

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
1 February 2023	V1	Robert Ryan
21 February 2023	V2	Robert Ryan
3 March 2023	V3	Robert Ryan
15 March 2023	V4	Robert Ryan
16 March 2023	V5	Robert Ryan
21 March 2023	V6	Robert Ryan

Additional sheets

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

Date	Version	Description
16 January 2023	V1	Existing Site Location Plan
16 January 2023	V1	Preliminary Programme
16 January 2023	V1	Vehicle Approach and Departure Routes Between the Site and TLRN
31 January 2023	V1	Neighbourhood Consultation Summary
16 January 2023	V1	Proposed Site Access Map
16 January 2023	V1	Site Set Up Plan
16 January 2023	V1	Price & Myers Structural Engineer's Basement Impact Assessment
16 January 2023	V1	Environmental Noise Survey
16 January 2023	V1	Air Quality and Dust Risk Assessment
16 January 2023	V1	Air Quality and Dust Management Plan
31 January 2023	V1	Neighbourhood Consultation Summary
21 February 2023	V1	Proposed Location of Air Quality Monitors and Evidence of Installation
21 February 2023	V1	Traffic Plan for Deliveries
3 March 2023	V1	Vehicle Tracking Diagram for Larger Vehicles
15 March 2023	V1	Photos and dimensions of existing footway under review for upgrade works
16 March 2023	V1	Price & Myers Stage 3 Structural Drawings & Preliminary Structural Calculations for Retaining Walls

21 March 2023	V1	Location of footway under review
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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](#)."

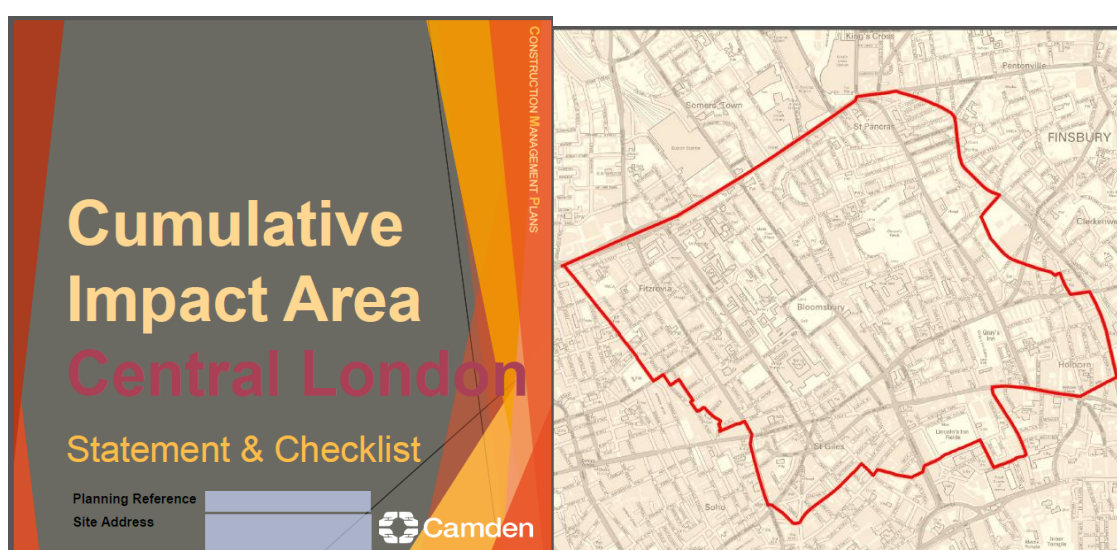
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

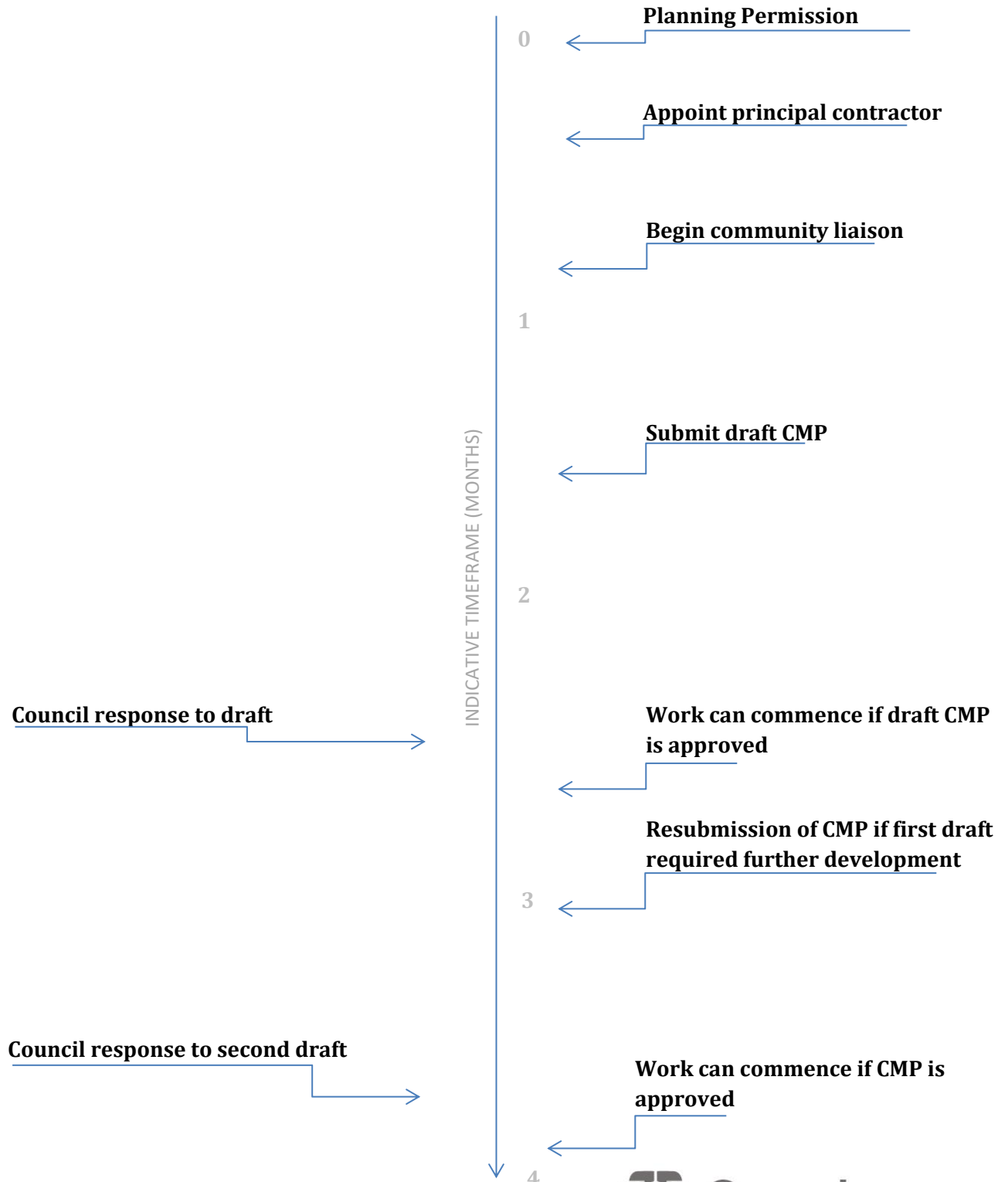
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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: 12B Keats Grove, Hampstead, NW3 2RN

Planning reference number to which the CMP applies: 2022/1607/P

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

Name: Robert Ryan

Address: 12 Keats Grove, Hampstead, NW3 2RN

Email: rryan@theckproperties.com

Phone: 07917973608

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: Robert Ryan

Address: 12 Keats Grove, Hampstead, NW3 2RN

Email: rryan@theckproperties.com

Phone: 07917973608

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

See response to Question 3

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: Robert Ryan

Address: CKH Contractors Ltd, 7 Clifford Street, London, W1S 2FT

Email: rryan@theckproperties.com

Phone: 07917973608

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 development site is within the Hampstead Conservation Area and the client also owns the Grade II listed villa adjacent to the application site at 12 Keats Grove. A copy of the existing site location plan is included in Additional Sheets.

This CMP relates to the dismantling of the existing 1984 house at 12B Keats Grove and redevelopment of the site with a new 4 bedroom home to form part of a shared estate with 12 Keats Grove.

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).

This version of the CMP relates to the demolition and enabling works, and the construction works for the basement including the ground works, drainage and concrete works only. An addendum to the CMP will be submitted for approval and discharge by Camden by the relevant contractor prior to the start of the following above ground construction works phase.

The dismantling of the existing house at 12B Keats Grove immediately followed by the construction of a new 4 bedroom residence.

The basement of the property will comprise of reinforced concrete structure.

The property is located on a one-way street.

With regards to the closest residential dwellings, the client owns the Grade II listed villa adjacent to the site at 12 Keats Grove. 14 Keats Grove is the nearest neighbouring property to the site.

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

The works will start as soon as all approvals have been received. The demolition process is expected to last 10 weeks. The groundworks phase is expected to last 9 months. The construction phase is expected to last 24 months.

Please see Additional Sheets – Preliminary Programme. Please note this programme is a working document and may be subject to change.

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 6.00pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

Camden's standard working hours will be adhered to.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

14 Keats Grove, 14b Keats Grove and 12a Keats Grove

11. Consultation

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

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

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to

consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

For full details of the consultation, please see the Neighbourhood Consultation Summary in the Additional Materials.

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.

Not required

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#). Please provide the CCS site ID number that is specific to the above site.

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

The CCS registration for the site is 134120.

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.

We are not aware of any existing or anticipated construction sites within 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 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:

CKH Contractors Limited

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

Site Manager will work in conjunction with supply chain of deliveries as well as any that are our responsibility. As soon as the contracts/orders are awarded, contact will be made in writing for confirmation of supply chain and documented.

A vehicle log of transport will be kept for all deliveries in and out of site.

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.

All vehicles over 3.5t will be provided by Glynn Skip Hire. All drivers have undertaken Safe Urban Driver training, and all vehicles over 3.5t will be fitted with in cab CCTV, Class VI and V mirrors, on board telematics, a four- way camera, side scan sensors and audible / visual warning systems, and under run guards.

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.

The project manager will liaise with the demolition contractor and any sub-contractors as required as part of the demolition phase.

The project manager will liaise with the ground worker and concrete contractors at the concrete stage to ensure information is followed as part of the basement construction works.

A map highlighting the route to and from the site to the TLRN is included in the Additional Sheets.

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.

Project manager to liaise with demolition contractor and any sub-contractors as required.

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

Demolition (a total of up to 10 weeks duration):

- Skips for storing and recycling materials:
 - General (8yd) – 15nr
 - Timber (12yd) – 5nr
 - Roof tiles (12yd) – 2nr
- Grab lorry for removal of materials for recycling – 25nr

Groundworks (a total of up to 9 months duration):

- Grab lorry for removal of soil – 60nr; 8 wheeler lorry, 9ft x 22ft
- Concrete mixer trucks for basement works – 40nr; 8 wheeler lorry, 9ft x 22ft

Construction: TBC ongoing

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

We are not aware of any existing or anticipated construction sites within the vicinity of the site.

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

Not applicable

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

None required.

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

Not applicable

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

The building is set back from the road therefore there is sufficient room for vehicles to come and wait inside. The site manager will ensure engines are turned off when waiting.

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 see Additional Materials (red arrows showing access point).

The traffic plan for deliveries is included in the Additional Sheets. The vehicle tracking diagram for larger vehicles is included in the Additional Sheets.

The photos with dimensions of the condition of the existing footway area within the turning circle of the largest vehicles are included in the Additional Sheets, to assist with confirmation of footway upgrade works if necessary. A marked up map indicating the location of the footway is provided in the Additional Sheets.

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 deliveries will give prior warning of delivery by mobile phone to site team. The site team will have trained traffic marshals in attendance both internally and externally on Keats Grove to see traffic in and traffic out at all times.

Please see the Traffic Plan for Deliveries included in the Additional Sheets for additional information.

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.

See site plan in Additional Materials

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.

A firm concrete base is provided for vehicles to enter the property avoiding unnecessary dirt. Following the levelling and basement dig out, a tarmac surface will be laid for vehicles to avoid unnecessary dust and mud trackout.

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

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

Not applicable

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 the proposed site set up plan in the Additional Materials.

23. Parking bay suspensions and temporary traffic orders

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

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

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

Not applicable

24. Occupation of the public highway

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

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

Not applicable

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

Not applicable

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

Not applicable

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining

properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Not applicable for demolition. Secure gates have been installed on the site boundary for security, however these do not intrude on the public highway.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

Not applicable.

27. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

No additional utility services are required.

To prepare for demolition, the gas supply was permanently disconnected on Tuesday 6 December by South East Eco Utilities. The electricity supply was permanently disconnected by UKPN on 5 January 2023.

Reconnection to be organised with same providers at the appropriate stage during construction.

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.

Demolition programme to include noisy works throughout within working hours 8am-6pm.

Demolition of house to include localised removal of façade and roof by hand with hand tools and low voltage tools. No heavy plant or machinery to be used in demolition to avoid unwanted noise and dust.

This is followed by the dig out of the area to match the level of 12 Keats Grove and street level, and the build of a retaining wall on the boundary for 14 Keats Grove. Please see the Price & Myers Stage 3 Structural Drawings & Preliminary Structural Calculations for Retaining Walls in the Additional Materials for additional information regarding the retaining walls.

The basement dig out will be carried out as per the Price & Myers Basement Impact Assessment and Price & Myers Stage 3 Structural Drawings & Preliminary Structural Calculations for Retaining Walls (see additional material), using earth moving equipment. Noisy works for the dig out and concrete works will only take place between 8am – 6pm Mondays – Fridays and will mostly come from plant only.

Construction works to be general power tools and hand tools noise ranging from 80db upwards.

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.

Environmental noise survey for 12 Keats Grove dated 23 December 2021 has been included in the Additional Materials.

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

For the demolition, the predicted noise and vibration levels will be consistent with that of standard construction hand tool usage. The brickwork will be removed by hand. No cranes or wrecking balls will be used. Site levels will range from 80db to 120db which will be short durations and impact works when at the high end of the scale.

During the construction works for the basement only, site levels will range from 80db to 120db which will be short durations and impact works when at the high end of the scale. The dig out and concrete works / form work will be carried out using a 20T 360 excavator machine with noise levels averaging 92db.

Concrete lorries delivering set loads of concrete on site will average around 85db.

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 property will be demolished by hand using standard construction hand tools. This will minimise noise and vibration disturbances during the demolition.

All staff and operatives will be briefed on the requirement to minimise nuisance from site activities.

No equipment shall operate other than at the manufacturers' rated working levels; site staff shall not 'rev' equipment unnecessarily.

No plant and equipment shall be left running if not required for immediate use. Where this is not practicable, equipment shall be set to idle in the quietest manner to minimise noise emissions.

Resilient materials should be used where possible to reduce impact noise where materials are being moved or dropped e.g. lining chutes and dumpers. Materials will be lowered whenever practicable and otherwise drop heights should be kept to a minimum.

The movement of plant onto and around the site should have regard to the normal operating hours of the site and the location of any noise sensitive receptors. Audible reversing alarms should be of a type, which whilst ensuring that they give proper warning, have a minimum noise impact external to the site.

Internal haul routes will be well maintained and avoid steep gradients.

Earth moving plant will be fitted with efficient sound reduction equipment and manufacturers' enclosure panels should be kept closed.

Careful phasing of the works would also aid in minimising their impact.

Use of electric powered compressors as opposed to diesel or petrol.

Use of hydraulic or electric tools where possible.

Use of alternative quieter equipment for concrete breaking/cutting.

Use of damped tool piece or saw blade.

Enclose in a suitably designed portable or fixed acoustic enclosure with suitable ventilation.

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

Tool box talks and site induction to include references and details regarding the code of practice for noise and vibration control

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

Please see the Air Quality and Dust Management Plan in the Additional Materials.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

The property is set far back from the road therefore we do not expect significant amounts of dust or dust to spread onto the public highway. Should any brick mortar dust spread to the public highway, this will be collected as part of the hourly clean up operation.

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

The site manager will be monitoring all levels actively on site. The property to the left (14 Keats Grove) is the closest to the site and the impact of works on this property will be monitored closely by the site manager. The neighbouring properties to the rear of the site are far away, the property to the right (12 Keats Grove) is also a distance away.

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.**

Please see Air Quality and Dust Risk Assessment and Air Quality Dust Management Plan in the Additional Materials.

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.)

Not applicable.

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

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

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

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

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

Two MCerts HIVE-AQ Dust (PM10) Monitoring Systems with real time access to data have been installed on site.

A drawing showing the proposed locations of the dust monitors is included in the Additional Materials and have been submitted to the Air Quality team for review. A most recent example of the PM10 15 min air quality data readings is also included for your information.

Given the application is for the demolition and redevelopment of a single residential property in a residential area, it seems excessive to require three months' air quality data in advance of works taking place. We would like to request a reduction to this time as it is not clear why such a long period of advance monitoring is required.

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).

Two waterproof, anti-escape, electronic rat and mouse traps have been installed on site. On entry, the trap will instantly kill the rodent. Any dead rodents will be bagged and disposed of safely and the traps will be washed before reusing.

The traps are checked daily by the site manager for captures. The flashing lights on the traps indicate if they need emptying or the batteries require changing.

At present there has been no sign of rodents.

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

Asbestos survey was carried out on 26 October 2022. Survey confirmed there were no locations identified to contain High Risk ACMS and all areas were accessed during the survey.

Recommendations to remove asbestos board insulation board panels in open plan living area prior to demolition.

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.

Health and Safety Plan (including Site Operating Procedures) prepared and implemented in respect of the previous works at 12 Keats Grove development to be applied for 12B.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

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

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

From 1st September 2015

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

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

From 1st September 2020

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

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

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

Demolition is expected to start in February or March 2023 and last for a total of up to 10 weeks. The development is within the CAZ.

The NRMM with net power between 37kW and 560kW will meet the standards outlined above. The 5T machine is not required to be registered. For the Brokk, a 3 phase electricity supply will be supplied therefore it will not need to be registered.

The basement dig out will be carried out as per the Price & Myers Basement Impact Assessment (see additional material), using earth moving equipment.

Construction works to be general power tools and hand tools noise ranging from 80db upwards.

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.

Robert will include the <https://idlingaction.london/> video as part of the site induction to raise awareness for all site operatives.

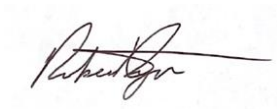
Full supply chain to be made aware of the scheme when orders placed.

 SYMBOL IS FOR INTERNAL USE

Agreement

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

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



Signed:

Date:21 March 2023.....

Print Name: ...Robert Ryan.....

Position: ...Site Manager.....

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.8