

Construction Management Plan

Construction works

Kentish Town Road

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
12/07/2022	1	MK/JMS
24/08/22	2	MK
26/01/22	3	MK
07/02/23	4	MK
17/02/23	5	MK
20/02/23	6	MK
21/02/23	7	MK
21/02/23	8	MK
15/12/2025	9	PH

Additional sheets

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

Date	Version	Produced by
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Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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 kind 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 [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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 in relation to the construction of the development. 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 for 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](#)." Details

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**

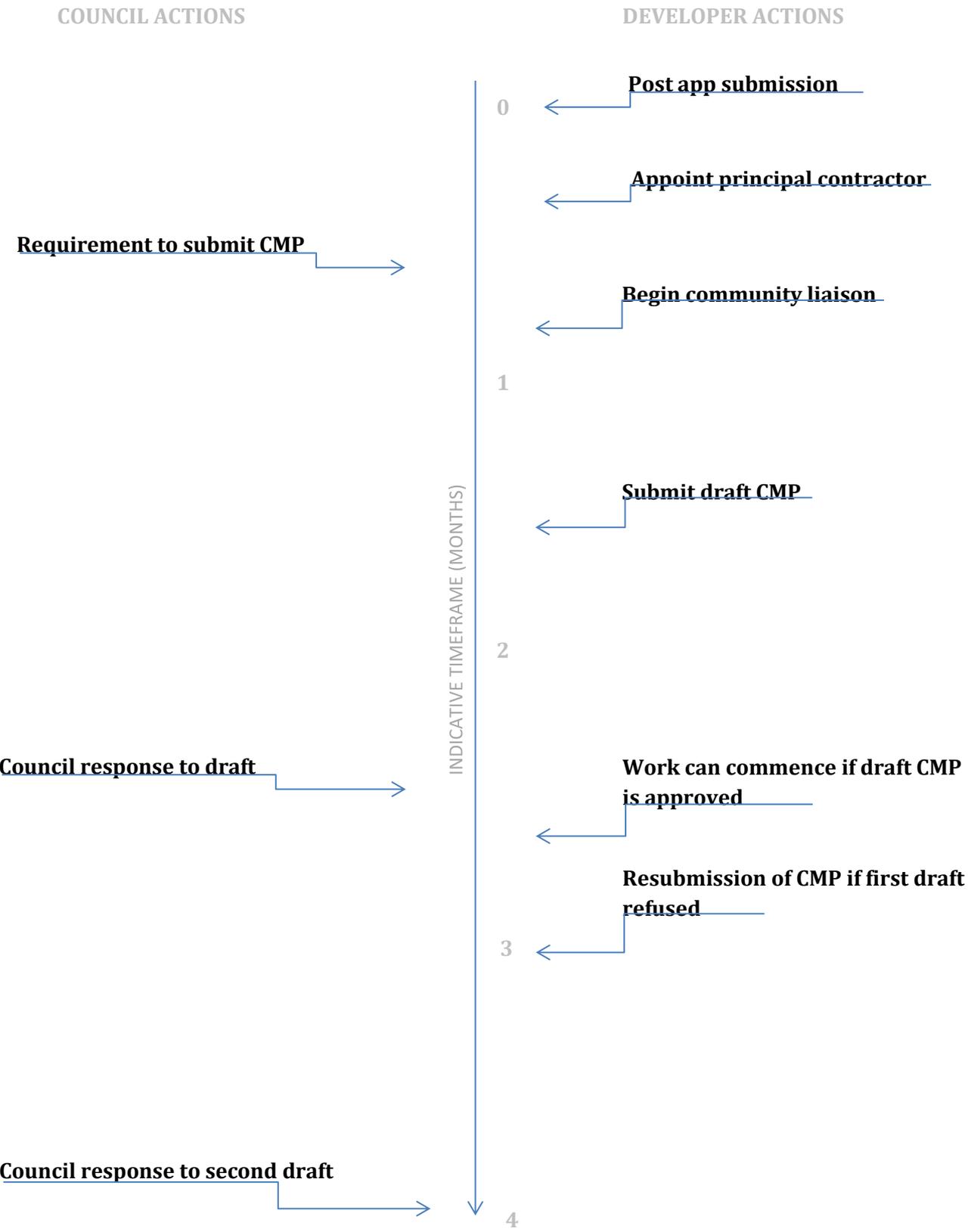
as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(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.

Timeframe



Contact

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

Address:	369-377 Kentish Town Road London NW5 2TJ
Planning reference number to which the CMP applies:	2024/4214/P
Type of CMP:	Full Planning Permission Granted Subject to a Section 106 Legal Agreement

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

Name:	Joe Oakden
Address:	Savills 33 Margaret Street London W1G 0JD
Email:	joseph.oakden@savills.com
Phone:	+44 (0) 207 330 8677

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:	Michael Monaghan
Address:	HIVIEW HOUSE, SANDERSON CLOSE, HIGHGATE. NW51TN
Email:	michaelmonaghan@murphygroup.co.uk
Phone:	Head Office: 02072674366

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:	Michael Monaghan
Address:	HIVIEW HOUSE, SANDERSON CLOSE, HIGHGATE. NW51TN
Email:	michaelmonaghan@murphygroup.co.uk
Phone:	Head Office: 02072674366

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:	J MURPHY AND SONS LTD
Address:	HIVIEW HOUSE, SANDERSON CLOSE, HIGHGATE. NW5 1TN
Email:	michaelmonaghan@murphygroup.co.uk
Phone:	Head Office: 02072674366

Site

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



The site is located at 369-377 Kentish Town Road, on the southwest corner where Kentish Town Road bridges over the railway, south of the junction of Fortess Road and Highgate Road.

The site is triangular in shape, covering an area of approximately 370m² and is currently vacant following the enabling and demolition works.

The site is bounded to the north-west by 379 Kentish Town Road, the North-East by the pavement of Kentish Town Road and south by Network Rail's Midland Main Line, which sits in a cutting which is retained along the southern site boundary by a masonry gravity retaining wall.

The site is bounded by the gable of Number 379 Kentish Town Road a four-storey end of terrace property, occupied by a ground level of a retail unit.

The proposed development comprises the demolition of the existing buildings on the site and the construction of a new mixed-use building to cover much of the site, with seven storeys above ground and a single basement level

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 includes the redevelopment including change of use from car wash and erection of part six and part seven storey building plus basement to provide 14 flats (10 x 2-bed units and 4 x 1-bed) (Class C3) at 1st floor and above (with terraces at 5th floor rear and 6th floor level (north elevation); and retail use at ground and basement level incorporating widened pavement to Kentish Town Road.

Both the pile retaining wall and pile foundations are proposed to be piled from ground level using a rotary piling rig.

The pile retaining wall will be formed as a contiguous pile wall. The pile wall section along the southern side boundary close to the masonry gravity wall will be sleeved to a level corresponding to the base of the NR masonry retaining wall.

The new frame will be concrete with a brickwork cladding to the elevations. There will be a need for a tower crane through the duration of the works (Location of which will be located within the new stair core). Internal fit out will follow on up the building after the building becomes weathertight.

The adjoining street block to the north (Nos. 387-389 Kentish Town Road) has retail and food and drink units projecting forward to the back of pavement. The upper floor massing within this block, is set back, and rises to between 3 and 5 floors, with some residential use within these upper floors.

Challenges:

TFL- Removal of existing bus stop for duration of construction works

Network rail- Works against the NR boundary with vertical access from their land

Camden Highways/Streetworks- Closure of footpath outside of the development whilst scaffolding is erected and re-opened once a pedestrian tunnel is created.

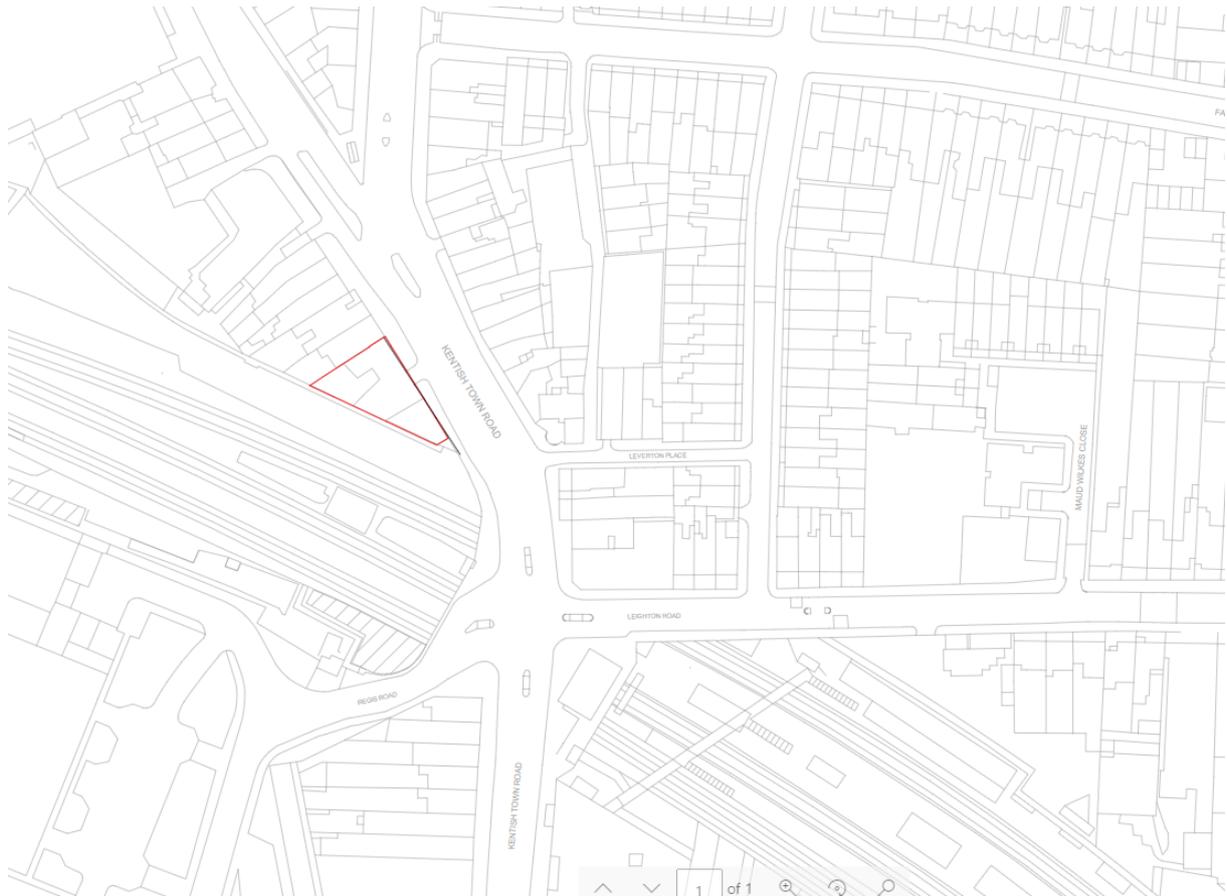
Camden Highways/Streetworks- Development is in close proximity of a busy junction, Kentish Town underground/overground station.

Neighbours- Commercial and residential premises in close proximity

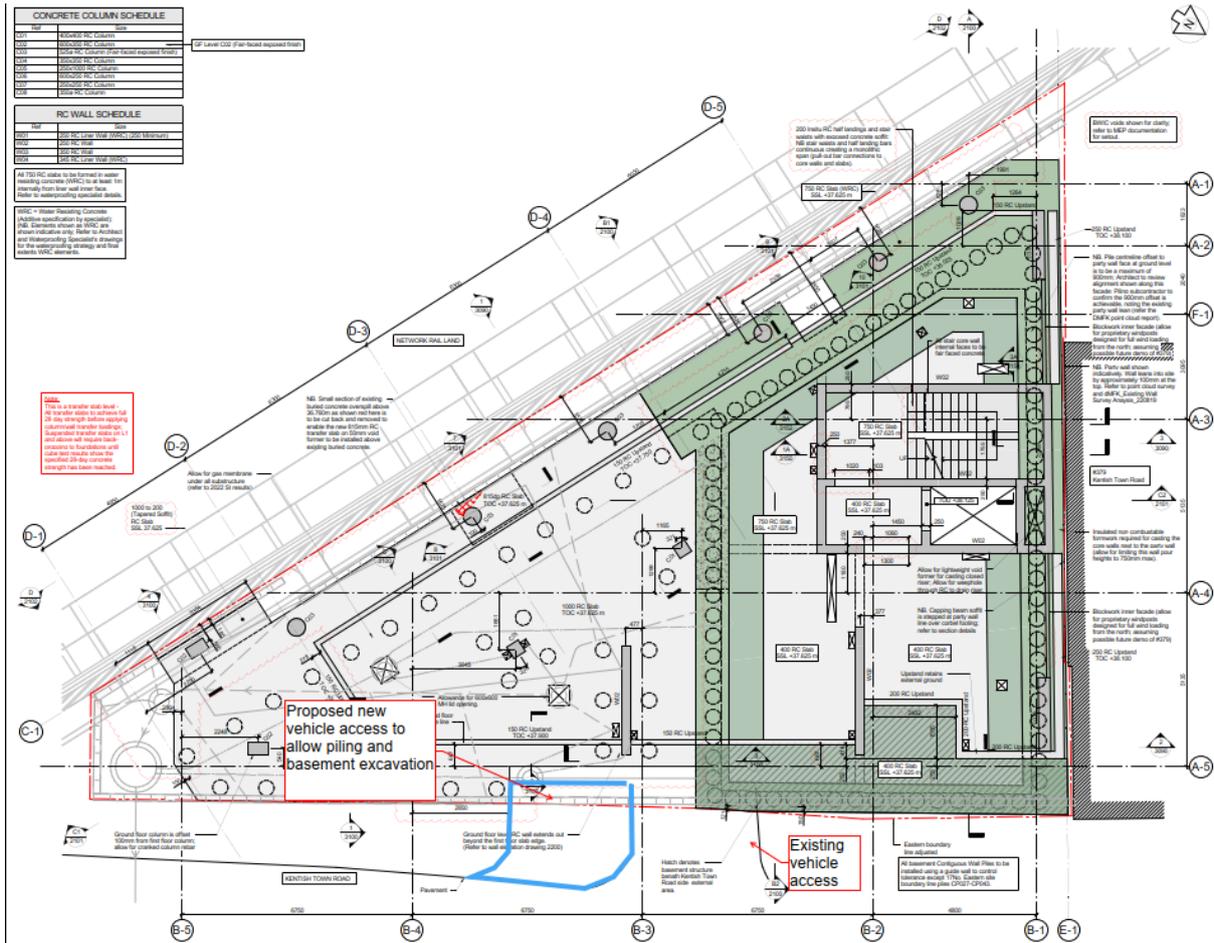
8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The nearest potential receptors will be the Kentish Town Road residents, Number 379 Kentish Town Road is a four-storey end of terrace property located along the western site boundary, occupied by a ground level of a retail unit approximately 6.2m wide and is understood to have no below ground levels. It is assumed that the building is founded on strip footings which are founded at approximately 1.5m depth below the site ground level.

9. 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 and proposed site access locations.



1:1250 – Site Location Plan



10. 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).

A Gantt chart will be supplied when this information is available, supplied by the contractor. The two tables below provide typical timescales for construction activities and are included as a guide only.

High level outline programme below (TBC upon contract agreement)

- Piling works April 2026
- Basement excavation September 2026
- Crane install October 2026
- Superstructure Commence November 2026
- Envelope June 2027
- Internal fitout August 2027

Timescales for Construction Vehicle Activities

Period	Weekly Vehicles		Daily Vehicles		Max Dwell Time
	HGV	LGV	HGV	LGV	
Site Setup	5	3	1	<1	1.5 hours
Excavation/Substructure	25	10	5	2	40 mins
Envelope	5	5	1	1	60mins
Superstructure	15	10	3	2	40 mins
Fit out	2	16	<1	<4	20 mins
Site Clean Up	5	3	1	<1	1.5 hours

Timescales for Construction Works

Activity	Duration (Weeks)
Site Setup	3
Piling	10
Excavation/Substructure	14
Superstructure	20
Envelope	36
Fit out	50
Site Clean Up	4
Total Works	93

Anticipated start date of construction: March 2026

Anticipated competition date: December 2027

Duration: Approx 82 weeks

11. 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

All construction activities are expected to occur within the hours stated above as Camden's standard working hours.

Delivery and collection vehicles to be limited between the hours of 9am-3pm.

In the event that works are required outside of these times, confirmation from the Council will be sought to undertake these activities. Subsequently, the project/construction manager will notify all local residents and businesses, in advance and will seek to keep disruption to a minimum.

12. 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.

New utility connections are required for Electricity (UKPN), and Water (Thames Water) & Sewerage. Also, a BT connection will be required for the development. Applications are being made to the relevant providers. Quotations are awaited at this point in time. Utility companies will utilise the same excavations where possible.

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.

13. Consultation

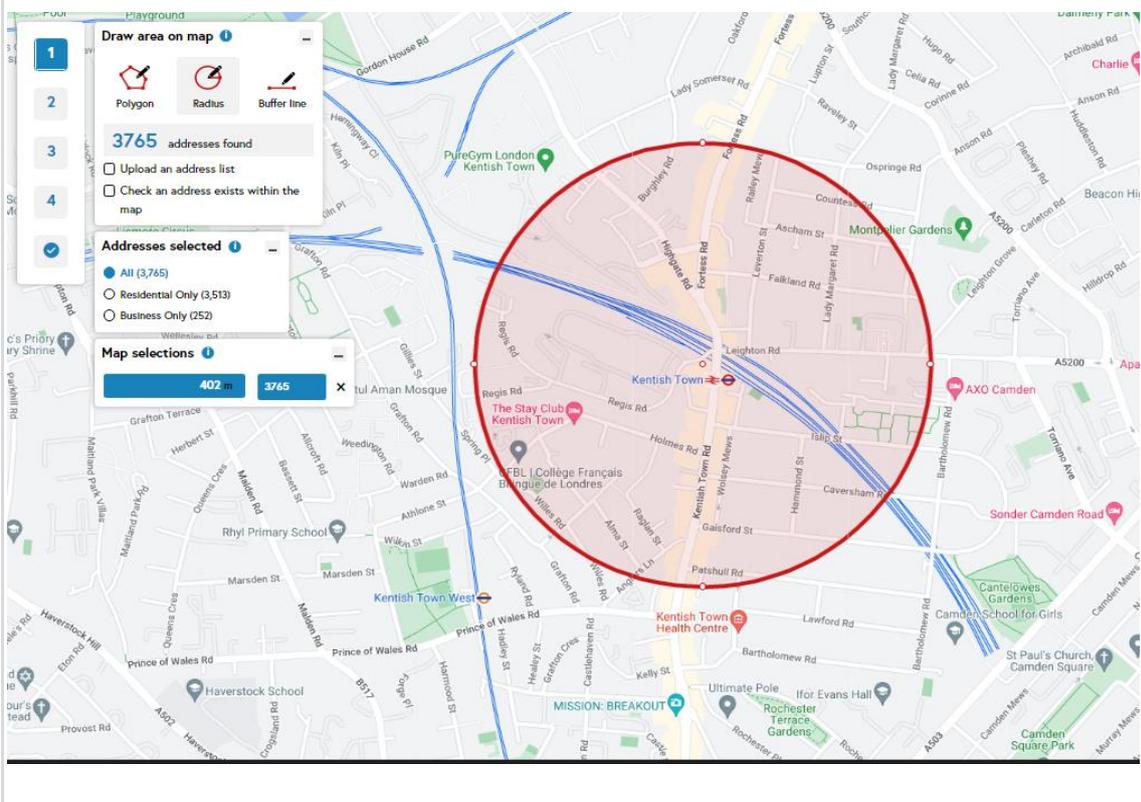
The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP.**

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.

The consultancy team will liaison with the local residents and a number of letters will be circulated to the surrounding residents.





KENTISH TOWN ROAD CAR WASH MAIN CONSTRUCTION WORKS

Introducing the Construction Phase

We are pleased to confirm that J. Murphy & Sons Limited has been appointed as the principal contractor for this Kentish Town development at 369-377 Kentish Town Road. This exciting project will transform the former car wash site into a high-quality mixed-use scheme, comprising 14 residential units and a ground-floor commercial space.

The next stage of works will mark the start of the main construction phase, scheduled to commence in early 2026. The scope of works will include:

- Piling, foundation and basement works
- Construction of the superstructure
- External façade treatment
- Internal fit-out and external landscaping

Further updates will be provided as the programme progresses to keep you informed of key milestones.

We are committed to minimising disruption throughout the construction period. All vehicle movements and deliveries will be carefully managed to reduce impact on the surrounding community.

We appreciate [your](#) understanding and cooperation and will do everything possible to ensure these works are carried out safely and efficiently.

Help Us Keep Children Safe Around Construction Sites

Construction sites can seem exciting to children, but they are full of hidden dangers. We want to make sure every child in our community understands how to stay safe.

What you can do:

- Please take a moment to speak with your children about the risks of playing near building sites.
- Remind them to stay clear of heavy machinery and large moving vehicles, which can be difficult for operators to see.
- Encourage them to always follow safety signs and barriers.

Together, we can prevent accidents and keep our community safe.

If you have any questions, suggestions, or feedback, we'd love to hear from you. Our contact details are listed at the end of this newsletter, and we're always happy to help.

Have a question?

We would like any feedback to make sure we provide you with information that's useful about the project. Please contact us by email mail@murphygroup.co.uk or by Telephone: 020 7267 4366



14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison 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 Community Working Group will be formed and representatives of any of existing resident's associations, trader's associations, the Kentish Town Neighbourhood Forum or any other bodies or groups representing the owners, residents and/or businesses in the immediate locality will be invited to attend, along with the appointed

project manager for the Development plus one additional representative and the local ward councillors.

The Community Working Group shall consist of a maximum of ten (10) persons. The project manager for the Development (and any other appropriate professional representatives of the Owner that the Parties agree) shall be a member of the Community Working Group and shall attend all meetings of the Community Working Group.

An appointed Liaison Officer will be responsible for liaising with the owners

and or occupiers of the residents and businesses in the locality and other interested parties about the operation of the Community Working Group such person to organise and attend all meetings of the Community Working Group.

The Liaison Officer will ensure an appropriate venue within reasonable walking distance of the Property is procured for each meeting of the Community Working Group. The Liaison Officer will give a minimum of seven (7) days written notice of the time and place and date of each meeting of the Community Working Group to all members of the Community Working Group.

The Liaison Officer will ensure that meetings of the Community Working Group shall take place at least once every two months during the Construction Phase.

The Liaison Officer will ensure that an accurate written minute is kept of each meeting of the Community Working Group recording discussion and any decisions taken by the Community Working Group (this to be circulated by the Owner or Owner's representative to all members of the Community Working Group within fourteen (14) days of each meeting).

The Owner shall provide at its own expense throughout the Construction Phase

i) A telephone complaints service that shall be available for 24 hours per day to local residents such line to be staffed by a representative of the Owner-during construction activity working hours (with an answerphone and emergency contact number out of hours) having control over the Construction Phase during all periods of construction activity; and

ii) A fully operable and accessible computer web site setting out information about the progress of the Construction Phase and specifying the measures being taken to limit its impact on the amenity of the local community (with particular emphasis being placed on identifying key dates when "high impact" construction activities are programmed to take place and the measures designed to address such impacts).

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate.



Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

The site will be managed and presented in accordance with the Considerate Constructors Scheme.

CCS site registration No 133009

Ref: Kentish Town Road Car Wash

The Owner shall work in partnership with the King's Cross Construction Centre during the Construction Phase; and take the following specific measures during-the Construction Phase to ensure: -

- a) Construction Industry Training Board benchmarks for local employment are met or exceeded when recruiting construction-related jobs.
- b) All contractors and sub-contractors provide information about all vacancies arising as a result of the Construction Phase to the King's Cross Construction Centre.
- c) The King's Cross Construction Centre is notified of all vacancies, arising from the building contract for the Development for employees, self-employees, contractors, and sub-contractors.
- d) Advertising of all construction vacancies exclusively through Kings Cross Construction Centre for a period of no less than one week before promoting more widely.
- e) That the King's Cross Construction Centre is supplied with a full labour programme for the Construction Phase (with six-monthly updates) demonstrating what skills and employment are needed through the life of the programme, and measures to ensure that these needs are met as far as possible through the provision of local labour from residents of the London Borough of Camden.
- f) The Council is provided with a detailed six-monthly labour return for monitoring the employment and self-employment on site.

16. 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.

No known works are planned in the 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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Contractual Considerations

17. Name of Principal contractor:

J MURPHY AND SONS Ltd

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

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.). CLOCS Compliance will be included as a contractual requirement.

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

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site. 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 acted upon accordingly. Collision reporting data will be requested from operators and acted upon when necessary.

19. 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. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

Peak time deliveries will be minimised as far as possible to site.

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

To be signed as appropriate. 

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.

20. 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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing mirrors to aid driver visibility should be considered.

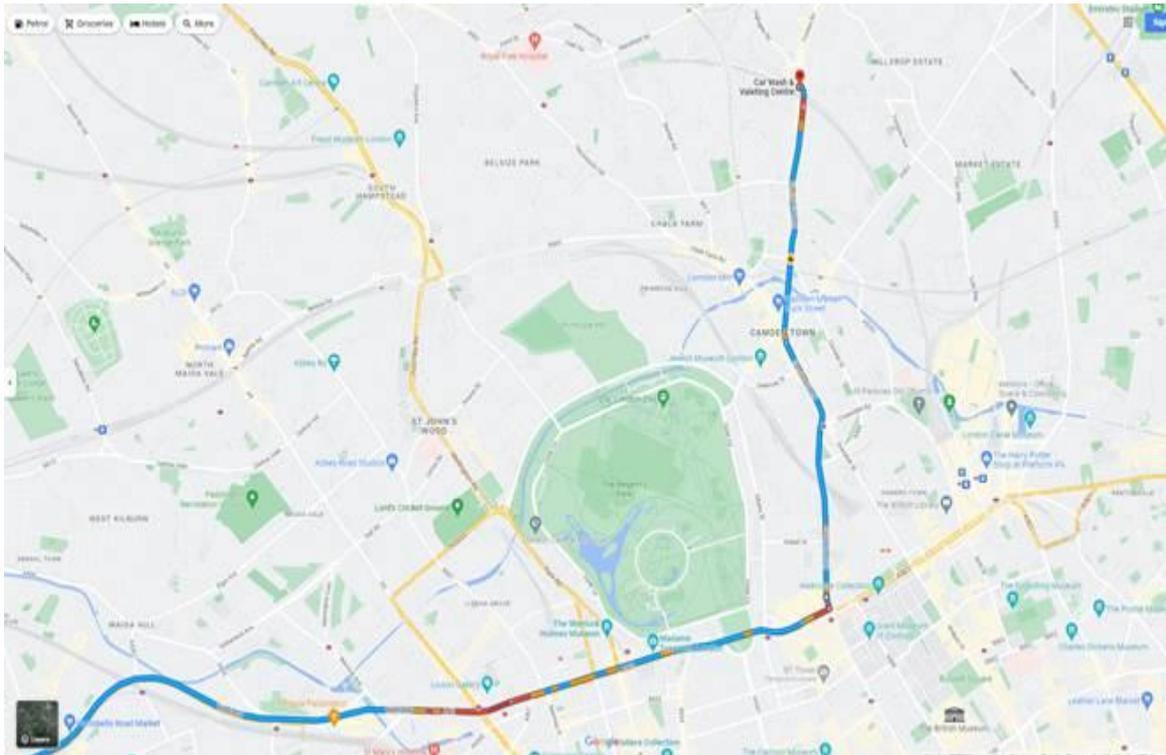
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please **indicate routes on a drawing or diagram** showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

Access Route

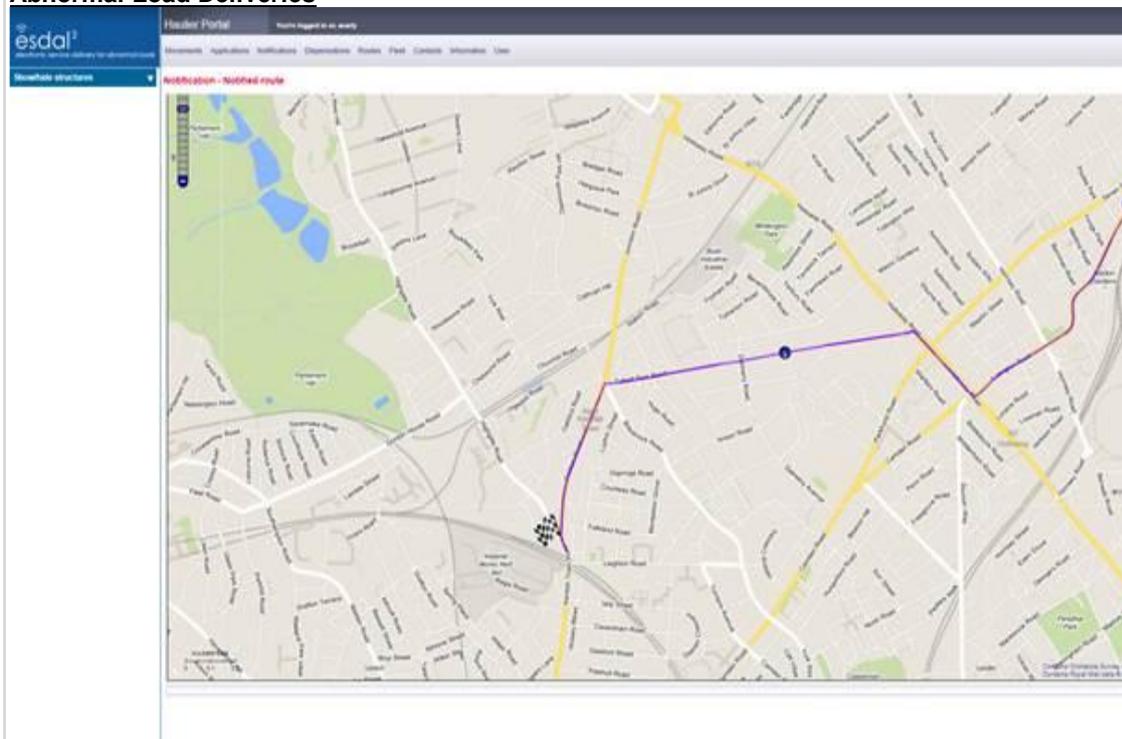
This access route permits construction vehicles travelling on the Huston Road turning onto Hampstead (A400) and follow this onto Kentish Town Road and this will allow for the deliveries to access the site. Heavy Construction vehicles and / or abnormal loads will turn onto Tufnell Park Road from Holloway Road (A1) and onto Fortress road (with access the opposite side, where the heavy machines will need to be tracked across.

Material Deliveries



This will be the route for material deliveries etc as this would allow the vehicle to pull directly outside the site for offloading.

Abnormal Load Deliveries



This route we would take for Abnormal Load deliveries

Egress Route

The site’s egress route permits construction vehicles to progress towards Archway and continue onto the A1.

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

Any suppliers / contractors will be advised of the agreed routes on their appointment to the project and required to supply this information to operatives.

21. 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 are generally acceptable between 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 between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

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. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait 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.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

As set out at point 10.

Timescales for Construction Vehicle Activities					
Period	Weekly Vehicles		Daily Vehicles		Max Dwell Time
	HGV	LGV	HGV	LGV	
Site Setup	5	3	1	<1	1.5 hours

Excavation/Substructure	25	10	5	2	40 mins
Superstructure	15	10	3	2	40 mins
Fit out	2	16	<1	<4	20 mins
Site Clean Up	5	3	1	<1	1.5 hours

There are no anticipated restrictions to the size of heavy good vehicles s
Numerous types of vehicles will be used to remove spoil and bring materials
site. The main vehicle types will include:

- 8.2m length, 2.5m width 6-wheel Tippers.
- 10m length, 2.5m width Grab Lorry.
- 8.3m length, 2.5m width Concrete Lorries.
- 3.5T Luton Vans
- 5.5m length LGVs (Transit Vans)

b. Please provide details of other developments in the local area or on the route.

We are unaware of any other works planned in the immediate vicinity.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Deliveries and collections will generally be restricted to between 9am and 3pm on weekdays.

Strict delivery / collection scheduling and booking systems will be imposed on the project to ensure that congestion is avoided. Each delivery / collection will be allocated a time period with only one vehicle attending the site at any given time.

Drivers will be required to give pre warning of their arrival to ensure banksmen are in place. Any other information on site restrictions will also be provided to the driver prior to them undertaking their journey.

Delivery / collection drivers will be briefed, and should contractors not adhere to this rule warnings will be issued. If the problem continues suppliers will be removed from the project based on a 'three strikes' basis.

Permission will be sought directly from LBC in the event that any vehicles need to service the site outside of the agreed hours.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

An off-site holding area will be available at J. Murphy & Sons, Highgate Rd, NW5 1TN. Appropriate routing and scheduling of construction vehicles will ensure that time slots are accorded to.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

Deliveries will be controlled and appropriate.

A booking system will be implemented to minimise the chance that two vehicles arrive at the site at the same time. In the unlikely event this does occur the holding area will be utilised in J. Murphy & Sons Limited yard off Highgate Road NW5 1TN.

All construction vehicles accessing the site will be expected to turn off their engine when stationary. Banksmen will be utilised for all access / egress movements to prevent conflict between pedestrians, cyclists, and construction vehicles.

22. 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)*

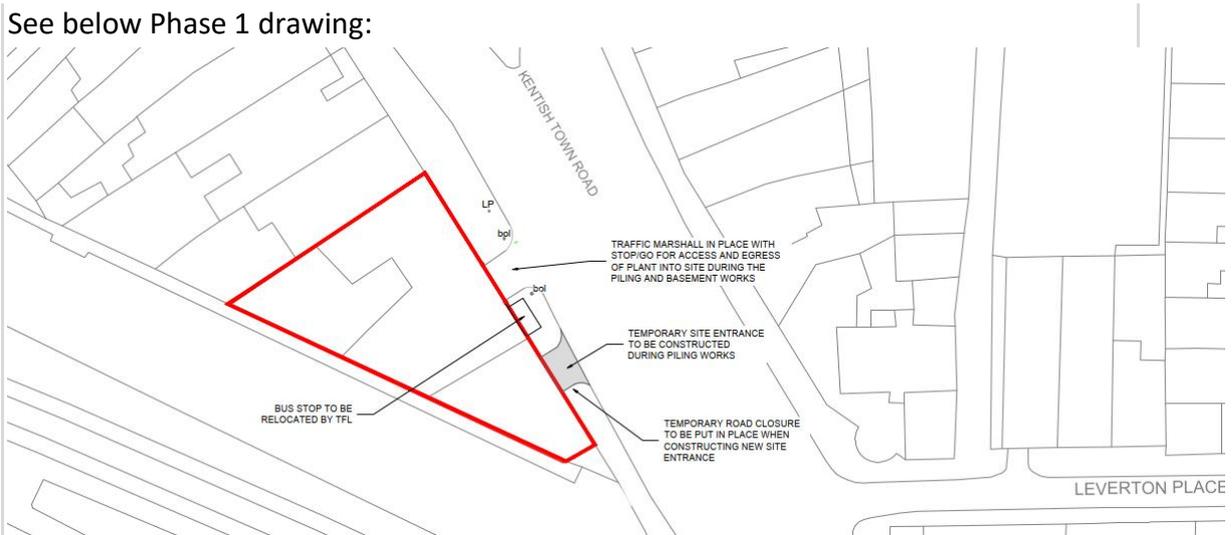
Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. The Traffic marshal’s will ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Any Traffic marshal’s, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. The marshal should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required.

a. Please detail the proposed access and egress routes to and from the site

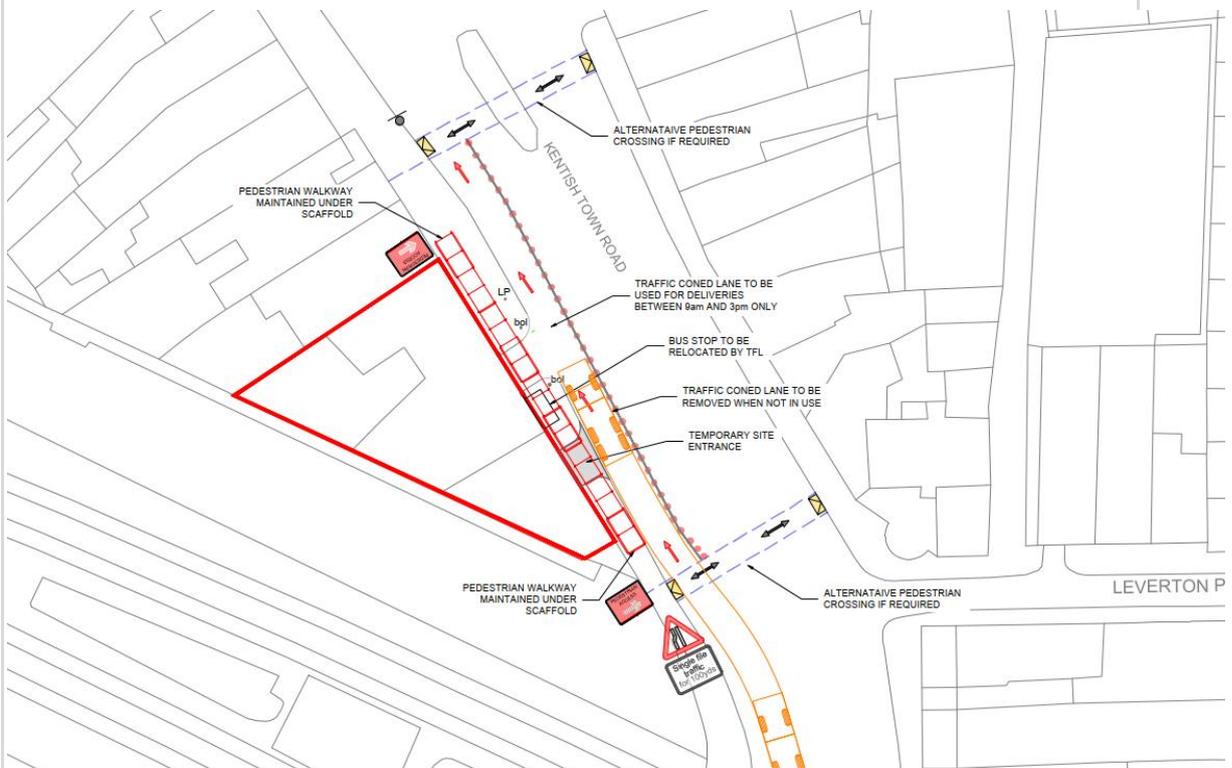
Construction vehicles will follow the route set out in Q20a. 2 No marshals will be present during all access / egress arrangements (Phase 1 works, piling and basement excavation) and will be in a position to both guide vehicles and prevent conflict between the vehicle and pedestrians / cyclists. With the current vehicle access to the site located at the designed basement area a new temporary crossover will be required to enable these works to take place.

See below Phase 1 drawing:



During RC Frame construction, external envelope and fit out works, our delivery strategy will be set out as per the Phase 2 drawing below. Delivery vehicles will be permitted to deliver between the hours of 9am and 3pm and these hours will be stipulated on all orders and contracts. At 9am, our qualified streetworks team will take control of the Northbound inside lane creating a pit lane. All local traffic will be diverted to the outside Northbound lane with a series of road cones and signage. At 3pm, the highways team will reinstate the lane to allow for normal flowing traffic.

Phase 2 drawing below:



b. Please describe how the access and egress arrangements for construction vehicles will be managed.

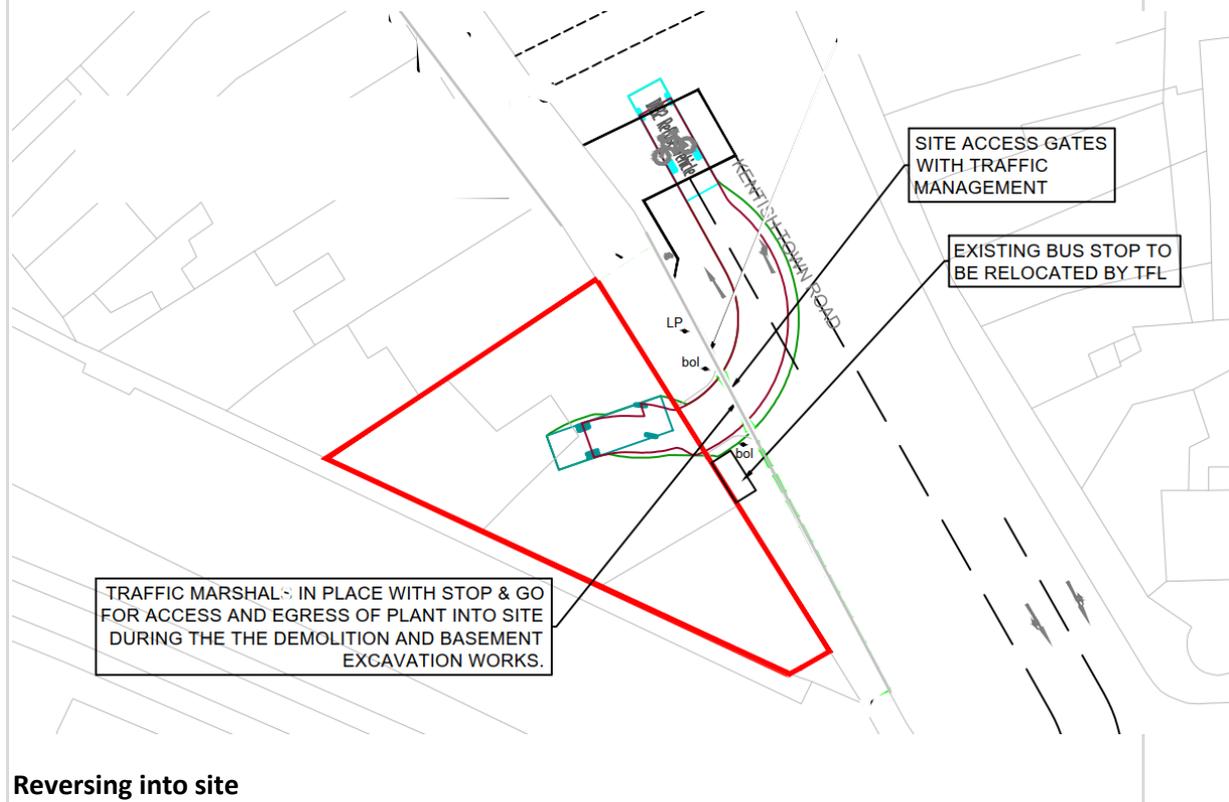
The proposed signage details are as indicated on the attached Proposed Highway Arrangement drawing provided Appendix A.

2 No marshal's will be present during all access / egress arrangements (reversing in) and will be in a position to both guide vehicles and prevent conflict between the vehicle and pedestrians / cyclists.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

All vehicle routes to and from the site are via the main road network which will not require any tight manoeuvres. All vehicle access and egress into the site will be reversed into the site with 2 No Marshal's present during this arrangement to prevent conflict between motorists, cyclists, and pedestrians.

The below represents the current vehicle access point, the swept path will be the same only moved slightly further South once agreed with Camden Highways and streetworks.



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.

Due to the constrained nature of the site, a proprietary wheel washing facility will not be available. However, we will install rubber road mats that vehicles will drive onto and the vehicle marshal/Gateman will ensure tyres are cleaned prior to exiting the site. We will also monitor the road and will have a standing order set up for a road sweeper contractor should the need be required.

23. Vehicle loading and unloading: *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.” (P19, 3.4.4)*

If this is not possible, Traffic Marshals must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

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 loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Delivery of materials will be as per identified in question 22 (A) Phase 2 drawing above.

Highway Interventions

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.

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.

24. Parking Bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate**

Contractors obligations unless the requisite permissions are secured.

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

No TTO will be Required.

25. Scaled drawings of highway works

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. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. 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 accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

The key details are as indicated on the attached Proposed Highway Arrangement drawing. The proposals are that during the demolition and enabling works (**Phase 1**) the footpath will remain open with Heras fencing in place to whilst keeping a 1.5 mtr footway in place. While **Phase 2** will have a protected walkway – 2 mtrs wide with a loading bay in place which will allow movement of pedestrians on Kentish Town Road.

- b. Please provide details of all safety signage, barriers, and accessibility measures such as ramps and lighting etc.

N/A

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

The key details are as indicated on the attached Proposed Highway Arrangement drawing. As mentioned within Q25 the footpath will remain open with Heras fencing in place to whilst keeping a 1.5 mtr footway in place.

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist 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 ramping 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. 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. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

2 No marshals will be used for all vehicle arrivals and departures, particularly in the event that any vehicle is required to access site. One Marshal will stand behind the vehicle and assist him in when entering the site and while the other will inform the driver of the presence of any pedestrians and cyclists on the footpath / Kentish Town Road.

All construction vehicle drivers will be informed by the Contractor to take particular care along Kentish Town Road, due to the presence of cyclists and the fact that the length of road is not cycle friendly.

- b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

A hoarding will be erected around the site frontage (Kentish Town Road) in order to protect pedestrians from construction works.

Scaffold design below:

Noisy operations will be in operation throughout the construction phase and will be across the whole working day. The main noisy actions will be:

- Piling operations
- Concreting works
- Plant and vehicle traffic
- Construction works

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 impact assessment was produced for the application by SOL acoustics on the 17th June 2022, as presented in **Appendix A**

An environmental noise survey was conducted at multiple measurement positions on site between Thursday 28th April 2022 and Tuesday 3rd May 2022. as described in the table below.

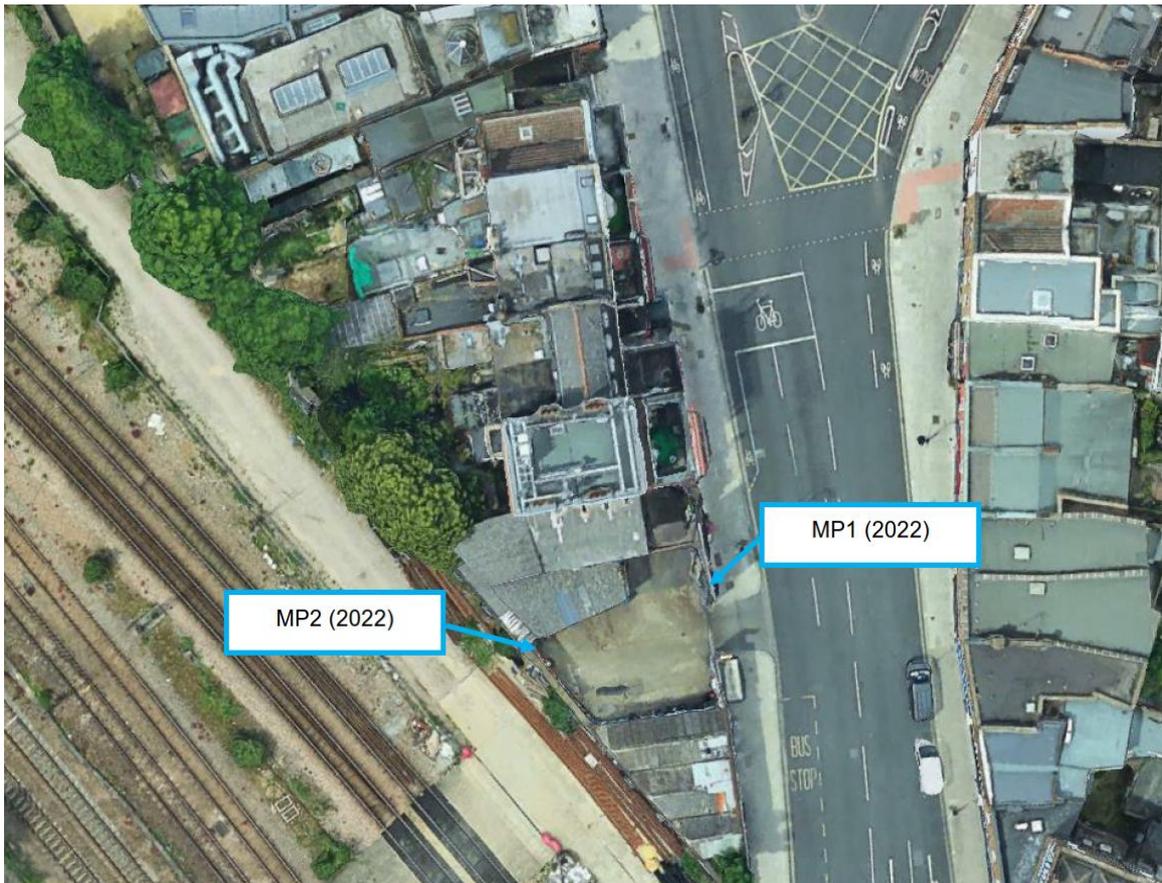
This consisted of two long term measurement positions at the development site as shown on

MP1 Long Term:

Mast-mounted microphone positioned on the eastern boundary of the development site in a free-field position at a height of 4.5m. The soundscape at this position was composed of road traffic noise from Kentish Town Road, including buss pass by events.

MP2 Long Term

Mast-mounted microphone positioned on the western boundary of the development site in a free field position at a height of 3.3m overlooking the railway line. The soundscape at this position was composed of railway noise from passing trains, as well as residual road traffic noise from Kentish Town Road.



Site plan showing noise monitoring location.

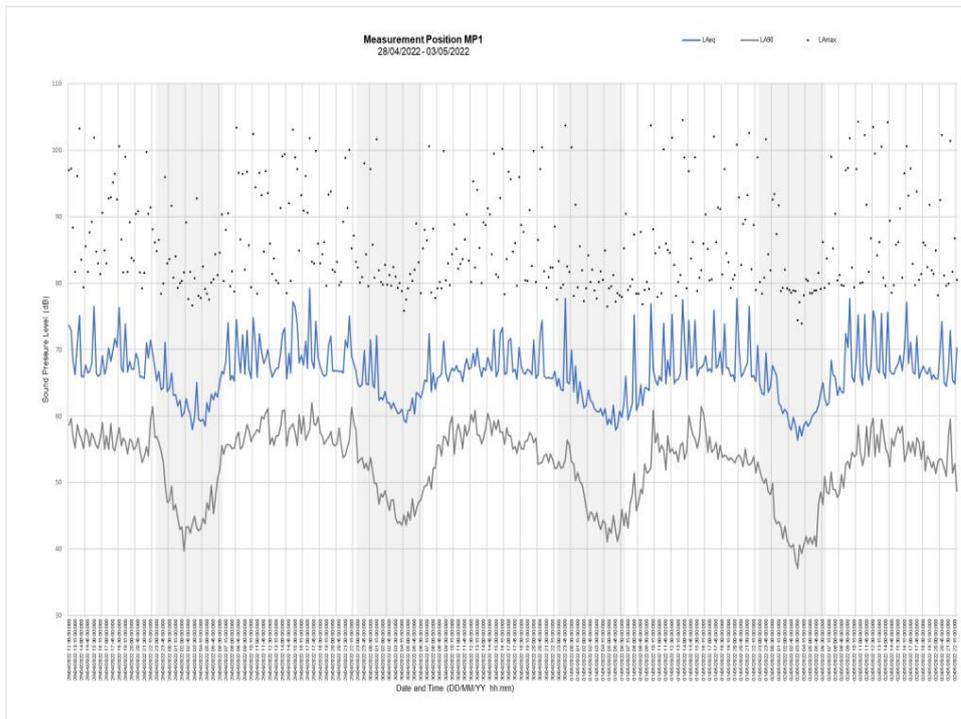
Environmental Noise Survey Results

Table 2 provides a basic summary of the long-term average, free field environmental noise levels measured at Positions MP1 and MP2

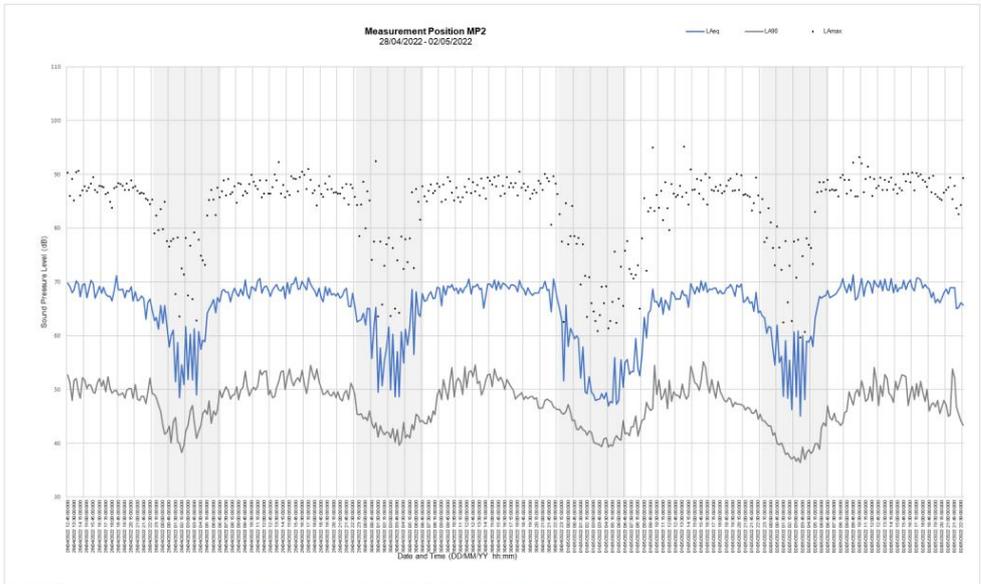
Position	Typical Measured Noise Level (Range L_{Aeq} , Highest L_{Amax} , Range L_{A90})				
	Daytime (07:00 – 23:00 hrs)		Night time (23:00 – 07:00 hrs)		
	dB $L_{Aeq,16hour}$	dB $L_{A90,15min}$	dB $L_{Aeq,8hour}$	dB L_{Amax}	dB $L_{A90,15min}$
MP1	68 - 71	43 - 63	63 – 66	104	37 - 57
MP2	67 - 69	51 - 55	58 - 62	92	36 - 50

Table 2: Summary of typical, measured environmental noise levels, broadband terms

KENTISH TOWN ROAD
EXTERNAL PLANT NOISE ASSESSMENT
P2026-REP04-SPD



Graph A1: Graph showing time-history data of measured noise level at MP1 for the duration of the noise survey.



Graph A2: Graph showing time-history data of measured noise level at MP2 for the duration of the noise survey.

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

The predicted noise levels and vibrations are presented in the attached External Plant Noise Assessment, Groundborne Noise Assessment and a Stage 3 Internal Sound Insulation Design Guide carried out by Sol acoustics- Available upon request

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.

The mitigation measures proposed and management actions to be taken are:

Key mitigation measures include:

- Use of hydraulic pile croppers.
- Live environmental monitoring and alerts for dust and air
- Use of auger cleaner to avoid need for shaking augers to dislodge arising's.
- Concrete pours will be commenced as early as possible to alleviate the potential for pour overrun.

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

Prior to commencement of works the operatives will be trained on BS5228:2009+A1:2014; the mitigation measures and requirements of the s.61 application and s.61 consent.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

The GLA "Control of dust and emissions during construction and demolition" "highly recommended" measures for the dust risk in the different activity phases will be followed and are detailed in Peter Deer and Associates Ltd- Available upon request

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.

It is envisaged that there will be limited amount of dust produced by the site, control measures below:

- Stockpiles will be kept covered and damped down.
- Dampening down when loading lorries/skips.
- Sheet over muck away lorry load during dry and windy weather.
- Use of hardstanding for loading and unloading where practicable.
- Fully scaffold with Monarflex to contain the dust within the site.
- The footpath and entrance to the site will be maintained and cleaned by the gateman.
- Any excess muck will be cleaned off the lorries/skips, before they leave site and a road sweeper will be available to ensure that the highways are kept clean and tidy at all times.
- Plant and machinery will be fitted with manufacturers dust extraction where available

35 Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

A real-time web enabled monitoring system is in place to monitor for airborne particulates. There will be alerts when the site action levels, and other triggers are exceeded, and we will also be issuing a monthly report to summarise the monitoring and include site narrative on exceedances of site action levels and details of remedial actions taken to prevent recurrence.

Dust/Particulates

The continuous measurement of airborne PM₁₀ concentrations will be undertaken using systems capable of the following:

- display of live data direct to a secure website.
- web repository of historic data with which the Council can be provided stakeholder access.
- continuous measurement of PM_{2.5}, PM₁₀ and Total Suspended Particulates (TSP) using light scattering method.

It is proposed to use the monitoring location at the gable of Number 379 Kentish Town Road

36. Please confirm that a 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 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Peter Deer and Associates Ltd have undertaken an Air Quality Neutral Statement the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. The risk assessment has been reconducted based on the proposed demolition and construction methodology.

The risk assessment based on the proposed construction methodology in **Appendix B**.

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

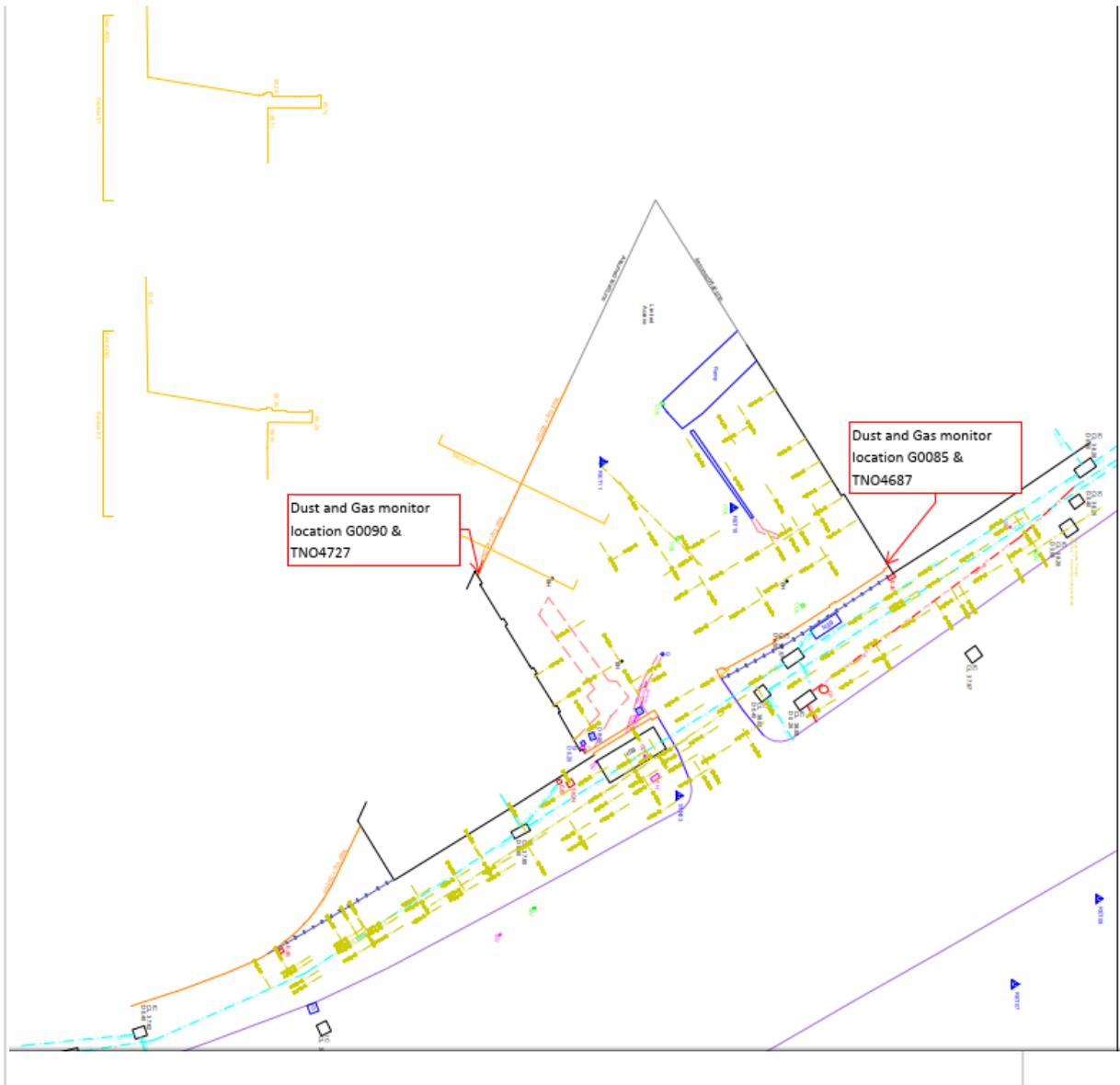
The GLA 'highly recommended' measures for the level of risk during each phase are confirmed and included in the attached report by Peter Deer and Associates

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

There are 2 No dust monitors (one with anemometer) have been installed prior to commencement of works as required by the s.106 agreement.

Dust will be monitored throughout the construction phase until completion of the construction works or agreement is reached with Camden that monitoring of particulates is no longer required.

Below are the locations of where the monitors are located on site



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).

A walk-through visit was carried out on 20/07/2017 and no evidence of pest activity was found. A pest control contractor will be appointed if required.

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

Asbestos survey was undertaken by RSK on the 01/08/22 and has subsequently been removed from the 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.

A suitable area for smoking will be made available on site. The site induction will cover items such as bad language, shouting etc, will not be tolerated on site. For such behaviour a penalty system will be in operation Verbal Warning, Yellow card, and Red Card.

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.

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: March 2026 – March 2028
- 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 provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: All machinery will be registered on the site and conform to stage 4 final.
- 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: This is 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 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.

As a responsible business, we have been proactively reducing our emissions for over a decade. Murphy Plant offer a wide range of emission-free and low-emission construction equipment and compact machines. These products are environmentally friendly, user-friendly and economically efficient. Some of the plant that would be used in the construction works will be either Hybrid or fully electric.

All staff will undertake training about how to reduce avoidable air pollution from engine idling and also as part of this Idling Action driver education materials will be to ensure that fleet, business drivers, and/or employees who drive to work, are armed with the information needed to understand why a simple action like switching off their engines prevents avoidable air pollution and improves the air we breathe, whilst saving fuel and money, including commitment from JMS to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials

We will as part of the site induction highlight and issue all the information needed to adopt, implement and communicate anti-idling practices.

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.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.