

CONSTRUCTION MANAGEMENT PLAN

156 WEST END LANE, WEST HAMPSTEAD

Planning Reference : 2015/6455/P & 2019/4140/P
CMP : Revision 1.6
Approved : 6th September 2021

UPDATE: 7th DECEMBER 2021

Contents

Revisions	3
Introduction	4
Timeframe	6
Contact	7
Site	9
Community liaison	12
Transport	16
Environment	30
Agreement	38

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
1 ST June 2021	1.1	HENRY CONSTRUCTION PROJECTS LTD
15 th June 2021	1.2	HENRY CONSTRUCTION PROJECTS LTD
23 rd June 2021	1.3	HENRY CONSTRUCTION PROJECTS LTD
16 th July 2021	1.4	TETRA TECH PLANNING
16 th August 2021	1.5	TETRA TECH PLANNING
6 th September 2021	1.6 APPROVED	HENRY CONSTRUCTION PROJECTS LTD
7 th December 2021	1.7	HENRY CONSTRUCTION PROJECTS LTD AMENDMENTS TO DELIVERIES Q.19.

Additional sheets

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

Appendix	Author and Title
1	CGL Site Location Plan
2	Henry Construction Provisional Construction Programme
3	Henry Construction Construction Stages/Site Logistics Plan
4	Henry Construction Utilities Tracker
5	TPP Preliminary Access Works
6	Ian Sharland Noise & Acoustic Assessment
7	ACCON GLA Risk Assessment and Mitigations
8	TPP Swept Path Analysis – UPDATED 06.09.21
9	Henry Construction Dust Mitigation Addendum

Introduction

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

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

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

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

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

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

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

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

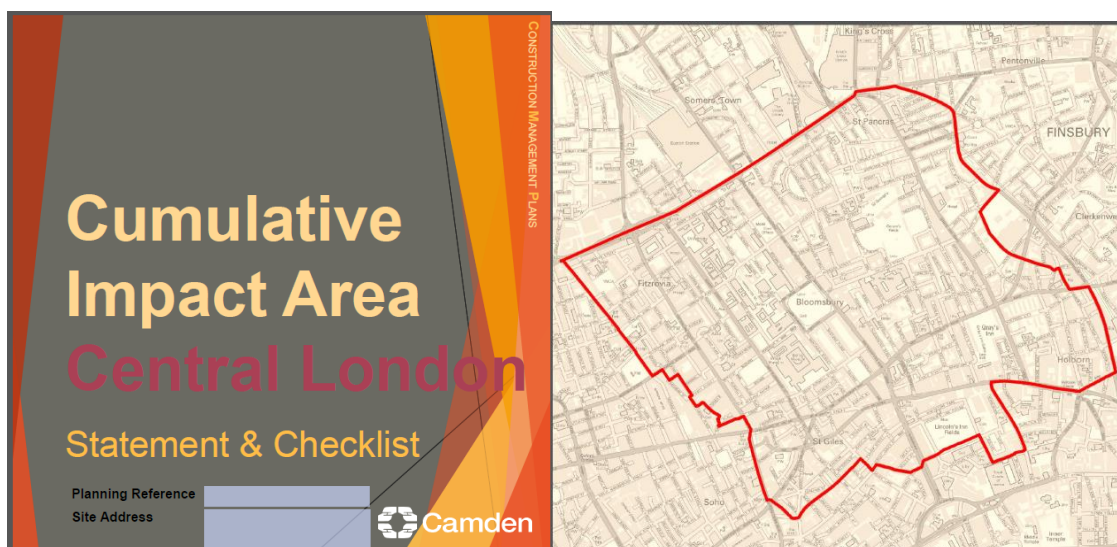
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

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

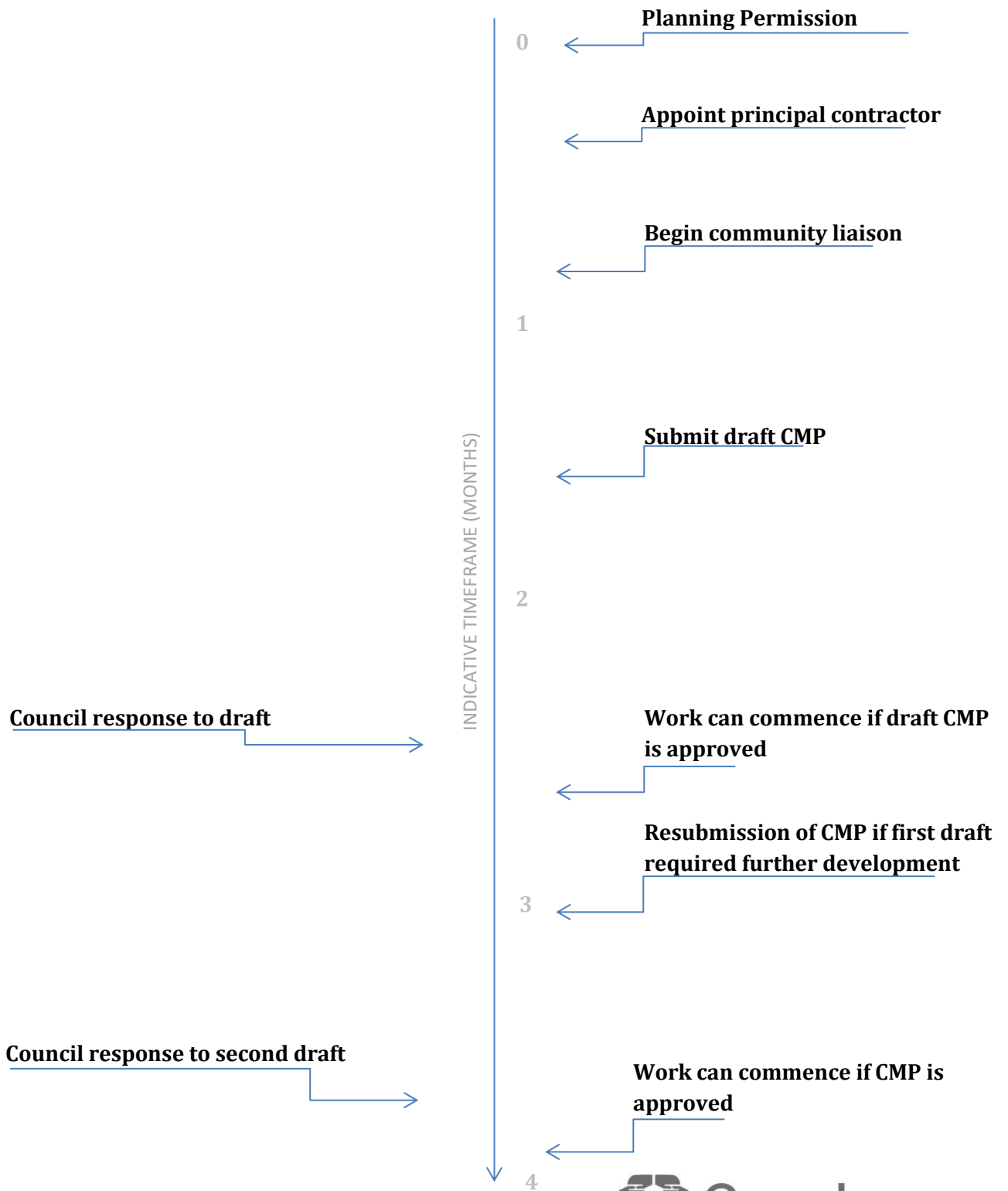
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 156 West End Lane, West Hampstead, NW6 1SD

Planning reference number to which the CMP applies: 2015/6455/P and 2019/4140/P

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

Name: Paul Webb

Address: **Henry Construction Projects Limited**

Parkway Farm
Church Road
Cranford
Middlesex
TW5 9RY

Email: pwebb@henryconstruction.co.uk

Phone: 07831915421

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: Paul Webb

Address: **Henry Construction Projects Limited**

Parkway Farm
Church Road
Cranford
Middlesex
TW5 9RY

Email: pwebb@henryconstruction.co.uk

Phone: 07831915421

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

Name: Maria Cunnea

Address: **Henry Construction Projects Limited**

Parkway Farm
Church Road
Cranford
Middlesex
TW5 9RY

Email: mcunnea@henryconstruction.co.uk

Phone: 07594 056 620

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: Paul Webb

Address: **Henry Construction Projects Limited**

Parkway Farm
Church Road
Cranford
Middlesex
TW5 9RY

Email: pwebb@henryconstruction.co.uk

Phone: 07831915421

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.

156 West End Lane: The site is occupied by a five-storey office building (vacant since 2011), a retail showroom, builders' merchant and builders' yard to the rear. Demolition of the rear two-storey building, and the hardstanding yard has taken place under 'Demolition Phases 1 and 2' from July to October 2020. Phase 3 Demolition of the office building has now commenced.

West End Lane itself forms the western boundary of the site, with the Thameslink railway line to the south; rear gardens of Lymington Road residential properties to the north, and a Multi-Use Games Area (MUGA) to the east. A public right of way "Potteries Path" runs parallel to the railway line (Please refer to APPENDIX 1 for a Site Location Plan).



1 Location Plan
1 : 1250

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).

Construction works will follow on from demolition (Phase 3) with the install of pile mat and consequent piling / sub structure works to include crane bases.

Once ground floor slabs have been poured, Tower Crane 1 and Tower Crane 2 will be erected facilitating construction of Reinforced Concrete (RC) Frames on both East and West Blocks.

With the RC Frames complete, scaffolding and hoists will be installed releasing façade and fit-out works.

The façade sequence will include Steel Framing Systems (SFS) and Weatherboard / Glazing / Brickwork along with inset and projecting balconies.

The fit-out sequence will include Dry Lining / Mechanical Electrical Plumbing (MEP) / Kitchens / Bathrooms / Joinery / Decorations and finishes.

The site is adjacent to a live railway line and station, a busy main road, residential dwellings and a MUGA. Given these interfaces, ensuring containment of the site and regular communication with third parties will be crucial in both reducing and controlling the impact of construction processes.

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).

Provisional milestones below. Please also refer to Appendix 2.

Demolition overview provided for completeness:

Enabling Works for Demolition (Phase 3)	04/05/2021
Demolition of office building	28/06/2021
Demolition Complete	02/09/2021
Ground works starts	September 2021
Substructure complete	March 2022
Concrete Frame Complete	July 2022
Façade Complete	November 2022
East Block Complete	February 2023
West Block Complete	May 2023
Project Complete	May 2023

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

We confirm that the works will be undertaken in accordance with Camden's standard working hours as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

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.).

Residential properties (and gardens) directly to the north of the site on Lymington Road, residential properties and businesses on West End Lane, including Canterbury Mansions; and Network Rail land/commuters.

11. Consultation

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

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

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

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

This draft CMP will be issued to the CWG and local Ward Councillors for review and comments. The draft will be made available on the site's designated website.

The consultation period will be open for two weeks and will close on Wednesday 7th July. There will be an opportunity to discuss the CMP at the next CWG meeting on Tuesday 6th July.

N.B. This section will be updated with details of the consultation process prior to its formal submission to Camden Council.

REV. 1.4 UPDATE on 16.07.21:

Due to technical difficulties, the CMP and its appendices were uploaded to the site's designated website on Wednesday 30th June, with members of the CWG contacted via email. The consultation period was duly extended until Wednesday 14th July. Members were also made aware of the CMP at the monthly CWG meeting on Tuesday 6th July.

As of 16th July 2021, no comments had been received on the draft CMP. We will continue to liaise with residents and business owners throughout the construction period.

12. Construction Working Group

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

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

A CWG was set up for the demolition phases. In accordance with the S106, this Group will continue for the duration of the construction works, taking the form of monthly meetings.

In addition, advance notification and information on significant and noisy works will be emailed to the CWG participants, including a monthly newsletter.

The site will have a noticeboard which will display information on construction activities and contact details.

Liaison will also continue with Camden's Officers within the Planning Obligations and CMP teams.

13. Schemes

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

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

CCS No. - Awaiting number

We confirm that Henry Construction Projects Ltd has read and understood Guide for Contractors working in Camden and agree to abide by it.

Henry Construction is committed to complying with the CCS requirements, namely:

- Appearance: professional and well managed site.
- Community: utmost consideration to the impact on neighbours and the public
- Environment: protect and enhance the environment
- Safety: attain the highest levels of health and safety performance in the workplace and care for public safety during work activities
- Workforce: provide a supportive and caring working environment

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 known existing or anticipated sites in the local area that would require mitigation during our construction works. Henry Construction will however liaise with the Council to ensure consideration is given to any sites that may come forward during the construction phase. Further liaison will be undertaken prior to and throughout the construction process to mitigate any potential cumulative impacts.

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:

HENRY CONSTRUCTION PROJECTS LTD

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

The CLOCS Standard will be applied throughout the construction process and Henry Construction as principal contractor will ensure it carries out its CLOCS requirements, including but not limited to:

- procuring site and fleet operations that comply to the requirements of the CLOCS Standard;
- ensuring site arrangements enable the safest fleet operations for e.g. level access/egress, stable loading/unloading areas, effective delivery management systems and competent site access traffic marshals
- ensure effective and efficient site access checks of HGVs and their drivers to ensure they always comply to the CLOCS Standard.

All drivers will have undertaken “Safe Urban Driver Training”, and all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left-turn alerts.

During the construction phase, Henry Construction will only employ parties whose vehicles are CLOCS accredited.

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.

Andrew Alfred, Henry Construction Projects Ltd.

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.

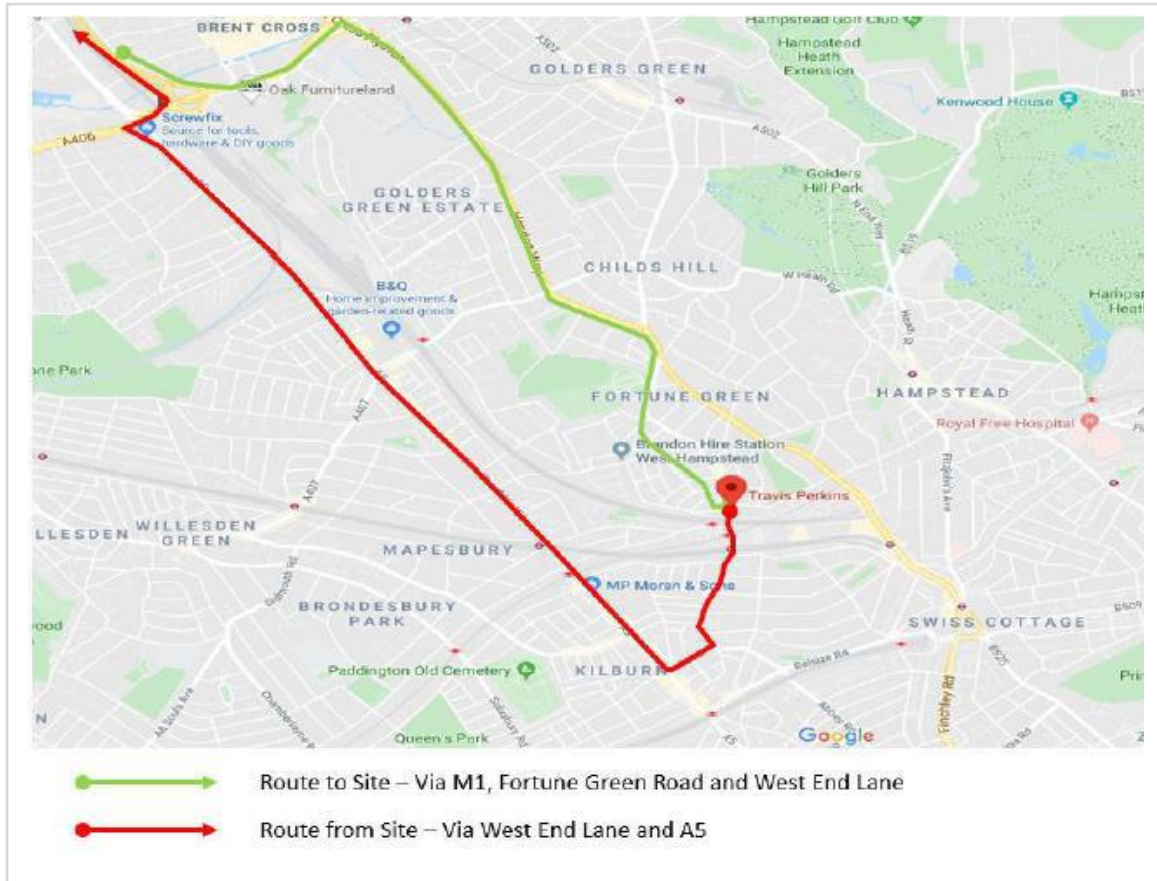
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless 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.



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 route, which was agreed for the Demolition Management Plans, will form part of the Site Logistics Plan which the supply chain are contracted to comply with. This will be communicated further to their supply chain ahead of the commencement of on-site operations and deliveries.

All deliveries to site will be booked in 24 hours in advance of planned arrival to site and the routes will be included in this delivery booking system to ensure that the routes are followed. This delivery plan will form the key part of the booking system to ensure that deliveries will be directed to the appropriate area on site as well as the timings. Deliveries will be accepted at 08.00am where they can be accommodated within the “rear yard area” of the site. The waiting lorries will turn off engines whilst waiting.

Routes will be carefully considered, and risk assessed, considering the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Contractors and delivery companies will be sent the Site Transport Plan, incorporating the Access and Egress Routes when orders are placed.

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

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

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

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

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

For Example:

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

Skip loader: 2 deliveries/week during first 10 weeks

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

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

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

- 32t Tipper: 15 deliveries/day during first 20 weeks.
- Skip loader: 10 deliveries/week for duration of project
- Artic: plant and tower crane delivery at start of project, 2 deliveries/day during main construction phase project
- 18t flatbed: 20 deliveries/week for duration of project
- 3.5t van: 20 deliveries/day for duration of project.

UPDATE:

- Concrete Deliveries between 08:00 and 18:00 Monday to Friday, with an allowance of up to four vehicles between 08:00 and 09:30 and 16:30 to 18:00.
- The above dispensation would be for the duration of the Concrete Works - from now until 31 August 2022 to include Piling works, Ring Beam works, Stair Core/Lift Shaft works, and Concrete Frame works.
- The above dates may vary from time to time with prior agreement between the Developer/Contractor and LBC Officers.

Control of site traffic: In accordance with Camden's standard working hours, site traffic will be restricted to 08:00am – 18:00pm on weekdays and between 08:00am – 1.00pm on Saturdays.

One traffic marshal will be positioned at the gate and will control the safe access and egress of vehicles and will provide safe crossing for pedestrians.

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

There are no known existing or anticipated construction sites in the local area, and therefore, it is anticipated that deliveries will be to this site only (to be reviewed accordingly with the contractor and the Council).

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

There are no constrained manoeuvres identified along the proposed delivery 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.



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.

Modular elements of the construction phase are being explored and will be confirmed during the procurement process. These include:

- Pre-Cut SFS – This will reduce the number of deliveries required and consequent waste and skip lorries
- Utility Cupboards – These may be entirely modular and will reduce the number of deliveries required and consequent waste and skip lorries
- Bathroom Pods - These may be entirely modular and will reduce the number of deliveries required and consequent waste and skip lorries

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).

Vehicles will be accepted onto site and no engine idling will be allowed. Delivery vehicles will have engine cut off devices fitted where practicable. The on-site rules for drivers will be as follows:

Site rules for all drivers:

- Handheld mobile phones or site radios will not be used whilst driving.
- Obey all traffic signage and traffic marshals.
- No children, animals (other than security team guard dogs, if applicable) or unauthorised passengers are permitted on site.
- Seatbelts are to be worn at all times when driving to and from the site.
- Do not stop on the surrounding roads and only park in designated areas or where instructed to by traffic marshals.
- All drivers must comply with local rules including briefings, access routes, escorts and exit arrangements.
- No manoeuvring operations are to be carried out without a vehicle banksman or traffic marshal in attendance.
- Drivers must wear a safety helmet, high visibility clothing, gloves, eye protection and safety footwear unless in an enclosed cab.
- Drivers needing to take legal rest breaks must do so in the appropriate areas and not on the main local roads.

20. Site access and egress: *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all

traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Please refer to Appendix 3 for the Site Logistics Plan for the different stages of construction.

Overview:

Stage 1 – Soft stripping and Demolition - access and egress via current site entrance

Stage 2 – Demolition & East block Piling - access and egress via current site entrance

Stage 3 – East Block Construction & West Block Piling - access and egress via a new (temporary) access formed using an existing dropped kerb (an existing dropped kerb was serving a disabled parking bay for the office building).

Stage 4 – East Block Construction & West Block Construction including new substation - access and egress via a new (temporary) access formed using an existing dropped kerb (as above)

Stage 5 – East Block Construction & West Block Construction when new substation energized, the current substation to be demolished. New piles installed under the current substation. First floor slab over the permanent access is built. Temporary access via existing dropped kerb will be closed. New access and egress via the approved final and permanent crossover to the north of the site.

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.

All vehicles will access and egress the site directly from West End Lane. At all times there will be one Traffic Marshall at the Gate (outside the Gate). The Traffic Marshall will call for a second Traffic Marshall on radio to assist with larger vehicles. Once the vehicle has crossed the gate into the site, the banks men will direct the vehicles to the required 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.

Update: Swept path analysis is provided in Appendix 8 (prepared by TPP).

6th September 2021-Update: Appendix 8 updated to reflect comments received from Camden's Highways department.

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.

The existing road surface will remain in-situ throughout the early construction phase, thus reducing the need for wheel washing. Further mitigation will be available when required with the use of a jet wash located by the delivery gate.

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 for the majority of the construction process. The delivery of the piling rig may require unloading outside of the main gate. To be confirmed and discussed with the Council in due course.

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.

As above.

Street Works

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

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

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

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

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

22. Site set-up

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

Please refer to Appendix 3 – Site Logistics Plan for the Construction Stages.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here](#).

TTO's may be required for incoming Utilities. To be confirmed with the Council during the construction phase.

24. Occupation of the public highway

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

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

Not applicable for the majority of the construction process – public highway may be partially occupied during future S278 works.

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

Please refer to Appendices 3 and 4 for Site Logistics Plans and Preliminary Access Works.

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.

TBC

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.

Please refer to Appendix 3 for the Site Logistics Plan for each stage of construction.

- 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.

Please note that the scaffolding (and fan) for the construction stage will be slightly different to the existing demolition scaffolding as approved within the DMP.

A scaffold fan will however still over sail the footpath on West End Lane for public protection. Design to be confirmed once construction scaffold contractor appointed and will be shared with the Council at that time.

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.

GAS – there were two existing connections to the building. One has been disconnected, and we are submitting an application to disconnect the second.

There will be a new connection required utilising the existing feed, hence no major off site works expected.

Power – Existing Substation within the building has a 700KVA capacity and is serving the current site. This will be demolished once a new substation is built within the new development. 1000KVA in total for the development (retaining 700 and an additional 300KVA).

Water – Temporary site supply on site. Permanent supply will be terminated temporarily and a new connection to be applied for. Extent of off-site work is not known yet.

Telecoms – Disconnections applied for. New connections required, extent of off-site work not yet known.

Please refer to Appendix 5 for the Utilities Tracker.

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.

- Breaking out of existing concrete obstructions / CFA piles.
- Concrete line "blowing out" noise.
- Use of Stihl Saw for cutting steel reinforcement.
- General use of electric screw guns and other powered hand tools.
- General cutting of materials; hammering.
- Vehicular movements to, from and within the site.
- The use of a jet wash to clean vehicles.
- Crane overload warning sound.

In order to meet the construction programme, noisy operations will be required from 8:00am to 18:00 Monday to Friday and from 8:00am to 13:00 Saturday.

The CWG will be informed of these noisy works in advance.

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

The most recent noise survey was undertaken from Monday 20th July to Thursday 23rd July 2020.

Please refer to APPENDIX 6.

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

As per the approved Demolition Management Plans, vibration should be no more than 25 mm per second peak particle velocity but anticipate that much lower tolerances may be required in certain areas. Noise not exceeding 75 decibels over a 10-hour time period.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Noise levels are not expected to exceed the permitted 75db over a 10-hour time period, however, should this occur a review will be carried out on feasibility / practicality of installing further acoustic screens. Please note that the crusher will be contained within an acoustic screen in accordance with the approved Demolition Management Plan (Phase 3).

Two installed noise monitors will record noise levels and will also raise alerts when levels reach close to those permitted. Works will then be stopped to review what is causing the high levels before resuming when appropriate.

Noise monitoring reports will be submitted to the Council's Pollution team.

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

All staff working on the site will hold a CSCS card. Plant operatives will have the requisite "Blue CPC card"; and likewise all specialist trades such as carpenters will hold this card. Site supervisors will be SSSTS-qualified, and Site Managers will be SMSTS qualified.

All operatives will attend toolbox talks covering a range of subjects applicable to the site activities. In relation to BS 5228:2009, noise will be covered before the commencement of noisy work. Information on noise and quiet periods will be given at Induction stage.

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

Hoses will be used to suppress dust when working with material prone to generating dust. Monarflex will be applied to each scaffold elevation, offering further protection to the public and containing dust within the site.

Two dust monitors have been installed in accordance with Condition 23 (2015/6455/P). The monitoring of dust will be undertaken throughout the construction phase, with monthly reports submitted to Camden's Air Quality team.

Update: As a minimum, two Dustbusters during the substructure works. Handheld water sprinklers as an additional measure will be used as and when required. All standard and additional mitigation measures are listed in Appendix 9.

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 wheel washing area will be located in front of the gates. All vehicles leaving site on a wet day will be washed. Public areas surrounding the site will be monitored and where necessary will be cleaned. This will include the use of a jet wash and/or road sweeper where required. Additional hoses will be on standby to deal with any excessive levels of dust. This will allow an immediate response to such issues.

Update:

- **The traffic marshal is responsible for strictly monitoring the following items and reporting to the project manager directly:**
- **We will keep the vehicular route within the site - hard surfaced.**
- **We will have a wheel washing area near the gate to wash the wheels when they are wet.**
- **We will make sure to cover all the trailers with fine material before leaving the site.**
- **We will jet-wash the vehicular entrance to stop dust and dirt migration.**
- **We will use the road sweeper as the last resort when the dust/ dirt get to the Public Highway.**
- **We have 32mm site temporary water supply. Therefore, there is no limitation on water consumption.**
- **We will be using Jetwashes. Therefore, water pressure will not be an issue.**

Please refer to Appendix 9 for all standard and additional measures that will be in use on-site.

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

Installed noise, vibration and air quality monitors will record the levels generated and will raise alerts when levels are close to those permitted. If required, works will be stopped to review the situation before resuming when appropriate.

The management team will have an automated dust trigger and will carry out constant checks on all operations throughout the day, ensuring permitted levels are not breached. Where arisings become excessive, works will be stopped and reassessed.

Monthly monitoring reports will be sent to 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.**

An Air Quality Assessment and Dust Risk Assessment was undertaken at planning application stage in line with the GLA policy.

Please refer to APPENDIX 7 for the Mitigation checklist.

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.)

A checklist has been compiled in accordance with the GLA 'highly recommended' measures from the SPG document.

Please refer to APPENDIX 7 for the Mitigation Checklist.

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

Note: **real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level.** If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval.** Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site.** Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

In accordance with the approval of details for Condition 23 pursuant to 2015/6455/P, two MCERT monitors are located on site (locations approved by Camden's Air Quality team). Monthly reporting will be submitted to Camden's Air Quality team in accordance with the condition.

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).

At all times the site shall be kept free, so far as is reasonably practicable, from rats and mice.

Before works commence a pest control specialist will be arranged to survey the site and advise on any evidence of rodents. Appropriate measures, if required, will be put in place prior to commencement of works and further inspections arranged as/when necessary.

During the works a good standard of housekeeping will be maintained on the site and in office / canteen / welfare areas, with emphasis on removing food waste and empty containers direct to storage bins to avoid attracting rodents.

Stored waste is to be stored safely and securely to prevent damage to health or escape into environment. Consideration is to be given to preventing the theft of waste, acts of vandalism and scavenging by animals, noting the "Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal)".

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

24th April and 2nd May 2015
Amosite Chrysolite board found in storeroom and ground floor false ceilings.
Chrysolite Bitumen found in shop area, male WC and corridor floor adhesive.
Apart from what is in the Gas meter (gaskit) all the ACM are removed from site.

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 operatives will undergo a Henrys Site Induction before being permitted to work on the site. This induction will set out behavioural standards to include consideration toward neighbouring residents, businesses and passing pedestrians.

Operatives found not adhering to these standards will be disciplined.

The welfare areas on site will include places to eat, change and also a smoking area in order to contain site activities. This will be located away from residents' properties.

Please refer to Appendix 3 for Site Logistics Plans.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide: <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

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

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period: 07/21 - 05/23.
- b) Is the development within the CAZ? NO
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? 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:

Confirmed
- 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
- 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

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

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

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

Our delivery system will achieve greater efficiency in vehicular movements to and from site, ensuring vehicles are not left waiting outside of the site boundary. This will reduce emissions as a result. Also, engines will be turned off when awaiting access to their respective area of the site to reduce emissions further.

● 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.

CMP Revision 1.6 – 6th September 2021

The Contractor, Henry Construction Projects Ltd agree responsibility for the reinforcement of the non-carriageway spec service cover in the proposed cross-over area – and accept liability – for any damage incurred during the works.

Signed: *Lee Bircumshaw*

Date: 06.09.21

Print Name: Lee Bircumshaw

Position: Construction Director

lbircumshaw@henryconstruction.co.uk

End of form.

V2.6