

Construction & Demolition Management Plan

pro forma

Contents

Revisions	3
Introduction	4
Timeframe	6
<u>Contact</u>	7
<u>Site</u>	9
<u>Community liaison</u>	12
<u>Transport</u>	14
<u>Environment</u>	26
<u>Agreement</u>	31

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
05.07.22	1	P Raphael
19.07.22	2	P Raphael
10.11.22	3	T Andrews
21.11.22	4	A Carbogno

Additional sheets

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

Date	Version	Produced by

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.

Contact

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

Address: Barrie House, 29 St Edmund's Terrace, NW8 7QH

Planning reference number to which the CMP applies:

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

Name: Tobias Andrews

Address: 20 Farringdon Road

Email: tobias.andrews@rpsgroup.com

Phone: 020 7832 1470

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: Arek Targosz - G&S Construction Engineering Ltd.

Address: Co-Space Stevenage, 25 Town Square, Stevenage, SG1 1BP

Email: arek@gs-construction.co.uk

Phone: 07572975400

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: Arek Targosz - G&S Construction Engineering Ltd.

Address: Co-Space Stevenage, 25 Town Square, Stevenage, SG1 1BP

Email: arek@gs-construction.co.uk

Phone: 07572975400

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: Arek Targosz - G&S Construction Engineering Ltd.

Address: Co-Space Stevenage, 25 Town Square, Stevenage, SG1 1BP

Email: arek@gs-construction.co.uk

Phone: 07572975400

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.

Figure 1 below shows the site location, on the corner of Broxwood Way and St Edmund's Terrace.

Figure 1: Site Location



The site is located in a residential area between Primrose Hill to north and Regent's Park to the south. The property currently comprises an eight storey residential block with a private parking area and porters lodge to the north. Vehicular access to the site is from Broxwood Way to the west. The site covers an approximate area of 0.2 ha. The site is bounded by the following land uses:

- The Kingsland residential estate to the north;
- Regent Heights, a seven storey residential block to the east;
- St Edmunds Terrace to the south, beyond which is Parkwood Point, a six storey residential block; and
- Broxwood Way to the west, beyond which are additional residential blocks.

Additional residential receptors in the wider area include those on St Edmunds Way, Broxwood Way and Titchfield Road. Barrow Hill Reservoir, a covered reservoir, is located immediately north east of the site boundary.

The development proposals involve the demolition of the existing two-storey porter's lodge and parking area immediately north of Barrie House and construction of a four-storey extension to Barrie House over the basement, ground, 1st, 2nd and 3rd floors to comprise 9 residential units. Ten off-street parking spaces would be brought forward to replace the spaces lost from the existing car park.

The existing residents of Barrie House will remain resident for the duration for the works.

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).

Prior to the main demolition and construction works commencing, site preparation and enabling works will be required, including establishing:

- Site hoarding and security;
- Material delivery and off-loading areas;
- Welfare facilities and site logistics; and
- Access arrangements and vehicle routing.

Any security lighting will be positioned and operated to ensure no issues of nuisance are created for the existing residents. Any surface or near surface obstructions will be removed and utilities and services will be disconnected or diverted.

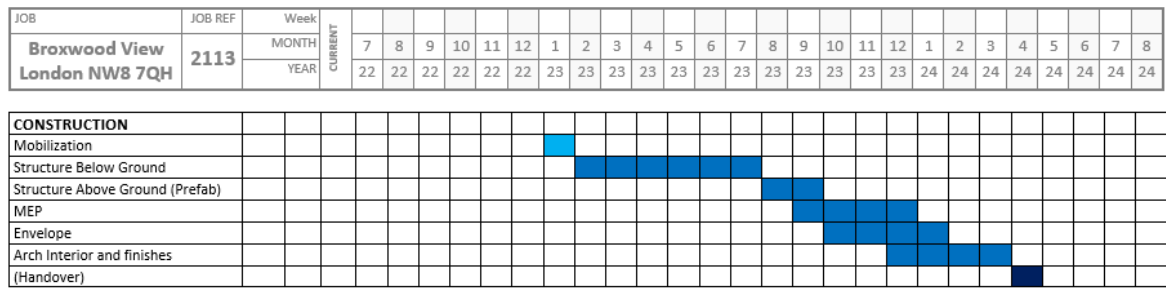
The main sequence of construction activities is outlined below.

- Site set-up;
- Erection of scaffolding;
- Demolition;
- Piling;
- Excavation;
- Ground works;
- Concrete structure and frame;
- Cavity Construction;
- Roofing and closing up; and
- Internal fit out and external works, including landscaping.

The site is surrounded by residential dwellings. In addition, the existing residents of Barrie House will remain resident for the duration for the works. They will therefore be a key receptor.

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).

Works are proposed to start in January 2023 and complete in April 2024, lasting approximately 16 months and taking place continuously. The main phases are illustrated below.



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

The above working hours will be adhered to.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The site is bounded by several residential developments as outlined in Q6 above. Additional residential receptors in the wider area include those on St Edmunds Way, Broxwood Way and Titchfield Road.

The existing residents of Barrie House will also remain resident for the duration for the works.

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.

Two consultations have been carried out in respect of the draft CMP. Firstly, the landlord of Barrie House consulted with the existing residents on the site which fed into the initial drafting of the CMP. Secondly a period of consultation for wider residents and occupiers was carried out between 24th October and 10th November.

With regards to the wider consultation, letters (containing pertinent details of the draft CMP) were issued to local residents and occupiers surrounding Barrie House (as shown within Appendix A) and to local Ward Councillors Ajok Athian, Anna Burrage and Matt Cooper. The consultation concluded on 10th November. During that period 4 number of consultation responses were provided a summary of those responses relevant to the CMP can be found below:

- *Request to liaise with owners of Broxwood Way regarding proposed vehicular movements.*
- *Request to carry out a Condition Survey of Broxwood Way*
- *Request to ensure no obstruction or off-site parking to occur on Broxwood Way during the construction works.*
- *Request for contractor details to be provided to residents for liaison*
- *Query as to whether a residents panel is being set up*
- *Query as to how loud noise will be controlled*

In terms of responses to the above, the following has been undertaken:

- *Confirmation given to respondent that owner of Broxwood Way has been liaised with in terms of draft CLP.*
- *Schofield Surveyors have been appointed to produce a Condition Survey to review the road, pavement, corbel and drainage which will be circulated to the respondent.*
- *The final CLP has detailed construction traffic movement proposals that will be planned and managed by the Site Foreman and Project Manager to ensure minimal obstruction and confirms that all loading and deliveries will be undertaken on site.*
- *As per CLP requirements, the Principal Contractor will provide community liaison personnel, who will be the first line of response to resolve any issues on Site. This information will be disseminated to the residents of Barrie House and surrounding properties.*
- *The final CLP provides detail as to proposed working hours and noise control measures.'*

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 Principal Contractor will provide community relations personnel, who will be the first line of response to resolve issues of concern or complaints. Information will be disseminated to the residents of Barrie House and surrounding properties through, for example, newsletters and fliers. Information will include: location of planned works; type of works; duration; anticipated effects of the works; contact details for enquiries; and complaints procedure.

Site boards outlining information on the project and forthcoming works will be erected at the entrance to the site. Site contact numbers will be displayed as appropriate, along with the complaints procedure. All Site boards shall include the following information:

- Name of the main contractor, address and person to whom correspondence should be addressed.
- Name of the site manager.
- Month and year of completion of works.
- Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

A formal complaints procedure will be developed; the Construction Manager will be responsible for receiving, recording and responding to external complaints and will have their telephone number displayed for quick response to complaints.

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.

We have read and understood this and agree to abide by it.

The Contractor will be required to register the Site with the 'Considerate Constructors Scheme' administered by the Construction Confederation on behalf of the Construction Industry Board.

The Contractor will also accord with the following schemes:

- Guide for Contractors working in Camden,
- Camden's Considerate Contractors Manual,
- TfL's Standard for Construction Logistics and Cyclist Safety (CLOCS)
- TfL's Fleet Operator Recognition Scheme (FORS), and
- Camden's Minimum Requirement for Building Construction (CMRBC)

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.

There are no cumulative construction sites in the immediate vicinity of the site.

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:

Name: G&S Construction Engineering Ltd.

Address: Co-Space Stevenage, 25 Town Square, Stevenage, SG1 1BP

Email: arek@gs-construction.co.uk

Phone: 07572975400

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

The Principal Contractor, and as far as reasonably practicable sub-contractors, will meet the Construction Logistics and Cyclist Safety (CLOCS) standard for construction logistics.

Contracts

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).

Desktop checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced on accordingly.

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:

The CLOCS Standard will be included in all 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.

Vehicles will access the site via the existing access on Broxwood Way, as illustrated below. The existing rotunda will be partially hoarded off (as illustrated by the yellow dashed line in Figure 2) to separate construction vehicle movements from the existing driveway and vehicle/pedestrian access, which will be retained throughout construction. Construction vehicles will reverse into the site, allowing them to exit the site in a forward direction.

Figure 2: Site Access

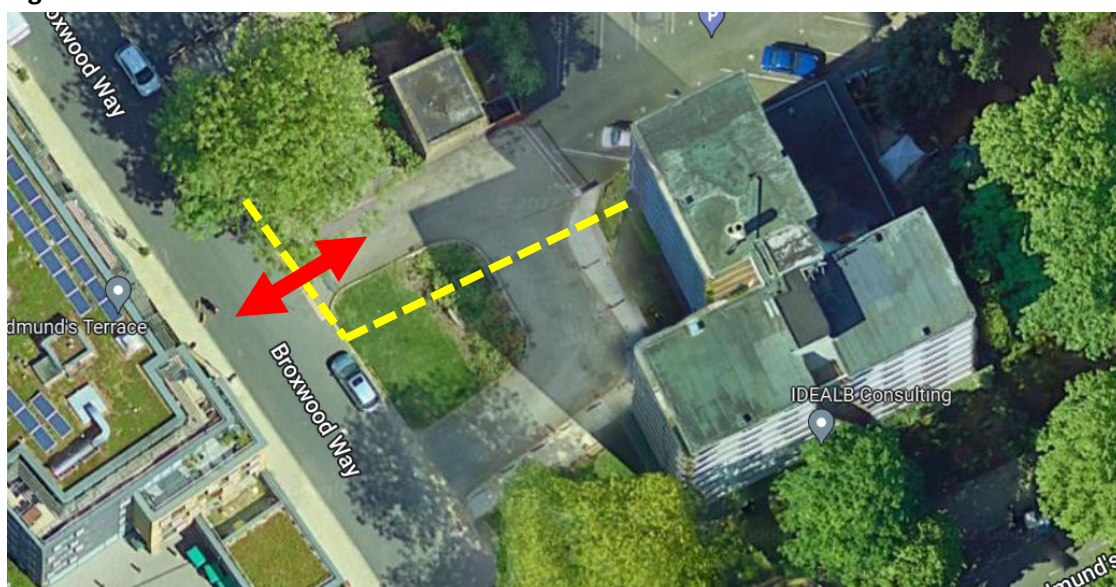
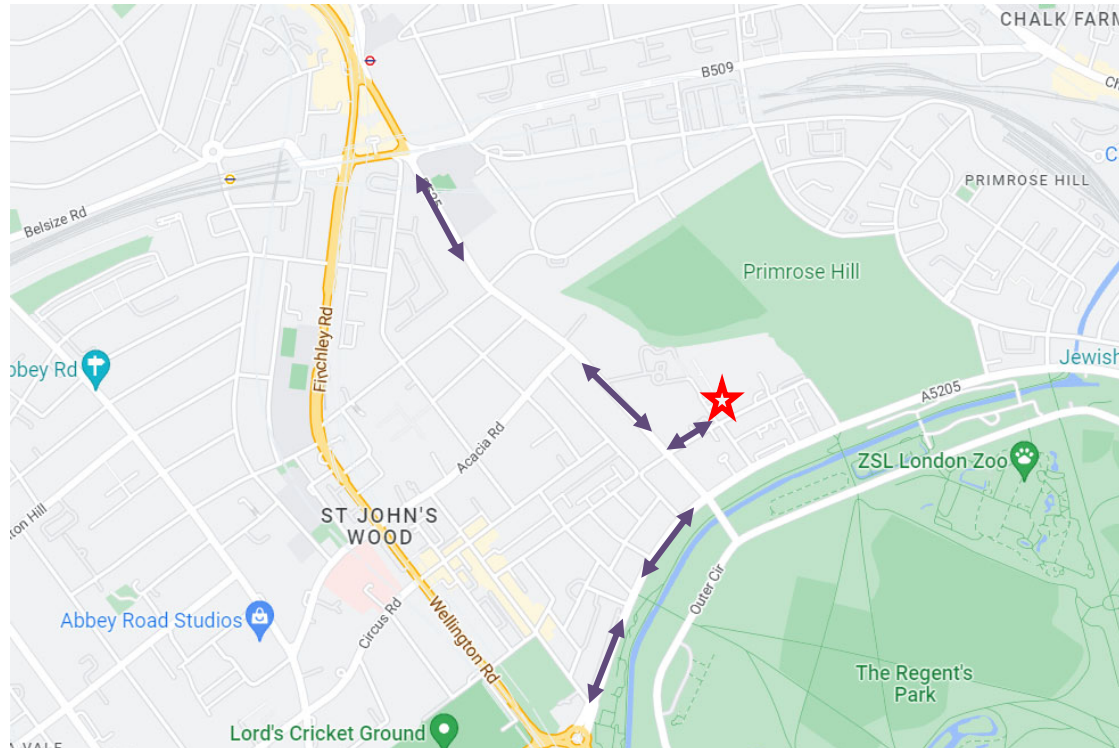


Figure 3: Vehicular Access Routes

Vehicles will utilise the A5205, Prince Albert Road, to the south, and are likely to travel north up Titchfield Road to the site.



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.

The Contractor will maintain an up-to-date log of all drivers that will include a written undertaking from them to adhere to use of the approved routes for construction traffic.

Directional signage will be implemented to ensure that construction traffic utilises designated routes to minimise the effect on the surrounding road network.

All construction traffic entering and leaving the site will be closely controlled and during delivery times, traffic marshals will be positioned appropriately to control and record entry and exit movements.

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

HGV movements will be restricted so as to avoid peak traffic flow periods (i.e. from 08h00-09h00 and 17h00-18h00).

It is likely a number of varying types of vehicles will be required to undertake deliveries to and from site. These will include:

- Skip Lorries (approx. size 7.5m long and 2.4m wide)
- Ready Mix Concrete Lorries (approx. size 8.25m long and 2.45m wide)
- Flatbed delivery lorries, for items such as steelwork/timber/windows/doors etc (approx. size 8.5m long and 2.4m wide)

It is not anticipated that this scheme will require any more than 4-5 deliveries a day on average. It is envisaged that this level of delivery will be fairly constant throughout all construction phases.

Nearly all deliveries and the skip exchanges are expected to last less than 30 minutes.

A strict delivery procedure will be followed for all loading arrangements. A booking system will be put in place to ensure large deliveries are not conflicting. All deliveries will be carefully planned and managed by the Site Foreman and Project Manager to avoid potential grouping of vehicles. The vehicles will be given specific time slots to attend site.

A designated site operative will ensure that traffic flow is maintained at all times and that any inconvenience to other road users (drivers, cyclists and pedestrians) is kept to a minimum.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

We are not currently aware of other developments in the local area, should this change all reasonable effort will be made to minimise disruption.

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

Not Applicable.

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.

All loading and deliveries will be undertaken on site. It is not anticipated that there would be any off-site holding areas or waiting points. No parking suspensions will be required.

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

Due to the site's location, the use of rail and/or water for the transport of materials is not considered appropriate.

No consolidations centres will be required given the magnitude of the construction works. Local Merchants and building suppliers will be used wherever possible to simplify delivery arrangements and keep the carbon footprint down for the project.

A booking system will be put in place to ensure large deliveries are not conflicting and contact details be provided to the residents in the surrounding area for complaints.

Any packaging used for transporting of construction materials delivered to site will be sent back with the delivery vehicle whenever practicable to minimise the number of vehicle trips associated with the works.

All deliveries will be carefully planned and managed by the Site Foreman and Project Manager to avoid potential grouping of vehicles. The vehicles will be given specific time slots to attend site and will be directed by trained banksman who will wear orange Hi-Viz vests with "Banksman" written on the back to distinguish them from other site operatives who will wear plain yellow Hi-Viz vests or jackets.

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).

The Principal Contractor will ensure that all vehicle engines and plant are switched off between operations and when not in use.

To further reduce emissions, the Principal Contractor will be a member of FORS, as discussed in the more detail under Q16 above. The Site is also located in London's Ultra Low Emission Zone (ULEZ) and requires vans and light good vehicles (under 3.5 tonnes) to meet Euro V1 emission standards or pay a surcharge. HGVs and vans over 3.5 tonnes will need to meet Low Emission Zone emission targets or pay a surcharge.

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.

Access and egress will be from Broxwood Way. This is shown on Figure 2 above.

It is anticipated that no street loading would be necessary and all deliveries, loading and materials handling would be conducted within the Site boundary.

The existing residents of Barrie House will be provided with safe and secure pedestrian access throughout the duration of the works which will be separated from the works and other access routes.

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.

Banksmen will aid construction vehicles in entering and exiting the site, through the site hoarding. Banksmen will assist in traffic movements to ensure pedestrian safety and minimal disturbance to other traffic on Broxwood Way.

Vehicles not fitted with an audible reversing alarm/flashing beacon will have a banksman present when reversing or carrying out difficult manoeuvres in and out of the site.

All mobile plant/equipment will be parked safely and locked within a designated area to prevent tampering, and keys to all plant/equipment will be kept in a secured location.

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.

Wheel washing/jet cleaning will be conducted within the Site on all vehicles where track out of mud may potentially arise on the public highway. Vehicle access is only available from Broxwood Way on existing paved surfacing. The potential for significant track out is therefore considered minor. The contractor will sweep the local streets if there is any issue with overspill of dust or spoil.

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.

Not Applicable. All loading and off-loading will be undertaken within the site boundary.

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.

Not applicable – please refer to Q20b.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

All construction activities would occur within the Site boundary. No works to the public highway or footway would be required. Boundary hoarding within the confines of the property would be erected. All materials and waste storage would be on-site.

Site access is shown in Figure 6, under Q20a.

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](#).

Not Applicable.

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.

Not Applicable.

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.

Not Applicable.

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.

Not Applicable.

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.

Not Applicable.

Hoarding would be erected within the perimeter of the site and would not extend into the footway or highway.

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.

Not Applicable.

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.

The main contractor will require temporary water and electricity supply during construction.

Details will be provided to LBC prior to commencement.

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.

It is anticipated that LBCs standard working hours will be adhered to and no noisy work will be undertaken outside of these hours.

The noisiest works are anticipated to comprise external earthworks associated with demolition of the porters lodge and CFA piling activities. The principal noise generating plant that will be used for the demolition and construction works are likely to be:

- 15 Tonne Excavator
- Concrete Pump
- Concrete Deliveries
- Dumper
- Generator
- Material Deliveries
- Muck Away Lorries
- Silent Piling Rig
- Circular Saw
- Tower Crane

All works will be undertaken in accordance with BPM. Further information is provided in Q31 below.

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

A Noise Survey was undertaken in June 2022, comprising two locations within the site boundary. This has been previously submitted to LBC.

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

Predictions of noise and vibration levels are not currently available. Further details on noise mitigation and monitoring are provided under Q31 and Q35.

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.

Best practicable means (BPM) will be applied during enabling, excavation and construction works to minimise noise and vibration at these neighbouring properties and other sensitive receptors.

All demolition, earthworks and construction works will comply with BS5228 through the undertaking of noise monitoring by the Contractor over the duration of the works. Noise and vibration levels will be monitored with fixed equipment at the site boundary at locations adjacent to the nearest neighbouring properties. Readings will be recorded and kept on site and made available for review by LBC if requested.

The following measures will be adopted to reduce noise and vibration during construction works:

- All contractors will be briefed on the Section 61 consent and associated conditions for the site;
- During concrete pumping, some items of equipment will be surrounded by additional screening. Temporary noise barriers (i.e. acoustic blankets) will be used to reduce noise levels where appropriate and practicable;
- Plant which is known to emit noise strongly in one direction will be orientated in such a way that noise is directed away from sensitive areas wherever possible;
- Engine covers will be kept closed when machines are in use and idling;
- Vehicle and mechanical plant will be fitted with exhaust silencers, which will be maintained in good and efficient working order;
- Use of electrically powered fixed items of construction plant rather than diesel- or petrol-driven plant where possible;
- Pneumatic tools will be fitted with silencers or mufflers when in use close to sensitive receptors;
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel. Scaffold will be fixed together with hand tools to minimise noise and vibration impacts;
- Loading and unloading of vehicles, dismantling of equipment or moving equipment or materials around the site will be conducted in such a manner as to minimise noise/vibration generation. This will include avoiding any drops from height, placing rubber mats in the base of storage containers and any chutes;
- Shouting and raised voices shall be kept to a minimum. Use of radios is to be restricted except where two-way radios are required for reasons of safety and communication;
- A minimum of 2.44 metre impervious hoarding will be erected around the site (within the site boundary);
- Controlled deconstruction and dismantling. Hydraulic construction will be used in preference to percussive techniques, where possible; and
- A daily site inspection will be undertaken to identify and rectify any issues which may increase noise and/or vibration.

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

It is anticipated that the Contractor, when appointed, will be of a size and reputation demonstrating extensive experience in the management of construction projects and the mitigation of environmental effects.

Toolbox talks, and method statement briefings will be given to all relevant personnel as the work proceeds and will cover the environmental controls related to specific activities undertaken during the works, including ways to minimise noise. A full register of toolbox talks and method statement briefing attendance shall be maintained on site. Evidence that staff have been trained on BS 5228:2009 will be provided.

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.

During construction works, the Principal Contractor will be required to control and limit dust, air quality, odour and exhaust emissions as far as reasonably practicable and in accordance with BPM.

Mitigation measures will be implemented to minimise the nuisance and impact arising from dust produced during construction and site preparation activities and maintain suitable air quality levels. These include the following:

Site management and maintenance:

- Contractors will be instructed to use all reasonable means available to keep dust to a minimum, especially during dry weather conditions;
- Wind speed and direction must be taken into account when organising on site operations;
- Water sprays or sprinklers will be used when undertaking dust generating activities on-site, to suppress the levels of dust generated. Water runoff from dust suppression activities will be controlled;
- Dust suppression system will be fitted to all applicable equipment e.g. built in water sprays to be used at all times of operation. Water supply is present at site and will be used to assist in the dampening down to control dust;
- Hoarding boards at the site access will serve as a physical barrier to the site boundary. It will therefore help minimise the levels of dust escaping the site;
- Sweeping of the footway outside the site will be completed within five minutes of any delivery or waste removal as necessary, to ensure they are kept clear of any dust and debris from the site;
- Lorries carrying debris or waste will be properly covered to prevent spoil/dust from escaping;
- Burning of any material will be prohibited anywhere on-site;
- All waste storage containers, bins and lorries removing materials from site are to be sheeted;
- Daily on-site and off-site inspections will be undertaken to monitor dust. These will be increased in particularly hot and windy conditions;
- Deposits of dust on external parts of the plant will be cleaned off at the end of each working day in order to minimise the potential for wind entrainment.
- 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;
- Make the complaints log and/or daily logs available to LBC for inspection;

- Record any exceptional incidents that cause dust and/or air emissions, both on- or off-site and action taken to resolve the situation in the log book;
- As far as possible, fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period; and
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site.

Construction plant and vehicles

Measures will also be implemented to limit emissions from construction plant and vehicles. These measures will include:

- Non Road Mobile Machinery (NRMM) compliant equipment will be sourced and registered on the GLA website;
- All construction plant will be appropriately sized, vehicles and equipment will be maintained in good working order;
- Low emission vehicles will be used where possible and fit plant with catalysts filters or similar devices. Low sulphur fuels will be used where possible;
- Vehicle and construction plant exhausts to be directed away from the ground and positioned at a height to facilitate appropriate dispersal of exhaust emissions away from neighbouring residential properties;
- The enclosure, shielding or provision of filters on plant likely to generate excessive quantities of dust beyond the site boundaries;
- All plant when not in use and do not need their engines to be running will be turned off. There will be no idling;
- Electrical powered equipment will be used on site instead of generators;
- Operation of construction plant in accordance with the manufacturer's written recommendations;
- Minimal drop heights and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- Vehicle, plant and equipment maintenance records will be kept on site and reviewed regularly.

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.

See also Q33.

All construction activities will occur inside of perimeter hoarding. All loading of soils onto HGV wagons will occur within the site boundary over paved hardstanding. A watching brief will be maintained to ensure vehicle movement areas at the front of the site remain clear of soils and that no vehicles track soils out on to Elsworth. A jet washer will be used to clean vehicles where required.

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

In order to ensure compliance with BS 5228:2009+A1:2014 'Code of Practice for Noise and Vibration Control on Construction and Open Sites. Part 1: Noise', daily and weekly noise monitoring will be undertaken during all construction activities by the Principal Contractor over the duration of the works.

Noise levels will be monitored continuously with fixed equipment within at the site boundary. Readings will be recorded and kept on site and made available for review by LBC if requested. The monitors will be located at 1 fixed position at the site boundary for the duration of the construction phase. They will be calibrated once a year and associated certificates will be available at site.

'Trigger levels' for noise will be applied at site. These are limits which cannot be exceeded external to the hoarding. Noise trigger levels will be derived using the ABC Method as set out in BS 5228:2009+A1:2014.

It is not considered that vibration monitoring is necessary at this site. CFA piles are known to have low vibrations. This, in addition to the distance from the proposed piles and the anticipated location of the TW pipe(s) indicates vibration monitoring is unlikely to be required on this site.

Information on dust monitoring is provided in response to Q38 below.

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 has been undertaken and accompanied the planning application. The assessment included a dust risk assessment in line with the GLA's SPG and considered whether the proposed development could significantly change air quality during the construction phase. With the implementation of mitigation measures the dust impacts from the works are considered to be not significant.

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.)

As outlined in the Air Quality Assessment accompanying the planning application, highly recommended mitigation measures from the GLA's SPG will be implemented, relative to the risk classification identified (medium risk). The mitigation measures are detailed in Appendix H of the Air Quality Assessment Report.

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 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.

The site is a medium risk site (please refer to the Air Quality Assessment which accompanies the planning application) and accordingly 2 real-time monitors will be installed. Monitoring will commence three months prior to the start of works on site and monthly monitoring reports provided to LBC and adhere to the requirements outlined above.

As identified in Appendix H of Air Quality Assessment prepared, dust monitoring will be undertaken and the monitoring locations will be agreed with LBC prior to commencement.

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).

To minimise the potential for a rodent problem, the following control measures will be implemented:

- Access to the site from exposed drainage should be prevented;
- Ensure that rubbish or spoil is not left long enough on site to allow rodents to establish themselves above ground;
- Toilet facilities will be cleaned daily and maintained in a good condition. It is expected that the users behave appropriately towards the facilities; and
- All food and drink are to be consumed within an enclosed area or off the construction site.

A check sheet system will be in place to confirm regular inspections. If necessary, bait boxes and traps will be installed and managed by a specialist contractor. Any pest infestation of the construction site will be notified to LBC as soon as is practicable.

Twenty-eight days prior any building works are being carried out, a method statement on how the destruction/dispersion of rodents will be controlled during the demolition and construction works will be submitted to LBC. The method statement will include details on how existing/new drainage will be sealed during the construction process.

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

An Asbestos Survey of the basement was undertaken in May 2021. The survey found the boiler room to have thermal insulation in poor condition. Asbestos has also been identified to the pipework knuckles in the store room area.

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.

All site personnel will be under the management of the Principal Contractor. Bad language, shouting and other inconsiderate behaviour will not be tolerated. This message to workers will be reinforced during site inductions and tool box talks.

Smoking will not be permitted in working areas and limited only to a designated smoking area to be determined by the Contractor and that is away sufficiently from neighbouring housing.

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):
01/23 – 04/24
- 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
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
Yes
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:
Yes

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and 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.

Refer to Q19f on engine idling and Q33 on reducing emissions from construction plant and vehicles.


No parking or waiting of construction vehicles will be permitted outside of the Site hoarding. All vehicles will be required to switch off engines when not in immediate use.

The preferred Principal Contractor will be a member of the Fleet Operators Recognition Scheme (FORS) obligating efficient use of construction vehicles and prevention of unnecessary pollution.

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:

20.11.2022
Date:

Szymon Sowa
Print Name:

Director
Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.8