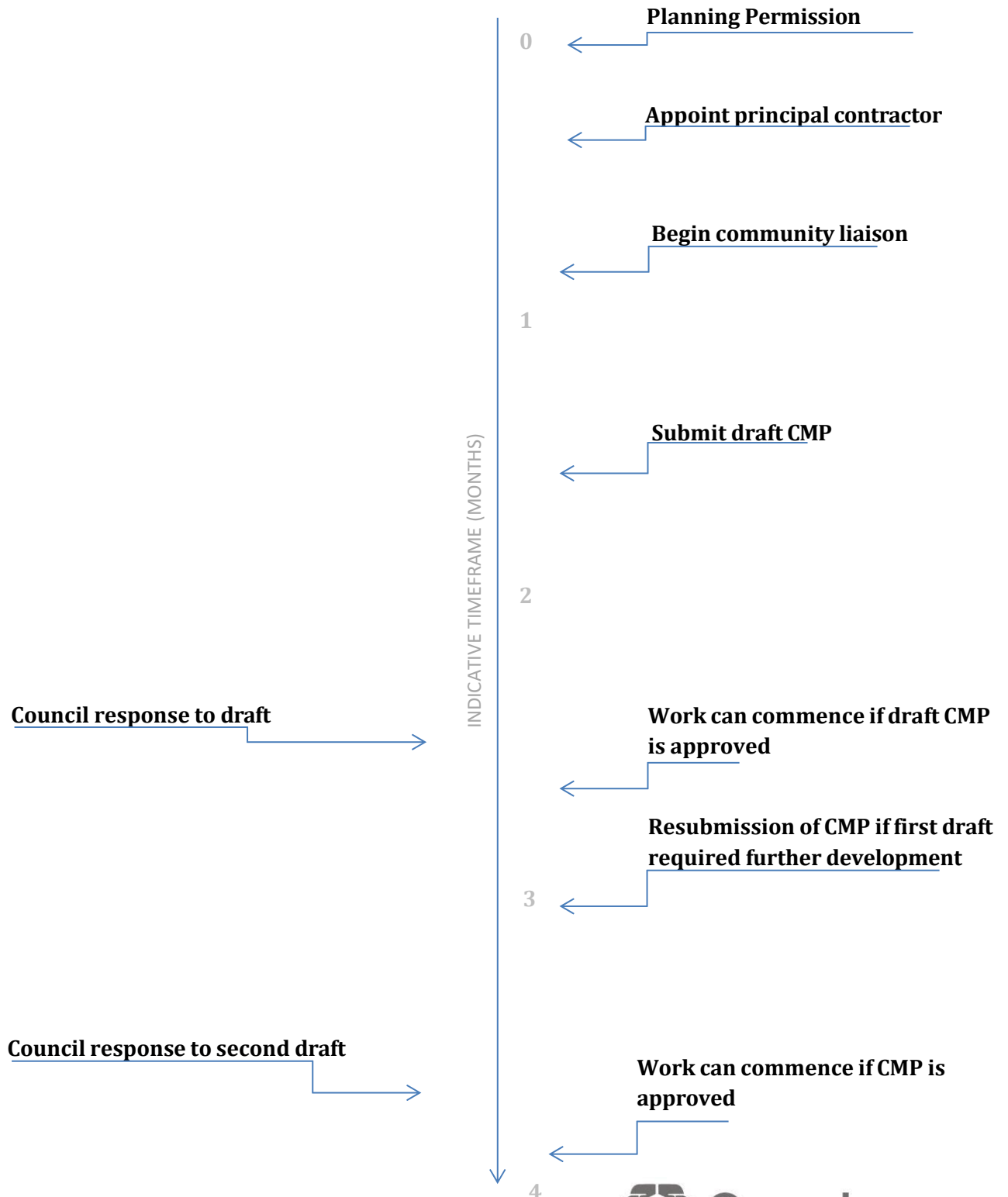
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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: Charlie Ratchford Resource Centre, Belmont Street, Chalk Farm, London, NW1 8HF

Planning reference number to which the CMP applies: 2020/5063/P

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

Name: Brett Fennell

Address: Broadway Chambers, 2 Broadway, Stratford, London, E15 4QS

Email: brett.fennell@vistrypartnerships.co.uk

Phone: 0208 221 5000

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: Dan Nichols

Address: Broadway Chambers, 2 Broadway, Stratford, London, E15 4QS

Email: dan.nichols@vistrypartnerships.co.uk

Phone: 07706 315 187

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from 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: Tiffany McArthur-Channer

Address: Broadway Chambers, 2 Broadway, Stratford, London, E15 4QS

Email: Tiffany.mcarthur@vistrypartnerships.co.uk

Phone: 07706 315 187

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: Vistry Partnerships London

Address: Broadway Chamber, 2 Broadway, Stratford, London, E15 4QS

Email: alex.minashi@vistrypartnerships.co.uk

Phone: 07706 315 187

Site

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



The site comprises of the land at The Charlie Ratchford Resource Centre, Belmont Street, London, NW1 8HF. The site is bound by residential properties to the east, north and south of the boundary. To the west of boundary is the newly constructed Charlie Ratchford Centre and Haverstock Secondary School.

A Site Location Plan is enclosed at Appendix 1 of this proforma. The development proposals are for “

Demolition of all existing buildings and enclosures on site and the erection of a part 5, part 7 and part 10 storey buildings for residential (Class C3) use, associated landscape improvements and tree planting”.

The proposed development comprises of 115 mixed tenure residential units.

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

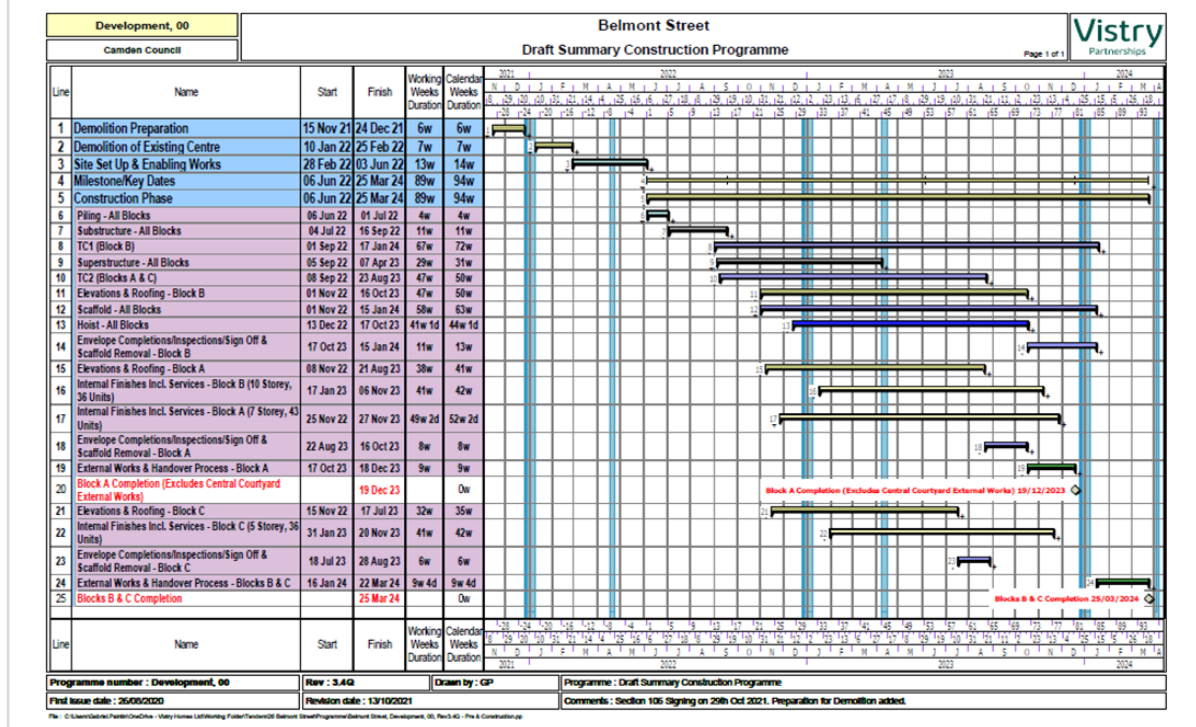
The Belmont Street Project is a mixed tenure residential scheme delivering 115 new homes to the London Borough of Camden. The buildings to be constructed comprise of a reinforced concrete frame, brick façade, external balconies, internal walkways and a landscaped garden area along with new trees.

Some of the challenges associated with delivering the project are,

- Location. The project is nestled between residential and commercial properties.
- Location. The project is located close to the rear entrance gate of the Haverstock Secondary School.
- Location. Access roads to facilitate the construction logistically are tight. Crogsland Road has a 2way cycle lane and residential parking on both sides of the road. Belmont Street is a narrow residential street with heavily populated residential parking and acts as an access road to a self-storage facility.
- Residents. There are residential dwellings in close proximity to the project in both Crogsland Road and Belmont Street.
- Commercial Properties. Commercial businesses operate out of a building to the south of the project and use Crogsland Road as their vehicle access point.
- Education. Haverstock Secondary School have a rear access gate to the school grounds located within Crogsland Road adjacent to the location of the project.

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).

Draft programme appended to the proforma. These dates are subject to change and betterment.



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

Construction working hours will be,

08.00 – 18.00 Monday to Friday

08.00 – 13.00 Saturday

No working on Sundays and public holidays.

Any deviation to the permitted working hours will be subject to agreement with London Borough of Camden.

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 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.).

- Residents residing within Crogsland Road
- Haverstock Secondary School rear access gate within Crogsland Road
- Residents residing within Belmont Street
- City Storage within Belmont Street
- Residents located within Prince of Wales Road

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.

Residents/adjacent and nearby properties having been formally approached by letter inviting comments on the draft CMP. Please see appended responses.

The date for the first consultation on the DMP and the draft CMP meeting was held on the 15th November 2021, 6:30-7:30pm

The first drop in consultation of the DMP and draft CMP did go ahead on 15th November 2021 and attended by;

Vistry – Brett Fennell and Tiffany McArthur

Lowick – Mollie Miller and Kevin McKeever

Cllr Alison Kelly

Residents from Crogsland Road

Residents from Hardington Block – Belmont Street

Residents from Belmont Street

Residents from Denton

Due to the nature of the first drop-in session and the atmosphere experienced. A new approach for future meetings has been proposed to David Fowler and Cllr Kelly.

Further consultation is now planned for early January 2022 in the format of phone and video calls due to the current COVID environment and to ensure the safeguarding of all attendees.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

The CWG is formed. Names were taken at the first drop-in session. Further discussions are to be had to agree the group following further consultation in January 2022.

Communication related to upcoming works will be distributed via a monthly newsletter both electronically and via hard copy, which will be displayed on the external site notice board. If works are required at short notice, a news bulletin will be circulated via a letter drop

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.

Vistry Partnerships London confirm that the Guide for Contractors Working in Camden has been downloaded, read and understood.

The Belmont Street project is registered with CCS Scheme and CLOCS. The CCS registration number is (TBC)

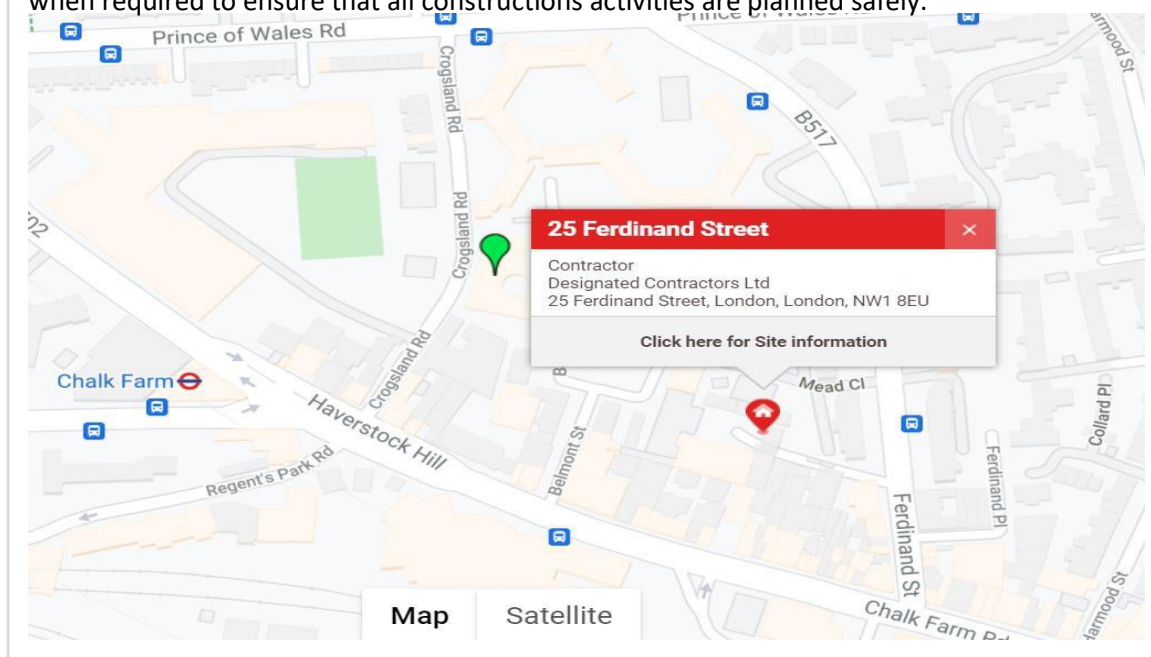
14. Neighbouring sites

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.

The known construction sites located locally to the Belmont Street Project are,

- Camden Goods Yard development at the Morrison's site
- Vabel Construction 6 Ltd - Haverstock Hill
- Designated Contractors Ltd – Ferdinand Street
- Borrás Construction – Camden Roundhouse

Our team will liaise and communicate with the other construction site project leads as and when required to ensure that all constructions activities are planned safely.



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:

Vistry Partnerships London

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

Vistry Partnerships will use a vehicle delivery system called Datascope for the duration of the project. This will capture all vehicle data and compliance in line with the CLOCS standards.

An example of the delivery information page is noted below and appended to the proforma.

The screenshot displays a 'Delivery Booking' form with the following sections:

- Booking:** Includes fields for Application Date (18/06/2021), Delivery Date, Delivery Time (dropdown), Delivery Duration (dropdown), Contractor (dropdown), Contact Name (dropdown with 'Add New' button), and Contact Number.
- Vehicle:** Includes a 'Vehicle > 3.5 Tonnes?' toggle (set to Yes), FORS No. (with 'Check Details' button), FORS Colour (radio buttons for Bronze, Silver, Gold), 'Is CLOCS compliant' (radio buttons for Yes, No), Delivery Vehicle (dropdown), Haulage Company (dropdown with 'Add New' button), Driver (dropdown with 'Add New' button), Vehicle Reg. (text field), Dispatch Postcode (text field), Mileage (There & Back) (text field), CO₂ (kg) (text field), and CO₂ Class (dropdown).
- Materials:** A section titled 'Materials - Enter the information and click "Add Materials" to add it to the booking'. It contains a Materials dropdown, a Quantity field (set to 1), a Fragile checkbox, a 'for YES' checkbox, a Hazardous dropdown, and 'Add Materials' and 'Remove Selected' buttons.
- Items:** A section with tabs for Material, Packaging, Handling, and Hazardous.
- Additional Info:** A section with a 'Does this delivery include timber?' toggle (radio buttons for Yes, No).
- Arrival:** Includes Gate/Loading Bay and Laydown Area dropdowns.
- Unloading:** Includes Unload Method dropdown, a 'Book Resources' button, a 'Check Resources' button, Edge Protection dropdown, and Lifting Plan in Place dropdown.

At the bottom of the form are 'Back' and 'Submit' buttons.

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:

Vistry confirm that CLOCS standards have been read and understood. CLOC's standards will be referenced within supply chain contract orders.

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.

Construction vehicles will enter Crogsland Road from the north via Prince of Wales Road. The vehicles will then be held within the construction delivery pit lane within Crogsland Road whilst they complete their delivery

A zebra crossing will be situated ahead of the northern end of the pit lane to ensure safe crossing for the public. Please see attached drawing No. 12. Indicated by blue circles on the drawing.

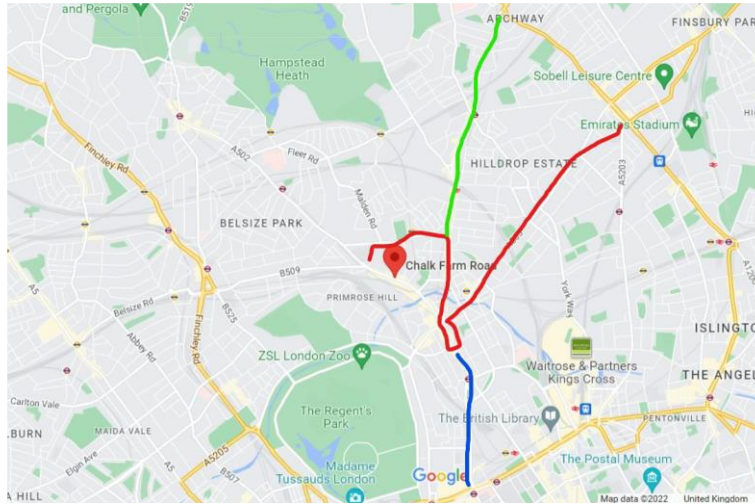
On completion of the delivery, the vehicles will exit the delivery pit lane and head south on Crogsland Road. At the junction of Crogsland Road and Haverstock Hill, the vehicles will turn left on to Chalk Farm Road.

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

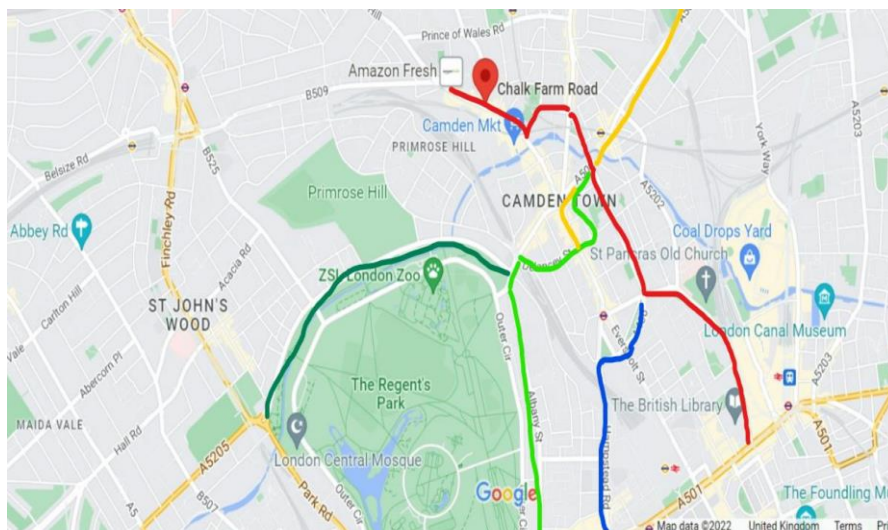
All contractors will be notified of the route to and from site, capturing any restrictions as part of their pre-contract order meeting. Information of the routes will be captured within the logistics plan, which in turn will be appended to their contract order.

See below routes to be used by vehicles

Approach



Departure



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

Low loader lorries will be required for the delivery of the 2no tower cranes at the start of the project and collection at the end of the project. We anticipate there it will be 2no days for each crane delivery and each crane collection.

Piling, groundworks and frame: week 1 – week 45

Concrete lorries, Steel lorries, Plant deliveries, concrete pumps, delivery vans:

Will be variable per day and will be reviewed in conjunction with the Construction Programme.

Envelope and fit-out works and external works: week 21 – week 95 18t

flatbed, delivery vans:

Will be variable per day and will be reviewed in conjunction with the

Construction Programme. Further details will be provided in due course.

Size of vehicles will be limited to access along Crogsland Road. Special road closures and further bay suspensions as necessary will be arranged for tower crane erection, mobile crane access, and piling rig delivery.

Restrictions on deliveries between 9:30 and 15:00 during school term and 9:30 and 16:00 out of school term. Delivery restrictions will be relayed, and part of the order documentation placed with our supply chain and will be adhered to at all times.

b. Cumulative effects 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.

There are 3 projects located within the vicinity of Belmont Street. There locations are noted as,

Ferdinand Street, Chalk Farm Road and Haverstock Hill. Whilst Vistry do not foresee there being a delivery coordination risk. Vistry will contact both projects to discuss and understand their logistic requirements.

Video evidence demonstrating that a large rigid HGV is able to access the site via Prince of Wales Road and depart via Chalk Farm Road was submitted to and agreed with Camden.

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

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.

The needs for a holding area/waiting point will be kept under review and revisited if deemed necessary.

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

Material deliveries to the project will be as time due to the project location constraints. The utilisation of a material consolidation will be explored to facilitate bulk material orders.

The utilisation of deliveries by water or rail will not be possible for this project. Unfortunately, there is not infrastructure within the area to accommodate deliveries of this nature.

The deliveries of construction related materials will be booked through the online delivery system and will be as time deliveries within the allocated time slot. The project does not allow for multiple deliveries nor does it allow for the build-up of multiple construction

Restrictions on deliveries between 9:30 and 15:00 during school term and 9:30 and 16:00 out of school term. Delivery restrictions will be relayed, and part of the order documentation placed with our supply chain and will be adhered to at all times.

e. 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).

All supply chains, be it direct through Vistry Partnerships or via the contractors working on the project will be advised of the logistic delivery requirements to be adhered to, which will capture idling vehicle engines. This will be captured at contractor pre-order meetings and through the Vistry procurement team.

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.

Site access and egress for construction vehicles in the main will be from Crogsland Road. Construction vehicles will enter Crogsland Road from the north via Prince of Wales Road. On completion of their delivery, the vehicles will head south down Crogsland Road where they will join Chalk Farm Road

Access and egress for the enabling works will be via Belmont Street. Construction vehicles will enter Belmont Street from the south. Once complete the vehicles will head south back down Belmont Street and join Chalk Farm Road.

Logistics drawing appended.

Traffic management plan drawing appended. See drawing No. 13

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 and egress for construction related vehicles to and from the project will be via Crogsland Road from the north for the main construction works.

Access and egress of construction related vehicles for the enabling works will be via Belmont Street from the south

Traffic marshals will be positioned at each delivery gate to meet the construction vehicles on arrival and ensure they leave the project safely.

Traffic Marshals will need to oversee artic movements into, and out of Crogsland Rd where these must reverse back to Prince of Wales Road. These movements will be on enforcement notices and dictated to us by authorities. This is foreseeable for cranes and piling rig movements.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Swept path analysis drawings are appended for vehicle movements in both Crogsland Road and Belmont Street.

Drawings are appended above.

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.

Vehicle wheel washing will be contained within the site boundary utilising a jet washer system. This will be located on a hard standing near the exit gate. This will only be required for the piling as concrete lorries and muck away must enter the site to collect muck and pump concrete into the static pump feeding the piling rig. After this phase of works has been completed all vehicles are to use the pit lane.

All drains will be protected with debris netting to ensure that any run off water does not contaminate the local water infrastructure with construction related debris.

In the event the public highway becomes dirty through construction related vehicle movements or debris. A road sweeper will be called upon to ensure the highway is returned to its original state.

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.

To ensure the safe construction and management of the project is maintained, a delivery pit lane will be required within Crogsland Road. This will ensure that there is clear defined segregation between pedestrians, cyclists, public vehicle and all construction related vehicles.

Enabling works will require access and egress to the project via Belmont Street.

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.

Traffic marshals will be positioned at both delivery gates within Crogsland Road for the duration of the main construction works.

A traffic marshal will be positioned within Belmont Street for the early enabling works being the demolition, ground remediation works and piling.

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.

Drawing appended to the proforma

The logistics plan is appended

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](#).

22No. Parking bay suspensions on the eastern side of Crogsland Road will be required to enable safe movement of vehicles to and from the project, and to provide sightlines for the temporary crossing point to the north of the site.

Further suspensions may be needed for artic/low loader deliveries. Bays will be suspended on as needed basis.

Within Crogsland Road, a TTO will be applied for to cover the duration of the project to allow the safe movement of construction related vehicles.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

The Belmont Street Project is located between Crogsland Road and Belmont Street. The boundary of the project sits tight to the public footpath in both Crogsland Road and Belmont Street.

The consented scheme building sits close to the red line boundary. Consideration has been given on what is perceived to be the safest method to construct the scheme. The movement of construction vehicles and the off-loading of materials must be managed in a safe controlled manner, ensuring that all considerations for public safety are taken in to account. Closing the footpath adjacent to the red line boundary in both Crogsland Road and Belmont Street will enable clear and safe segregation of all construction activities and public.

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.

The public footpath adjacent to the project boundary within Crogsland Road will require closing to ensure the safe delivery of the project. The footpath will form part of the construction delivery pit lane. This will allow clear and defined segregation of the public and construction activities.

Furthermore 3No. trees will be removed to form the construction pit lane and to allow for the construction works to take place along the front edge of the site. It has been agreed with Camden council for the replacement of the trees once construction works have been completed.

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.

Drawing appended to the proforma.

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

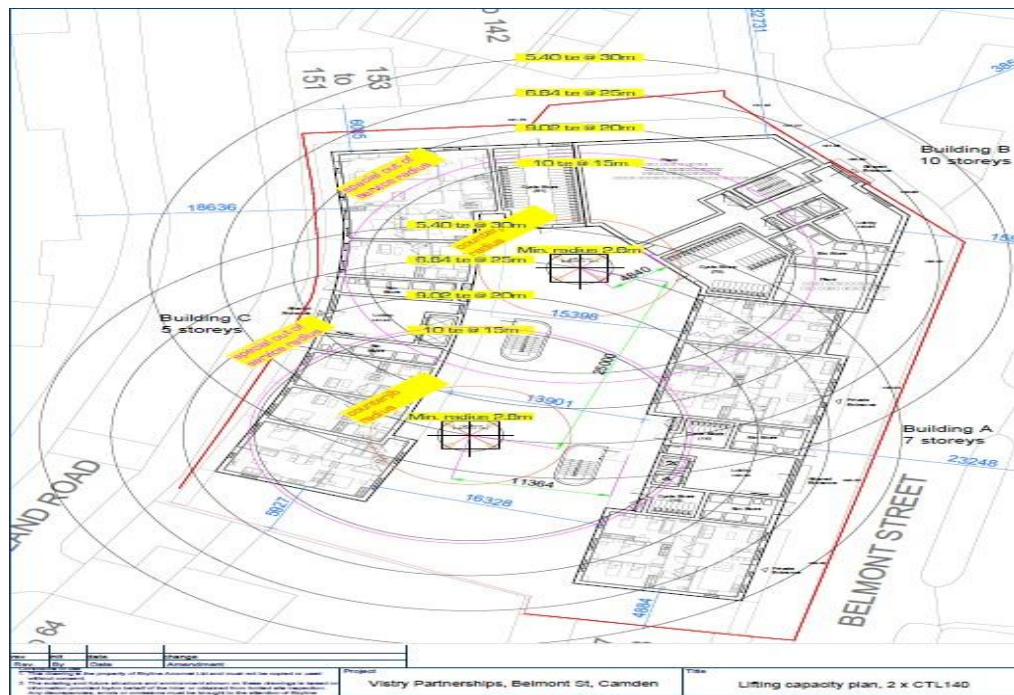
accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Hoarding will be required to secure the site boundary. This will be extended into the public highway within Crogsland Road to allow the formation of the delivery pit lane. Consideration has been taken to ensure that pedestrians have safe access routes from the north and south of Crogsland Road. It has been identified that there are pedestrian crossing points to the south of Crogsland Road. This crossing point allows pedestrians to safely use the public footpath to the west of Crogsland Road. A further crossing point is to be located to the North of Crogsland road as mentioned earlier within this document. See drawing No. 12.

Vistry and Camden Council have agreed that temporary signals will be used in the interim between the footway being closed and the new crossing point delivered.

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.

Tower crane layout detailing the jib radius is appended to the proforma.



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.

Initial discussions have been held with Cadent Gas and UKPN to disconnect services ahead of demolishing the existing Charlie Ratchford Resource Centre.

Unfortunately, there is not the option to keep the excavations open for new service connections. The new connections will take place further on within construction programme and are dictated by the new building structures being completed.

Cadent Gas will be disconnecting of the existing gas supplying the CR Resource centre located within Belmont Street.

UKPN for the disconnecting of the existing electrical supply for the CR Resource Centre within Belmont Street.

New service connections will be required for electric, gas, water and BT. Once the connection locations have been determined, the CMP will be updated to reflect the connection locations.

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.

Piling

Sub structure ground works

Construction of reinforced concrete frame

External hard landscape

Installation of SFS (Structural Framing Steel)

Hoist movements

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

The first back ground noise survey was conducted on 24.06.21 at 09.53. The readings taken were,

Belmont Street – 5no locations. 38.9dba, 41.5dba, 41.0dba, 38.6dba and 52.2 dba

Crogsland Road – 4no locations. 45.9dba, 49.1dba, 59.1dba and 51.4dba

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

A noise impact assessment was carried out by Stantec in August 2020. The planning document can be made available on request from London Borough of Camden.

Noise and vibration monitoring will be conducted as standard throughout the course of the construction phase. This will allow mitigation measures to be employed in line with British Standard Guidance documents.

An audible range of 80db -85db will be aimed for. Construction audible noise can be louder, so considerations on plant placement near the boundary line, structures and hoarding will be considered. Some key activities that can generate higher than normal audible noise are,

Piling 75db up to 95db

Concrete pours using a diesel generated concrete pump up to 102db

Petrol cutting saw up to 110db

Excavators. 20t excavator can generate between 100db and 102db

Mitigation measures such as acoustic barriers can be used if required.

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 monitors will be positioned for the construction of the project. In the event that either the noise or vibration threshold levels are exceeded. Works will be stopped whilst Vistry understand what has caused the trigger. Vistry will then implement the necessary measures to ensure the works are brought back within the required threshold levels. This may be an alternative working methodology or the use of alternative plant/machinery.

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

All Site Management Staff are fully trained in respect of Building Standards and Approved Codes of Practice documents associated with Noise and Vibration Control on Construction Sites. The relevant documents are available for download via the Vistry Partnerships Portal known as 'DUG'.

Links and references to these documents including implementation guidance and GTP procedures to comply are contained within the Site Construction Environmental plan, Environmental Noise monitoring guidance, Nuisance Management guidance documents.

All Site Management staff receive further training in the form of Environmental Awareness training and hold appropriate construction related qualifications including and not limited to Degree level study, CSCS, SMSTS Qualifications.

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 management of air pollution and dust nuisance will be managed as set-out within the Stantec Air Quality Assessment Document (February 2021) which formed part of the planning submittal.

Communication

- Develop and implement a stakeholder communications plan through collaborative discussions within the Community Working Group.
- Display the name and contact details of persons accountable on the Site boundary notice board
- Display the head or regional office information on the Site boundary notice board.

Management

- Record all dust and air quality complaints, identify causes and take measures to reduce emissions.
- Record exceptional incidents and action taken to resolve the situation.
- Carry out regular site inspections to monitor compliance with the dust management plan and record results.
- Agree dust monitoring locations with the local authority and instigate monitoring 3 months in advance of works commencing in the area.
- Plan Site layout so that machinery and dust causing activities are located away from receptors, as far as possible.
- Erect solid screens or barriers around dusty activities or the Site boundary at least as high as any stockpile on-site.
- Fully enclose Site or specific operations where there is a high potential for dust production and the Site is active for an extensive period.
- Avoid site run off of water or mud.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove potentially dusty materials from site as soon as possible.
- Ensure all vehicles comply with the London Low Emission Zone and the NRMM standards, where applicable.
- Ensure all vehicles switch off engines when stationary.
- Avoid the use of diesel or petrol powered generators where possible.
- Produce a Construction Logistics Plan to manage the delivery of goods and materials.
- Only use cutting, grinding and sawing equipment with dust suppression equipment.
- Ensure an adequate supply of water on-site for dust suppressant.
- Use covered skips as and when required
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use water sprays on such equipment where appropriate.
- Ensure equipment is readily available on-site to clean up spillages of dry materials.
- No on-site bonfires and burning of waste materials on-site.

Earthworks

- Only remove the cover in small areas during work and not all at once.

Construction

- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless required for a particular process.
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored silos with suitable emissions control systems.

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 risk of dust and dirt being spread on the public highway will be limited to demolition, ground remediation and piling mat installation and sub structure works.

An on-site vehicle wash facility will be made available for washing down construction vehicles before they exit the project. This will be located within the site boundary on a hard standing to ensure construction vehicles do not track dirt on the highway.

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

These are the initial, proposed locations. Dust Monitor - Aeroqual Dust Sentry/Profiler - Vibration Monitor - AVA M80 - Noise Monitor - Sonitus EM2010

● Noise ● Vibration ● Dust ● Wind



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.**

An air quality assessment was undertaken by Stantec (February 2021) and the report formed part of the planning submission.

4.1.4 The study area is considered to be of 'high' sensitivity to potential dust soiling impacts (**Table 2-2**) as there are more than 10 residential properties within 20m of the Site.

4.1.5 The study area is considered to be of 'low' sensitivity to potential PM₁₀ impacts (**Table 2-2**), as baseline PM₁₀ concentrations are well below the 24-hour mean NAQO (**Table 3-5**).

4.1.6 There are no sensitive ecological receptors within 50m of the Site and therefore the study area is not considered to be sensitive to potential dust or PM₁₀ impacts on ecological receptors.

4.1.7 The overall risk of dust soiling and human health impacts, in accordance with **Table 2-3, Table 2-4** and **Table 2-5** is shown in **Table 4-1**. Appropriate mitigation measures corresponding to the level of risk identified for each activity are therefore required during the construction phase of the development (see **Section 6.1**)

Table 4-1 Construction Dust Risk Summary

Potential Impact	Risk			
	Demolition	Construction	Earthworks	Trackout
Dust soiling	Medium	Medium	Medium	Medium
Human Health	Low	Low	Low	Low

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

Vistry Partnerships confirm that the GLA's 'highly recommended' measures from the SPG have been covered and captured within the Stantec Air Quality Assessment dated February 2021.

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.

2 real time dust monitoring stations will be positioned, and a location diagram is appended.
Monthly reports will be made readily available on request.

Dust Monitor - Aeroqual Dust Sentry/Profiler - Vibration Monitor - AVA M80 - Noise Monitor
- Sonitus EM2010

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).

Vistry Partnerships London will employ a pest control and prevention contractor. They will undertake the role of site inspections and implement the necessary control measures in the event that rodents are identified.

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

An asbestos survey of the existing Charlie Ratchford Resource Centre was carried out on 5th February 2021 by Riverside

The key findings noted within the report were the identification of asbestos containing materials in 3no locations being floor tile adhesive, above door headboards and pipe work gasket.

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.

Vistry Partnerships take valid complaints very seriously and have procedures in place to respond to all valid complaints in an efficient and pro-active way. Our site teams will use our quality control documentation to enable a swift and effective resolution to the satisfaction of the complainant. All public communication, complaints and praise will be co-ordinated by our community liaison officer.

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: <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

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

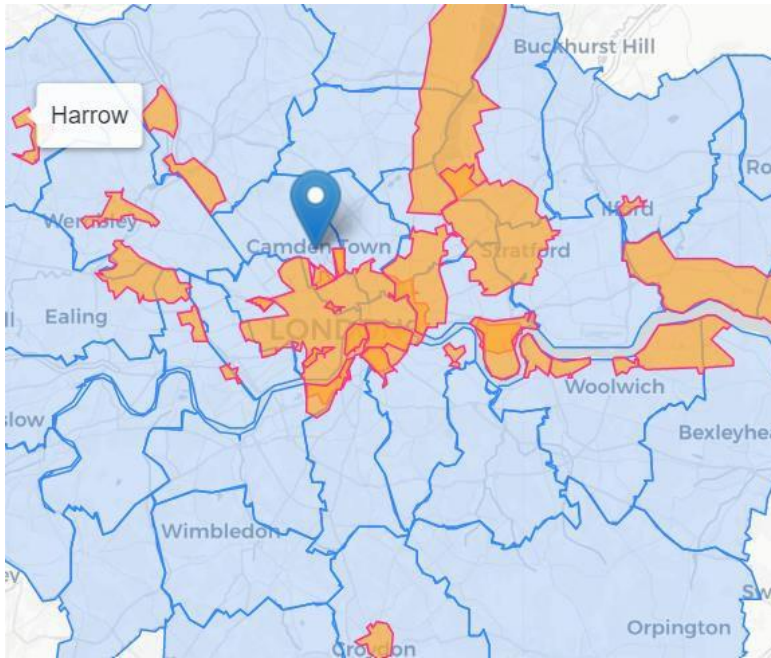
(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(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 (10/21 - 12/23):
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes. Project will be registered prior to demolition commencing.
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced, and service logs kept on site for inspection: Yes
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes

Low Emission Zone



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.

Vistry Partnerships have not committed to this pledge as a business. Vistry will however implement measures to comply with London Borough of Camden requirements through tool box talks to educate drivers on health impacts and air pollution.

The supply chain will also be directed to website for further information and direction.

Agreement

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.6

