# Construction/ Demolition Management Plan

pro forma

Camden

# Contents

# Revisions & additional material

Please list all iterations here:

| Date | Version | Produced by |
|---|---|---|
| September 2022 | A- Outline for Planning | Tomer Kopel – Archit Development |

**Additional sheets**

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

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| Appendix A - | Site Location Plan |
| Appendix B - | Regional Context Plan |
| Appendix C - | Vehicle Route Plan |
| Appendix D - | Existing Arrangement |

# Introduction

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

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

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

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

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

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

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

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

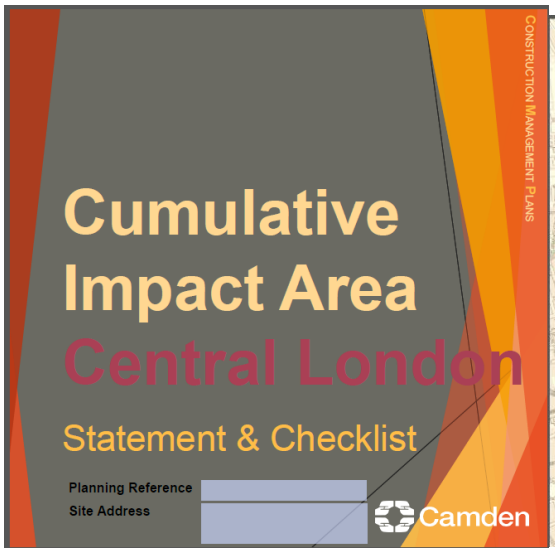
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

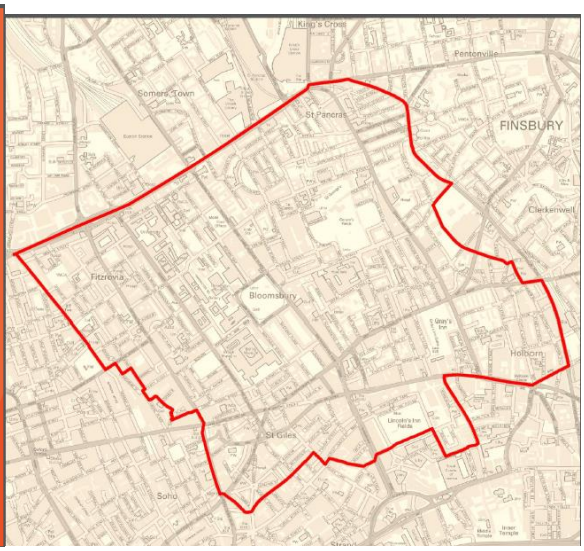
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

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

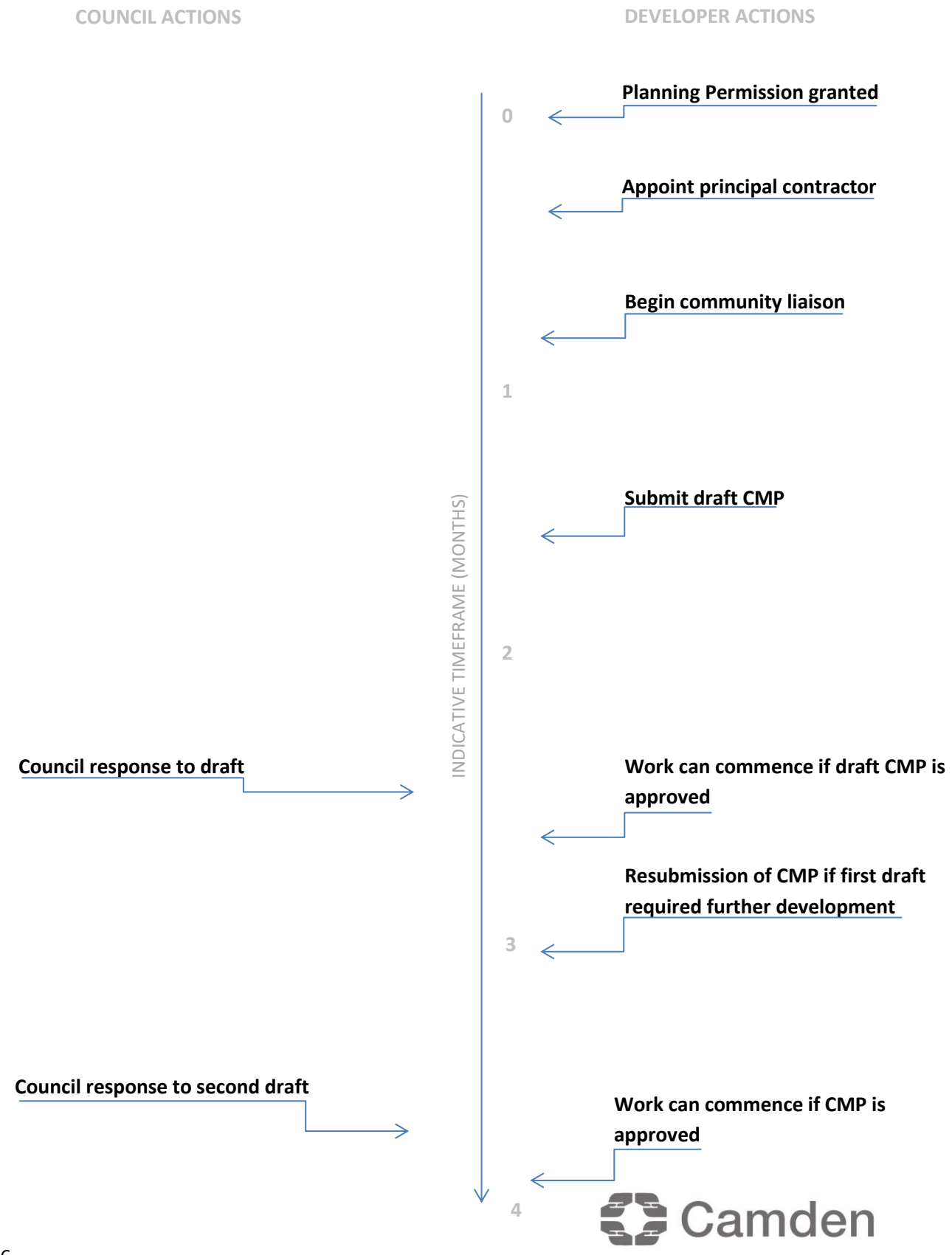
The CIA Checklist can be found at [https://www.camden.gov.uk/about-construction-management-plans](https://www.camden.gov.uk/about-construction-management-plans)




Camden

# Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission granted
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

# Contact

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

Address: THE GEORGE IV, 89 HOLMES ROAD,
LONDON NW5 3AU
Planning reference number to which the CMP applies: N/A – This pro-forma is provided as an outline document to accompany a planning application.

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

Name: Tomer

Address: Archit Development ,

43 Manchester Street, London, England, W1U 7LP

Email: Tomer.k@Archit-development.co.uk

Phone: 07904885193

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: TBC – to be provided once a contractor has been appointed.

Address:

Email:

Phone:

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: TBC – to be provided once a contractor has been appointed.

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: TBC – to be provided once a contractor has been appointed.

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.

The site is situated on the corner of Holmes Road and Willes road, Willes Road is residential road were Holmes road is used buy public buildings in bigger scale ( Camden Holmes Road Depot, CFBL , student accommodation.
Currently, the property is used as a public house and accommodates 14 HMO bedrooms
The proposal includes a second floor rear extension; and roof extension behind retained parapet, comprising 8 HMO room addition.

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).

interior at basement to second floors are simply sought to be refreshed

a minor extension at second floor level (rear, south elevation) and an upward mansard extension.

The site is directly adjacent to the school and Wiles Road is a residential road with double Yellow Line and double blips on the site side. The main challenges associated with the development therefore relate to the impact of construction activities on the school and the local road network and ensuring that suitable strategy is implemented to ensure deliveries, collections and the transfer of materials can be undertaken without harmful disruption and any H&S issues.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

The start date for the works is subject to planning permission and the discharge of all relevant conditions and legal agreements.

Further details on dates and programme would be provided at a later date once a contractor has been appointed. The estimate at this stage is for the works to last 8-10 months.

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 and accepted. |

# Community Liaison

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

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

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

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

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

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**Cumulative impact**

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

**The Council can advise on this if necessary.**

**10. Sensitive/affected receptors**

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

The site is surrounded by a school, which is likely to be affected most by the proposed works. The contractor will regularly inspect the public highway to ensure that it is kept clean and clear of obstruction.

**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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

At this stage, prior to planning permission, no public consultation exercise has been undertaken. This would be undertaken following the approval of the planning application and once a contractor has been appointed.

The planning application will be subject to a separate consultation exercise and will provide useful insight into any comments on construction matters. These can be reviewed before the first stage of the consultation exercise which is required as part of the draft CMP once planning permission has been granted.

**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.

There has been no Construction Working Group setup for this project at this stage. It is not considered that one is required, however, it is envisaged that the appointed contractor would liaise with local residents where necessary and ensure that relevant contact details are available in the event any issues arise.

**13. Schemes**

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires CCS site registration for the full duration of your project including additional CLOCS visits. Please provide the CCS site ID 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.

TBC – to be provided once a contractor has been appointed.

**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.

At the time of the site visit (undertaken in August 2022) there was no development around the site.
The appointed contractor will make all reasonable efforts and always when specifically directed by the Council to coordinate the scheduling of construction traffic movements with other nearby developments.
If any new development arises in the area, then appropriate coordination of construction traffic movements will be made in due course and subject to planning permission.

# 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:

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|---|
| TBC – to be provided once a contractor has been appointed. |

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

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|---|
| Ensuring compliance with the CLOCS Standard by the development, commences with the inclusion of specific clauses for compliance within the sub-contracts and inclusion of the following CLOCS Standards and Toolkits within enquiry documents and contracts sent to subcontractors<br>for pricing of the scheme:<br>CLOCS Standard for Construction Logistics: Managing Work Related Road Risk<br>CLOCS Toolkit: Managing Collision Reporting and Analysis<br>CLOCS Guide: Vehicle Safety Equipment<br>CLOCS Guide: Managing Driver Training and Licensing |

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

| |
|---|
| Confirmed, this is and will be included in contractor and supplier contracts. |

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 access the site from the strategic road network, Archway road. The arrival and departure routes are detailed below.

Arrival Route – Archway Road , Junction Road, Fortes Road, Kentish town road, Holmes there where they will be able to proceed towards the site and the proposed on-street vehicle loading area located immediately outside of the site within suspended parking bays. Deliveries will be under the supervision of a traffic marshal who will manage the interaction between construction traffic, pedestrians, cyclists and other road users.

Departure route – Athlone St , Prince of Wales Rd, Kentish town road, Fortes Road, Junction Road, Archway Road

The vehicle route does pass a school and therefore it is proposed that deliveries during term time are restricted to take place between 9.30am and 3pm and 3:30pm-4:30pm Monday to Friday.
All personnel responsible for delivering material to and / or transporting material away from the site will be advised of the proposed / agreed vehicular access route.

A vehicle route plan showing access to and from the strategic road network is shown at **Appendix D**.

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 drivers will be given instructions on routes to be used when travelling to and from the site and the driver instructed to call ahead to ensure that the site is ready to receive their vehicle.

**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

Deliveries and collections will be restricted to between 9.30am and 3.00pm and 3.30pm and 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. All vehicles will unload/load within suspended parking bays outside the immediate frontage of the site. All relevant licences would be applied for by the contractor.

Vehicles will call 20 minutes ahead prior to arriving to ensure the proposed loading area is clear and that the site is ready to receive the vehicle.

The following vehicles will attend the site:

10m flatbed (for scaffolding and deliveries) – for scaffolding this would be required at the start and end of the project. For deliveries, it is estimated that there would be no more than 2-3 vehicles required per week. The maximum dwell time would be 2-3 hours.

8m hi-ab/flatbed (for deliveries) – this would be required for ad hoc deliveries of building materials. This is anticipated to occur no more than once a week for the duration. Dwell times would not exceed 40 minutes.

Light goods vehicles (for deliveries, trades and any waste removal) – there would no more than 2-3 vehicles attending the site during peak periods such as fit out.

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.

At this stage and following a site visit there are no known developments in the vicinity of the site that are likely to affect the proposed construction strategy.

Subject to planning approval, and prior to commencement, searches will be made to ensure that any identified developments can be acknowledged and that contact can be made with the relevant contractors/project managers.

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

It is not considered that there are any constrained manoeuvres on the site access 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.

Holding areas are not considered necessary for this site given the low number of anticipated construction vehicles that will attend the site.

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

The use of construction material consolidation centres, and/or delivery by water/rail is not considered necessary for this site. The construction contractor will consider whether consolidation centres could be used upon appointment.

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).

All drivers will be instructed to turn off engines when attending the site and unloading/loading. Banksmen will also be given responsibility to monitor that drivers are adhering to this instruction.

**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.

N/A – vehicles will unload/load on-street outside the site within suspended parking bays.

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.

N/A

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.

N/A

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

**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 vehicles will unload/load on-street immediately outside the frontage of the property within suspended parking bays, which will be required for the duration of the works during working hours.

The loading area would be adjacent to a gantry that would be erected over the footway and across part of the frontage of the site. The gantry would allow for the transfer of materials between the site and construction vehicle and accommodate a conveyor and hoist.

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.

Banksmen will be made available when construction vehicles are unloading/loading to assist with the transfer of materials and to manage any pedestrian activity where necessary.

Banksmen will also be available to assist with any vehicle arrivals and departures. They will provide awareness of surrounding vehicle, cyclist and pedestrian movements and communicate with site works to ensure that any activity is temporarily halted in the event of any potential conflict.

# 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.

There is no site access required. The 2.5mX10m loading bay will be proposed on Holmes Road, adjacent to the building on the nearest single yellow line, not over cycle lane or street furniture. A 3.80m carriageway width minimum will be retained in Holmes Road.

### 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 - including 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.

Parking suspensions over single yellow line will be required for the duration of the project, however, the parking can be made available outside of working hours. As such, parking suspensions are proposed rather than a TTO. In total, 15m of suspensions is required for construction vehicles and access purposes.

**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 the proposed occupation of the public highway.

A vehicle loading area and slimline gantry is required on/over the public footpath in order to assist with loading/unloading activities. The slimline gantry is required to accommodate a conveyor and hoist but will still retain a minimum 1m pedestrian route underneath.
All material/plant and welfare facilities would be stored within the site boundary. There is no intention at this stage to use the public highway for this purpose.

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.

There are no highway works required or considered necessary for these construction works at this stage.

**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.

There are no diversions proposed or considered necessary as part of the construction works.

**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.

A slimline gantry is proposed over part of the footway outside of the site to assist with the transfer of materials from/to construction vehicles. A route would be maintained underneath the gantry to ensure access past the site is still achievable for pedestrians.
General scaffolding and hoarding requirements would be within the confines of the site boundary.

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.

There are no anticipated changes to services.

# 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.

TBC – once a contractor has been appointed.
Noisy operations are expected to include:
-erecting, constructing, altering, repairing and maintaining the building and structure;
-demolition/strip out works.

The noisy works would only be undertaken between 8am and 6pm on weekdays and between 8am and 1pm on Saturday. There would be no noisy works on Sundays or Bank Holidays.
Best Practicable Means (BPM) would be undertaken to reduce the noise created. All vehicles and mechanical plant would be fitted with effective exhaust silencers and maintained to a good working order.

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

Noise survey is taking place on 16th September

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

TBC – once a contractor has been appointed.

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.

A number of noise and vibration measures will be implemented at the site to mitigate the potential environmental impacts associated with construction. This will be re-confirmed once a contractor has been appointed.
Site activities will be controlled as far as is reasonably practicable so that surrounding receptors are protected from excessive levels arising from the construction process.
• Plant identified as generating higher noise contributions at sensitive receivers will be screened by mobile barriers as far as reasonably practicable;
• Each section of the project will be planned to ensure all noisy working requirements are identified along with the timescales so such information can be advised to all concerned parties. There will be no site working during any anti-social hours;
• All site plant not in use will be shut down and not left idling on site;
• The shouting out of instructions on site will be strictly forbidden, all site management and supervisors will be issued with site communication radios;
• There will be no noisy working during any 'anti-social' hours or hours;
• The playing of radios etc on site will be strictly forbidden at all times;
• The sounding of vehicle hooters on site or in any adjacent street will be strictly forbidden at all times;
• No commercial vehicles will be allowed to park in the adjacent streets waiting for access to the site, particularly with engines left 'ticking over';
• Where possible all site plant will be effectively silenced and located in such areas of the site so as to cause the minimum amount of noise migration to areas beyond the site boundary;
• Where appropriate to minimise noise emissions from within the building work areas all glazing will remain in place for as long as possible;

There will be no site activities or plant engines started or lorry movements to and from the site made before 8am and not after 6pm;
• Working methods, procedures and logistics will be appraised and reviewed on a regular basis to ensure continuous development of BPM;
• No materials will be allowed to fall from any height which may result in the generation of vibration; and
• All lorries will be loaded and operated by competent operators with material placed into the vehicle or site and not dropped.

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

TBC – once a contractor has been appointed.

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 a focus on both preventative and reactive mitigation measures.

There are a number of air and dust mitigation measures that will be implemented at the site. This list will be re-confirmed once a contractor has been appointed for the site:
• Maintain machinery in good working order to prevent smoke and fumes;
• No lighting of bonfires;
• Instruct drivers to switch off engines;
• Use abatement technology and alternative fuels where possible;
• Ensure vehicles meet current and relevant standards;
• Carry out regular air quality monitoring;
• Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
• Any emissions of nuisance dust and fine particulates emissions are to be adequately controlled and kept within acceptable limits;
• Carry out regular site inspections to monitor compliance, record inspection results;
• Fully enclose the site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
• Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site;
• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
• Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
• Use enclosed chutes and conveyors;
• Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
• Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

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.

A dust sweeper will be made available for the local roads, upon request, to remove any material tracked out from associated construction vehicle movements.

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

TBC – once a contractor has been appointed. The monitoring proposals will be subject to agreement with the Council.

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**.

TBC – this will be undertaken once a contractor has been appointed. At this stage, all relevant requirements will be expected to be met.

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.)

TBC – once a contractor has been appointed.

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

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

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust

monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust ($PM_{10}$) concentrations, any exceedances of the trigger levels, and an 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.**

TBC – however the site will implement all necessary requirements as directed by the Council.

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

The following preventative measures will be adopted to prevent the spread of disruption from rodents:
a. Seal all disused drains and sewers correctly. The contractor will keep records of all the action taken and approval received.
b. Treat any pest infestation efficiently and effectively, notifying the Council as soon as possible.
c. Make sure that no rubbish or rotting material builds up on the site.
d. Make sure all caterers pay careful attention to:
Delivering food, Handling and storing food; and
Storing, collecting and getting rid of waste food and associated material.
If a pest issue is identified a suitably qualified pest management company will be instructed to carry out an initial assessment of the problem and a solution for the pest removal to avoid an infestation on site.

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

Asbestos survey FROM March 2021 - No Findings

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.

A Project Manager will be appointed and assume all responsibility for all staff conduct, actions and complaints.
The Project Manager will keep a record of any comments or complaints and will ensure that they are resolved quickly.
The Project Manager will also be responsible for monitoring and reviewing activity on an ongoing basis. They will be contactable during office hours with information boards displayed on the site hoarding highlighting the key personnel on site including their contact details. A 24-hour emergency contact number will also be provided.

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 (mm/yy - mm/yy): TBC – subject to planning permission and all relevant approvals

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): TBC once a contractor has been appointed.

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: TBC once a contractor has been appointed.

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Confirmed in principle.

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: Confirmed in principle.

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 the 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.

TBC – once a contractor has been appointed, however, all drivers will be instructed to turn off their engines when outside the site and when power is not required.

- 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:** ……12/09/2022……..

**Print Name:** ……Tomer Kopel……

**Position:** ……Project Director ……

Please submit to: planningobligations@camden.gov.uk

**End of form.**

V2.8

# Appendix A

**General Notes**

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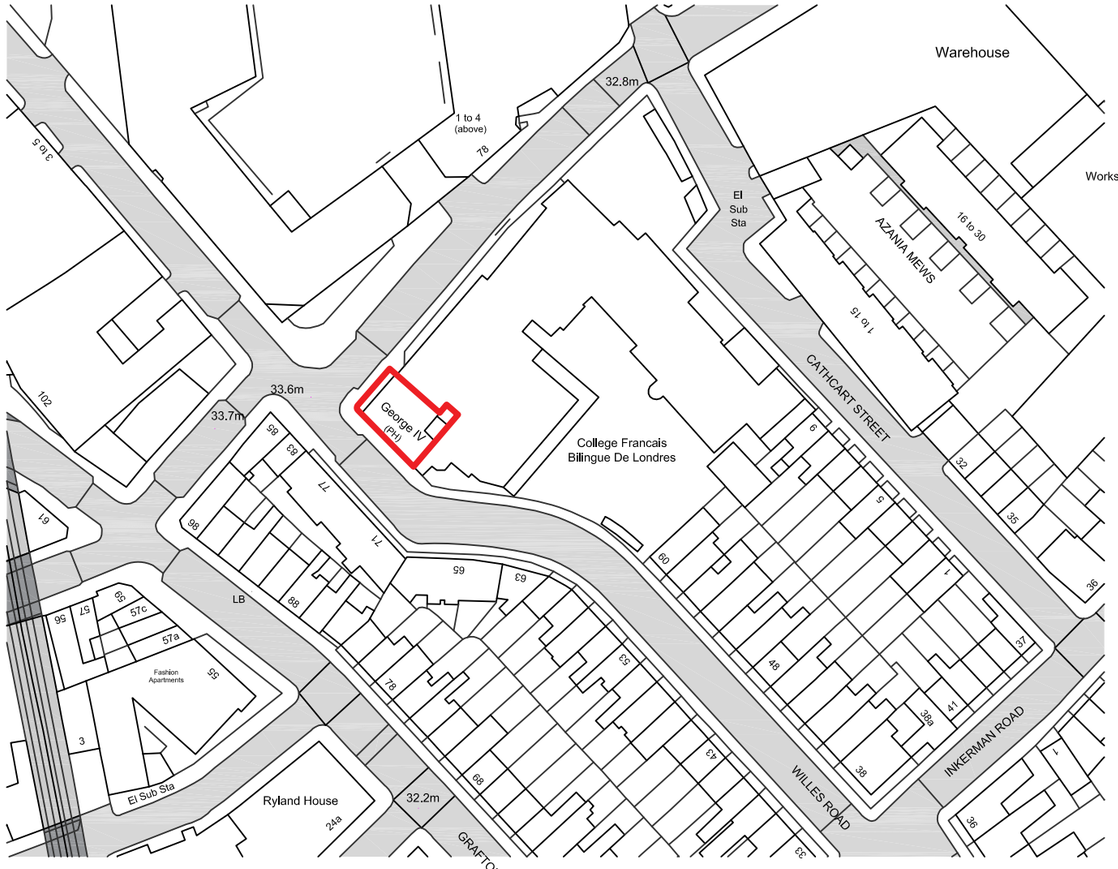
Check all dimensions on site prior to carrying out any works and advise any discrepancy




| Rev | Description | Date | By |
|---|---|---|---|

Status:

**PLANNING**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Project:

**89 HOLMES ROAD**

Drawing Title:

LOCATION MAP

| Date of first issue: | Scale: |
|---|---|
| 23.02.2022 | 1:1250 @ A3 |

| Drawn By: | Checked By: | |
|---|---|---|
| LV | GA |  |

| Drawing No: | Rev: |
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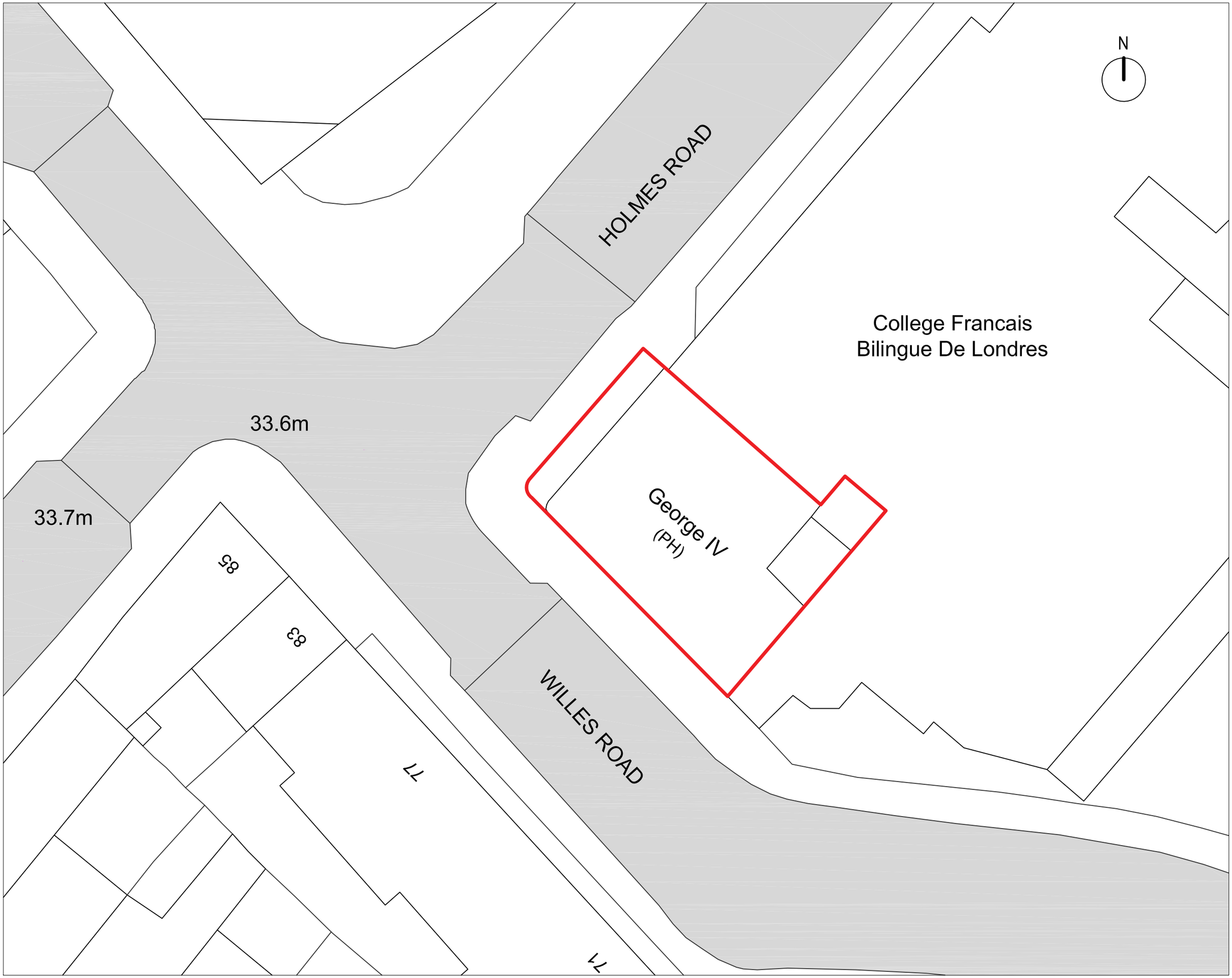


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Check all dimensions on site prior to carrying out any works and advise any discrepancy

| Rev | Description | Date | By |
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Status:

**PLANNING**

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Project:

**89 HOLMES ROAD**

Drawing Title:

SITE PLAN

| Date of first issue: | Scale: |
|---|---|
| 13.09.2022 | 1:1250 @ A3 |

| Drawn By: | Checked By: | |
|---|---|---|
| LV | SC |  |

| Drawing No: | Rev: |
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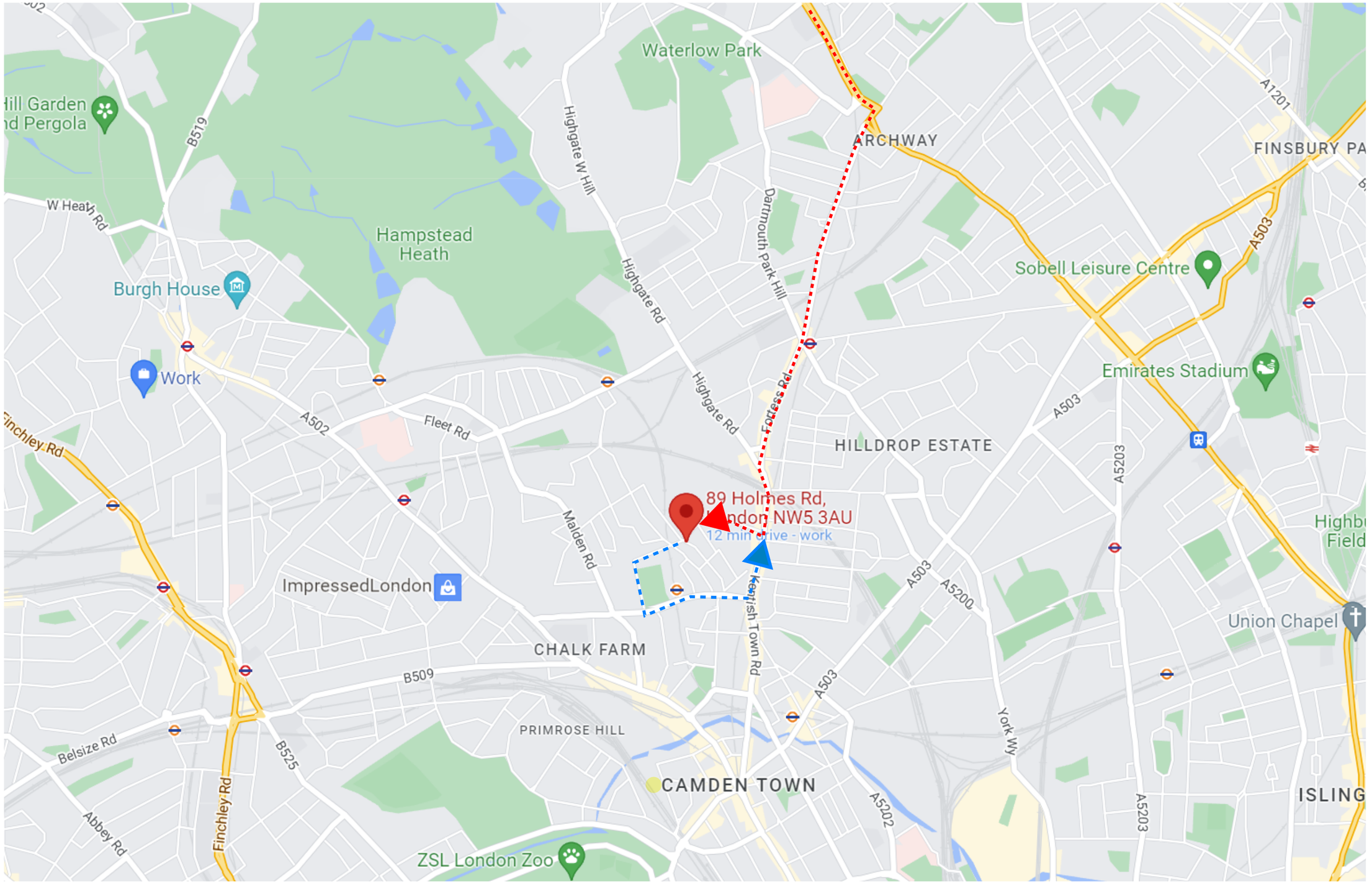
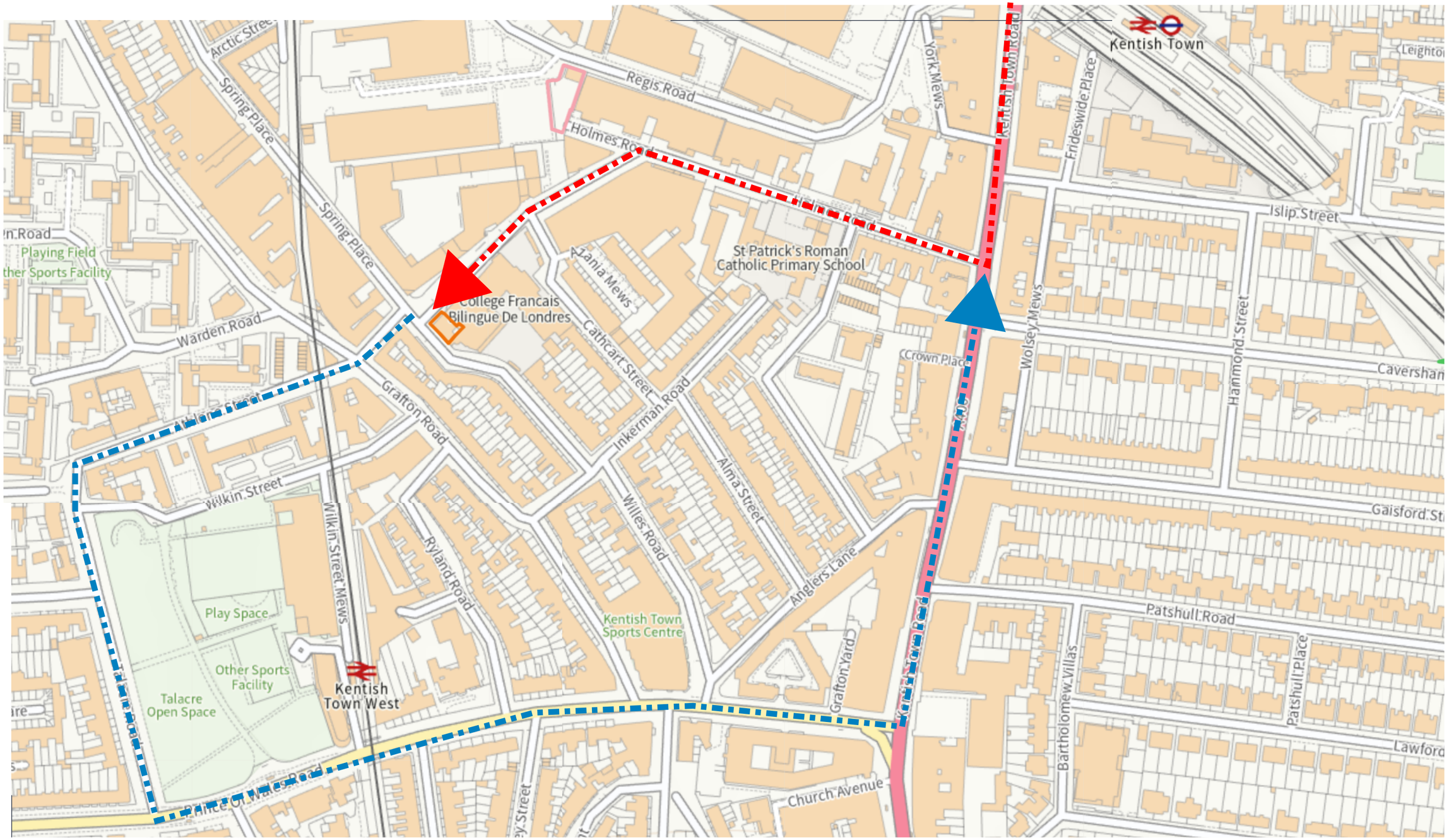
| **21046-010** | . |

# Appendix B




# Regional Context Plan 1:30000

# Appendix C




# Vehicle Routeing Plan 1:10000

Arrival Route

Departure Route