

Construction/ Demolition Management Plan

61, Redington Road

London

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
01/11/22	0	Austin Warnes
05/05/23	1	Austin Warnes

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

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

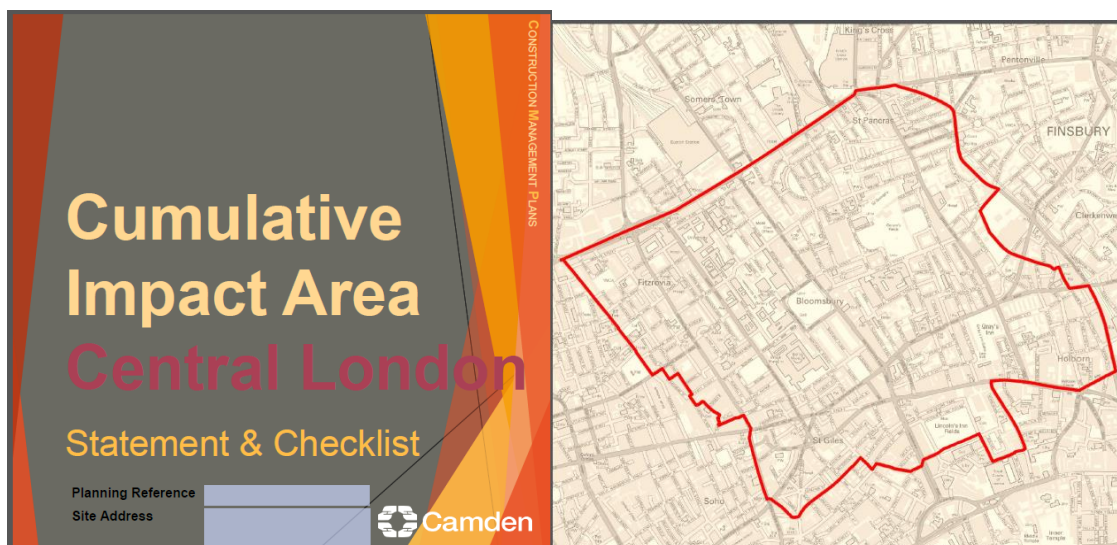
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

(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.

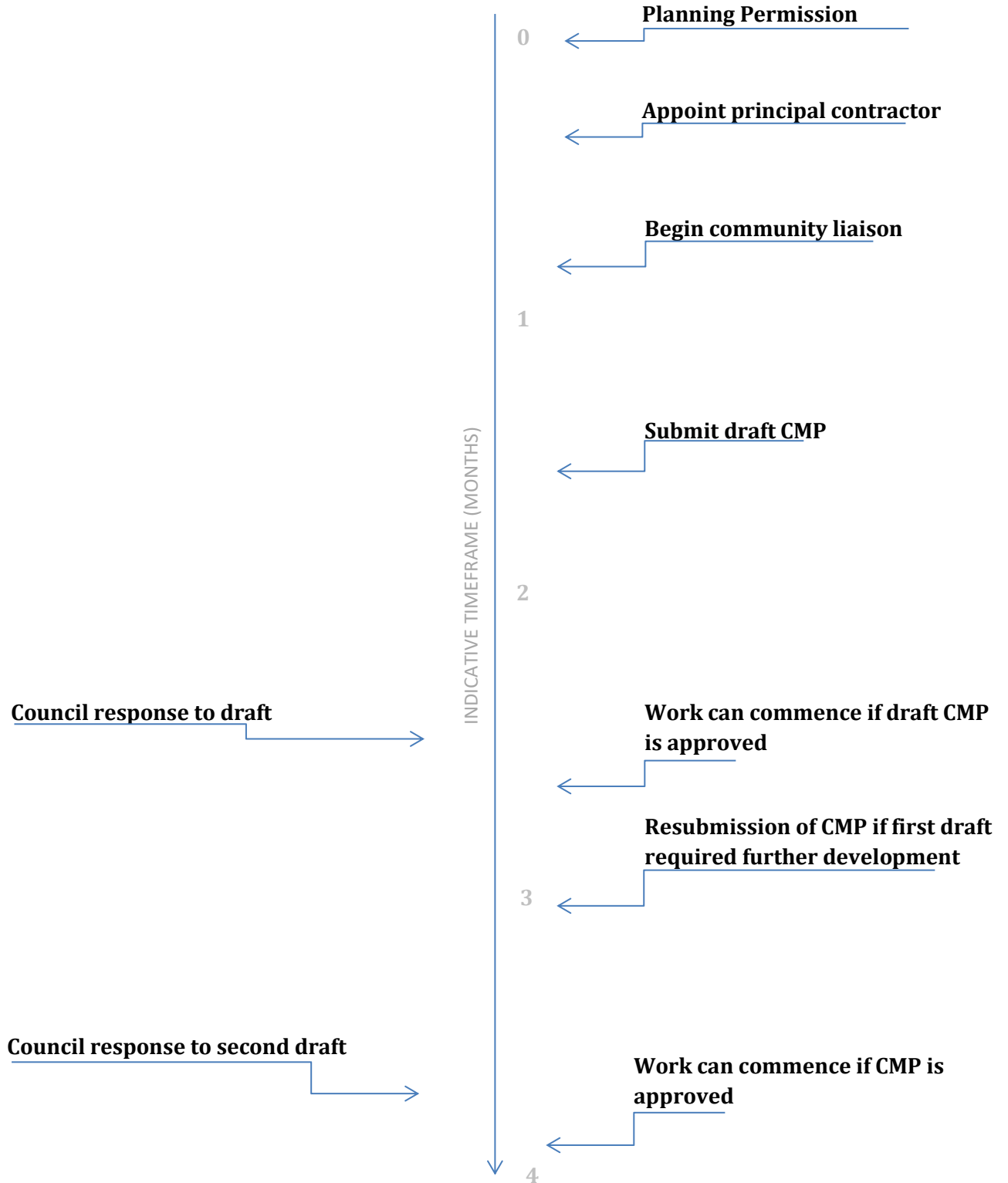
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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: **61 Redington Road, Hampstead, London, NW3 7RP**

Planning reference number to which the CMP applies: **2022/1962/P**

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

Name: **Austin Warnes**

Address: **Oak View, Main Street, Fenton, Nottinghamshire NG23 5DE**

Email: austin.warnes@btinternet.com

Phone: **07801 203681**

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: **Haytham Barbouti**

Address: **The Grain Yard, 5 Little Hays, Borehamwood, Hertfordshire WD6 4DG**

Email: haytham@griggshomes.co.uk

Phone: **07535 049675**

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

Name: **As Question 3**

Address:

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: **As Question 3**

Address:

Email:

Phone:

Site

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

Redington Road is situated in the Hampstead area of the London Borough of Camden. It is a residential street and runs north west from Frognal ending at West Heath Road at Hampstead Heath.

The site is surrounded by residential homes.

The site currently comprises three self-contained residential flats of which it is proposed to be redeveloped into a lower ground self-contained flat plus a single five-bedroom dwelling extended in the basement area and at the rear.

It is situated in the Redington/Frognal Conservation Area and is Grade II.



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).

The development will involve the re-modelling and extension of this existing home as can be seen in the images below:

61 Redington Road, Hampstead



Proposed Floor Plans

The main challenges on this project are:

- **Transportation and logistics**
- **Lifting Operations**
- **Waste Removal**
- **Noise and disturbance to neighbouring residents**

The immediate area is entirely residential and Redington Road is a relatively busy road at most times but more so at peak periods with steady traffic at other times. The road is also used a cut through to the main Finchley Road

The works involve the risk of the transfer of debris to local streets and increased traffic will be inevitable in the early stages of this redevelopment.

Access to the property is via an open access driveway at present with a sloped access to a lower garage to the left side of the house as can be seen in the images below:



This private access is sufficiently wide enough to accommodate some construction vehicles, such as 'muck away' trucks and skip lorries which can be manoeuvred onto site under control and dispersed in a similar fashion with the safety of road users and residents in mind.

Contact will be made with the local residents prior to the commencement of the construction phase.

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).

(See attached **Appendix A**)

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

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

The standard working hours will be from 8.00am -6.00pm Monday to Fridays and 8.00am to 1.00pm on Saturdays there will be no working on Sundays and Public Holidays, we will restrict some operations on Saturdays to ensure they are low impact to keep any disruption to the surrounding area to a minimum.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The site is bordered by residential homes (receptors), 59 and 63, these are the closest homes which will be affected by the redevelopment of the property in some way, albeit relatively minor when controls are put in place.

Dust will be controlled by recognised suppression techniques, water spray and cutting booths

Low vibration tools will be sought and working hours will be strictly controlled.

No noisy works prior to 08.00am and no work after 18.00. Noise can also be controlled by acoustic sheeting or housing for noisy tools.

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.

The client has already undertaken some engagement with immediate neighbours. Further contact with neighbouring residents and local representatives will take place prior to works commencing in the form of a letter drop which outline the works with a time frame and contact details should they wish to contact anyone regards the project. The CMP can be copied if requested. Any feed back received positive or negative will be responded to and added to a revised version of this plan. We are hoping to start as soon as planning is granted but this is subject to 3rd parties so TBC. Prior to starting on site we will again inform local residents and representatives of the confirmed start date, key construction dates within the programme of works and pending works this will be maintained throughout the contract period and be posted on the site exterior notice board.

Neighbouring properties of 59 and 63 Redington Road will be contacted directly. (A letter will be attached to this document)

12. Construction Working Group

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

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

A construction working group should not be necessary for such a small project with a low expected impact to the area.

The Contractors Head Office has a facility to leave messages which are acted upon on the following working day. An out of hours contact will be posted on the external hoarding notice board. Within this notice board residents will be informed of any changes to circumstances as and when it may occur. Should any complaints be received regarding the works, the work method will be reviewed and halted if necessary, until reviewed and resolved by all parties, which may mean changing working practices.

13. Schemes

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

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

We have registered with the 'Considerate Constructor Scheme' which is the national initiative, set up by the construction industry to improve its image. Registration details are as follows:

Registration ID: TBC

Subsequent reports from CCS will be forwarded when carried out and received.

Works will also be carried out in conjunction with the "guide for Contractors Working in Camden" and "Camden's Considerate Constructors Manual."

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 have one other site near to this development where some deliveries could be amalgamated, however, this site is near to completion so this will not be an option later into the development.

There are other localised projects (No:28) not connected with this project and contact will be made with these to avoid duplication of protracted works in the area to minimise disruption.

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:

John E Griggs & Sons Ltd

Address: **The Grain Yard, 5 Little Hays, Borehamwood, Hertfordshire WD6 4DG**

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

There will be a minimum of 1 trained traffic Marshal that will be responsible for traffic movement for access and egress to the site, the site will be contacted by the driver when nearing the site in preparation for the delivery, at this stage they will be deployed to help manoeuvre the vehicle safely to the site so that it can be moved away safely and easily back into the traffic flow, priority will all ways be given to pedestrians during the delivery to and from site. All operators shall ensure their vehicles will meet the requirements as described in the FORS standard, addressing the issue of management, vehicle, drivers and operations, and may be asked to provide evidence of this. This will be reviewed and updated accordingly to improve and monitor the CLP.

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:

We can confirm that that we understand and have included the requirements to abide by CLOCS Standard within our appraisal of the works at 61, Redington Road.

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.

No vehicles will be allowed to reverse into or around the site unless directed by at least one trained vehicle marshal / banksman.

There are several alternative routes for vehicles to access the site, however, construction vehicles will be instructed to use either Cricklewood Lane to Hermitage Lane to Platts Lane and right into Redington Road to the site or A41 Finchley Road into Heath Drive and left into Redington Road to the site.

All vehicles whether delivering or collecting will be met by the site banksman (Min 1) who will guide the vehicle into the access gate. Vehicles will arrive on a planned schedule and be met by at least one trained banksman.

The site has insufficient space for vehicles to drive into site and turn. It will be necessary for vehicles to be reversed and guided onto and off site.

Materials can be off-loaded directly onto site from the roadside using appropriate equipment. (HIAB)

Vehicle banksmen will wear appropriate PPE to identify them as such and will be suitably trained for the role.

Cyclists will use Redington Road, although there is no dedicated cycle lane banksmen should be aware of that they may be present at any time.

All vehicles accessing the site will be guided off site and will leave via the Redington Road, Heath Drive route as this is the most direct route back onto the main A41. Local instructions will be given to all traffic when leaving the site.

There is no space for parking vehicles on site. The road itself has no parking spaces that are not restricted at some point during the day. The numbers of staff on site will exceed 10, some operatives will invariably travel together. Permit bays have a two-hour restriction Mon – Fri. Single yellow lines exit outside of the bays and there are numerous private access points for properties within the street that MUST not be blocked at any time.

The contractor will monitor the parking situation and deal with any issues promptly.

The front of the site will be hoarded and have a vehicle access gate. The existing tree at the front of the house will be removed to allow a wider access point for construction vehicles.

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

All subcontractors and operatives will be made aware of the delivery arrangements in the site induction when they arrive on site, it will also be posted on the site notice board, all delivery arrangements and procedures will be sent to our local suppliers in line with our existing practices, any order over and above these will be sent when placing the order of the goods, a very large percentage of our deliveries will be sourced locally, and are suppliers that we are familiar with. When the driver calls the site 20 minutes before he arrives, he will be reminded of the route and arrangements, the area will be readied for his arrival, if the delivery area is not available he will be asked to reschedule his delivery or told to park in a suitable area in the local vicinity avoiding any disruption to traffic in the area. They will ask to turn off their engine once they arrive on site or if protracted deliveries are in progress.

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

Vehicles will include: (Typical Sizes)

Flatbed Trucks – 8.5 x 2.5 metres

Other lorries – 9 x 3.0 metres

Lifting Equipment (Cranes may be required)

During the hours mentioned above vehicles will arrive at scheduled times throughout the day.

No vehicles will be allowed to dwell for anytime in Redington Road and all visitors to site will be asked to announce their attendance in advance so the site gates can be prepared and banksmen positioned to receive the visitor.

Scheduled deliveries and collections will avoid vehicles waiting in Redington Road.

Redington Road is only suitable for waiting transport for very brief periods to allow them to be manoeuvred onto site. This road has steady traffic all day but especially at peak hours.

The frequency of vehicles can be predicted as follows:

Phase 1 – 1-2 per week

Phase 2 – 1-3 per day

Phase 3 + 4 – 1-3 per day

Phase 5 – 1-3 per day (early stages)

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.

There are no significant projects in the local area or on route that will impact on deliveries to site.

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

Streets along the proposed route are wide enough to accommodate most construction vehicles. There are no difficult manoeuvres anticipated other than negotiating parked vehicles in residential streets.

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.

This is not anticipated as this is a small project.

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.

This is not anticipated as this is a small project.

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

All deliveries will be planned as set out previously and will delivered when required due to the site constraints. The delivery drivers will be advised of site location when they call the site 20 minutes before. If drivers are delayed for any reason they will be told to wait with their engines off.

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.

The site access will be via a private access gate off Redington Rd. This will be made wide enough to accommodate most construction vehicles.

Slight delays for traffic may be experienced whilst vehicles are manoeuvred into the site.

Site management will inform any local resident that may be affected by any protracted deliveries or collections in advance so the residents may plan their movements if required.

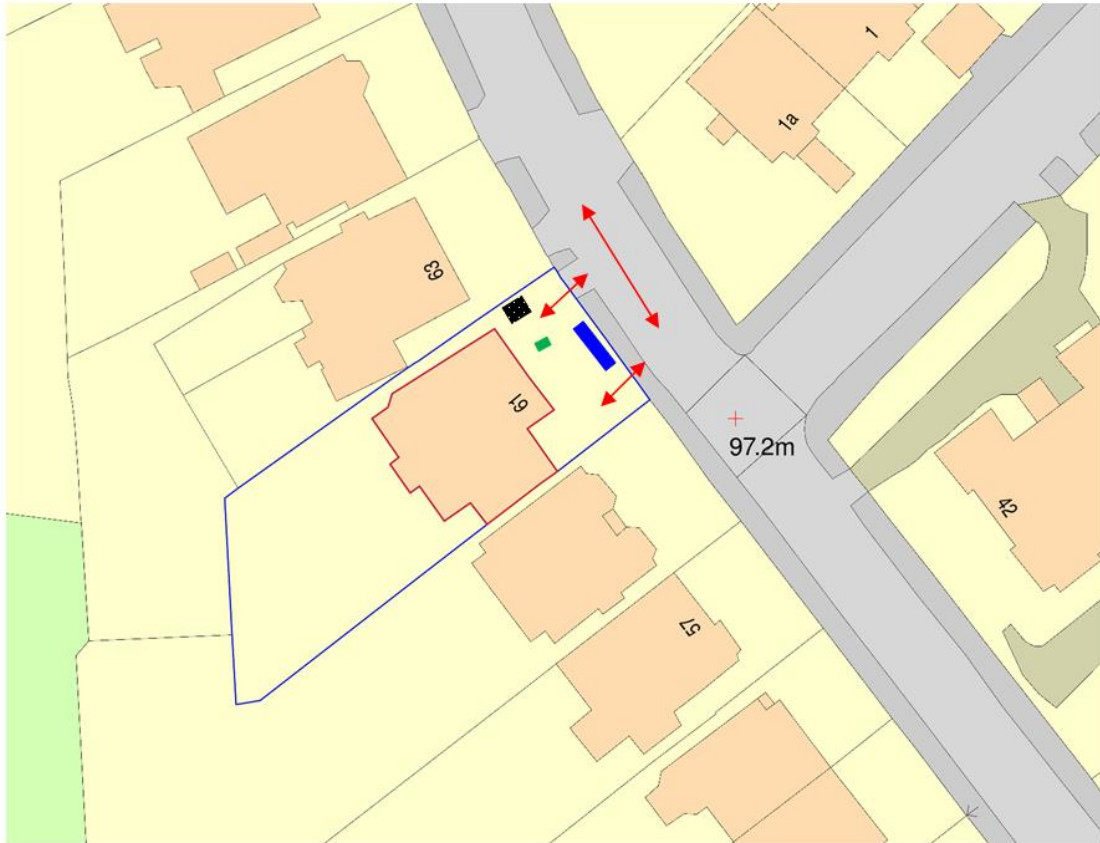
There are no anticipated road closures at this stage.

There is a permit bay directly outside the site, although there is a process for suspension of this bay, no decision has been made at this stage to suspend any parking space.

A plan of the highway incorporating access points into site is included in this document.

All vehicles will be guided into and off site by the trained site traffic marshal(s).

Exiting the site via the access gate vehicles can turn in either direction but vehicles will be instructed turn back towards the A41 using Heath Drive.



Blue box - Container Units / Offices – May be double stacked

Green boxes for skips

Internal areas and garage / access for storage / plant parking

Black box area for wheel wash facility prior to leaving site

Access points at red arrows

All site traffic, deliveries, collections and visitors have to use the main arterial routes, A41 Finchley Road to the site and will be encouraged to use this route. Access via side streets is not advisable and the sites supply chain will be notified of all proposed routes.

All vehicles will be guided into and off site by the trained site traffic marshal(s).

Exiting the site via the access gate vehicles can turn in either direction but vehicles will be instructed turn back towards the A41 using Heath Drive.

There are other local developments but this development will not significantly increase the traffic along Redington Road.

Protracted deliveries should not present a problem to traffic as most will be off road and the traffic will be unaffected.

The suspension of the front parking permit bay may be considered to make larger vehicle deliveries to site possible without causing any significant disruption or delays to traffic along the road.

All plant and materials will be stored within the site boundary.

Site accommodation / welfare will be located within the land.

There is no availability for parking on the site. Parking will be monitored and any violations or irresponsible parking will be dealt with swiftly.

All of the supply chain and sub-contractors will be contacted regarding the delivery arrangements to the site. They will all be supplied with a copy of the Construction Phase Plan which will have this information contained within it.

This CPP will be prepared for the commencement of the project by the Principal Contractor.

The routes available to and from site will be explained to them prior to their arrival.

All contractors will be required to co-ordinate their deliveries and collections with the Site Manager who will draw up a weekly schedule of transport to and from site.

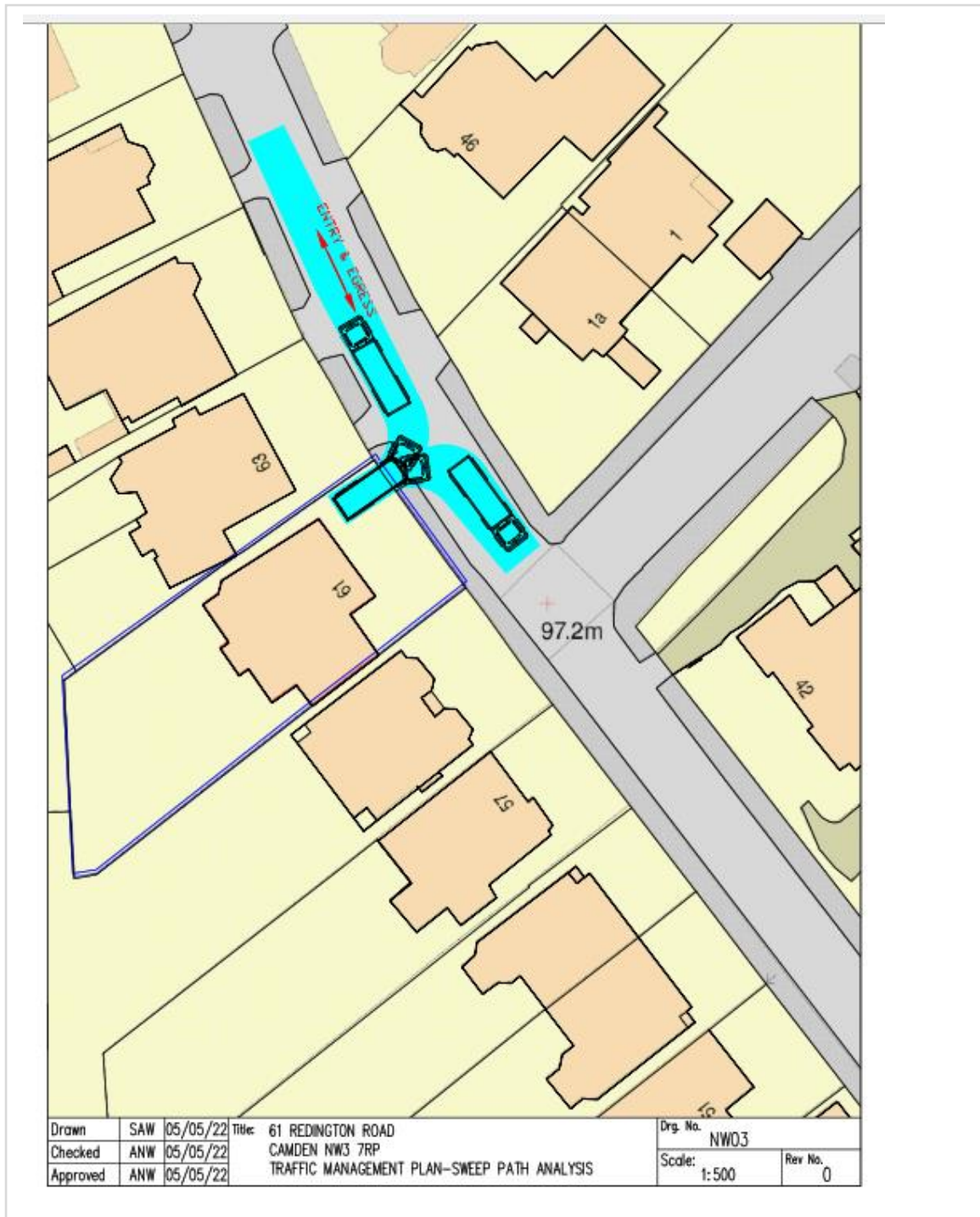
Vehicles turning up to site unscheduled will be turned away.

As mentioned earlier, all vehicles will be strictly controlled by at least one banksman when they arrive on site and until they depart.

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.

There will be a minimum of 1 Traffic Marshals to manage the access and egress to the site and maintain the access/egress areas, no vehicle will be allowed to reverse unaided.

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.



d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Wheel washing may be required at the initial stages of the works and will be carried out by jet washing the wheel on the site footprint, all run off from the wheel cleaning will be contained within the site boundary. A regular inspection of the public highway will be maintained during these works.

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.

See image above on Page 23.

Please note all Vehicles to be reversed in and driven out.

No deliveries to be schedule before 9.30 and after 3.30 during term times to avoid school traffic.

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.

There will be a minimum of 1 Traffic Marshals to manage the access and egress to the site and maintain the access/egress areas, no vehicle will be allowed to reverse unaided.

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.

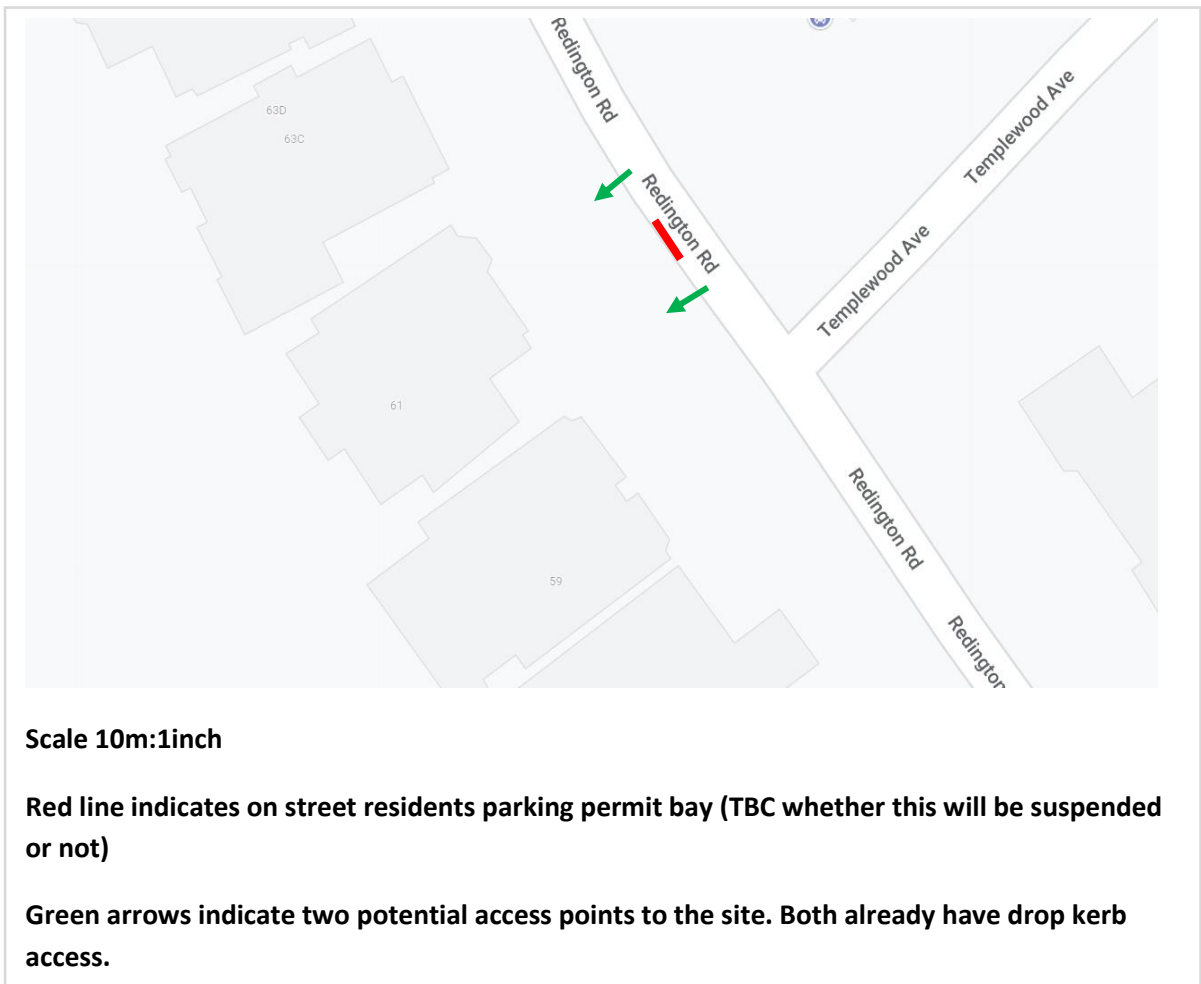
Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.



23. Parking bay suspensions and temporary traffic orders

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

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

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

Parking bay suspensions MAY be necessary outside the front of the property. 1 space. This will be a fenced off area with night lighting. A TTO will be applied for in advance should this be necessary. This suspension will not cause a highway obstruction at any time.

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.

We anticipate no significant detrimental effect on the public highway during the contract period only apart from the services to be connected by the appropriate service provider.

These works will be planned in advance and any road closures or TTO's applied for in advance.

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.

No adaptations are necessary in advance of these works.

25. Motor vehicle and/or cyclist diversions

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

Mandatory safety signage will be fixed to hoarding to ensure public safety. Deliveries to be unloaded on site in to the loading bays indicated in the above illustrations. Traffic marshals will be in attendance for access and egress to and from the site.

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.

Secure hoarding will be erected around the site but inside the property border.

No licence will be required for this as it will not be erected on the pavement.

No structure will oversail the public highway. Any scaffolding erected will be inside the property border.

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.

Nothing anticipated at this time.

27. Services

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

There will be changes to services to the property and these are to be confirmed.

The strategy for installation and co-ordination of these works will be submitted in a revised version of this document to be submitted at a later stage to the local authority for approval.

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.

Works will only be carried out during 08:00 and 18:00 Mon to Fri and 08:00 to 13:00 Saturdays only (if required).

Consideration will be applied to the adjacent neighbours and we will seek to not carry out particularly noisy works such as the breaking and drilling of concrete on Saturday mornings (if worked).

Where possible hand held tools will be used to minimise noise.

Noisy works operations are anticipated to include use of:

Breakers, drills, 1x mini excavator, electric saws.

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

A noise survey has been carried out by Noise Solutions Ltd and will be copied to all interested parties. This survey was not carried out during construction work and relates only to ambient noise in the area at the time.

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

It is very difficult to predict the level of noise and vibration that will be generated on this project. Most of the work will be internal. Basement works will generate the most noise and vibration. Noise monitoring devices will be used externally once these works commence to determine the level of noise generated from the works.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

We do not anticipate noise levels above 80dB(A) externally.

Vibration Level ppv mms-1	Description of Effect	Effect
<0.3	Vibration is unlikely to be perceptible in even the most sensitive situations for most vibration frequencies associated with construction.	Negligible
0.3 to 1	Increasing likelihood of perceptible vibration in residential environments.	Minor
1 to 10	Increasing likelihood of complaint in residential environments, but can be tolerated at the lower end of the scale if prior warning and explanation has been given to residents.	Moderate
>10 Vibration	Is likely to be intolerable for any more than a very brief exposure to a level of 10mms-1.	Major

It is commonly held that if vibration can be felt, it is also likely to have a simultaneous adverse effect on the building, possibly resulting in damage of either a cosmetic or structural nature.

It is stated in BS 7385-2:1993 that cosmetic damage to residential or light commercial type buildings may occur at 15 mm/s. For industrial and heavy commercial buildings, this increases to 50 mm/s.

The LV10 parameter is the rolling hourly 10th percentile of the reported PPV levels measured at intervals of one minute. It is specified in relation to human perception of vibration. To prevent building damage from vibration an instantaneous vibration level of 10 mm/s will be applied. The contractors will endeavour to keep vibration to less than 1mm/s ppv.

Using modern excavating equipment and excavation techniques, vibration is not expected from the development unless obstructions underground are encountered in which case monitoring equipment will be deployed.

Any increase into the levels within the red highlighted section will require further investigation of work processes to reduce the vibration. Mitigation will be used in accordance with Best Practice Guidance

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.

Regular monitoring will be carried out by the site manager. If exceeded readings are experienced the source of the excess noise/ vibration levels will be established then the work process / methodology will be reviewed if required.

2.4m hoardings to the boundary will help contain noise as well as an additional sheeting at high level if required localised screens will be used as and when required to mitigate the noise and dust .

Modern tools will be used to ensure vibration/noise levels are reduced to the minimum.

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

All personnel will receive an induction including training in BS 5228:2009 code of practice and guidance on noise reduction and nuisance.

The site manager will hold current SMSTS certification.

All supervisors including sub-contractors will have as a minimum SSSTS certification.

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.

Damping down will be carried out in accordance with BS 6187: 2011

Works will be carried out in accordance with:

Control of Pollution Act 1974

Environmental Act 1990 (ss79-82)

BS 5228:1997 Code of Practice on Construction and Open Site.

Regularly sweeping and damp cleaning of surrounding areas and hoardings will be carried out .

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.

All dust will be suppressed with irrigation or a Hepa filter dust extraction systems (Class L & Class M dependant on type of dust being produced).

Designated operatives will regularly check and clean the site boundaries exits / entrances of the hoarding to the pavements and highway to ensure no dust or dirt is present.

If necessary, a mechanical road sweeper type electric machine will be used on and as and when required basis but not envisaged.

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

All noise produced by plant will be reduced by the use of mufflers, baffles or silencers and where possible using pre-fabricated components and by strictly adhering to site working hours, vibration will be minimised by phased ground impacting operations. Nuisance dust levels will be eliminated by employing extractors with Hepa filters and by using irrigation reservoirs fitted to cutting equipment etc.

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.**

The risk assessment will form part of the individual contractor RAMS contained within the Site safety file and be included in all Principal Contractor RAMS that cover relevant activities and will incorporate the appropriate measures as identified in the Supplementary Planning Guidance.

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.)

Confirmed.

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.

Due to the size and type of works being carried out real time monitors are not deemed necessary however regular monitoring will be carried out by the site manager and records kept within the site office.

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

The site will be kept clean and tidy, and site rules include the consumption of food only being permitted within the welfare area that will be provided or space allocated within the building. Waste produced from this area will be disposed of in bins with lids not bags, which will be collected and disposed of in accordance with our waste management plan to prevent rodents spreading from the site.

A site survey will be carried out by an approved Pest Control specialist before commencement of actual construction. A Method Statement for pest control will be prepared and implemented by the specialist, in accordance with Camden's Minimum Requirements. Any redundant drains will be removed and any connections sealed with concrete.

During the works the monitoring of the evidence of rodent activity will continue.

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

An Asbestos survey has been carried out in line with our Health and Safety procedures and as a duty of care before work commences. Asbestos has been discovered and this will be removed prior to any works commenced. A copy of this report can be supplied on request.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

All site personnel will receive a site specific induction highlighting that bad behaviour and bad language is not permitted and may result in immediate dismissal.

Unnecessary shouting will be monitored by advice from site supervisory staff.

Smoking will not be permitted within the building footprint. Any operatives who wish to smoke must do so in designated areas within the site boundary cigarette bins will be provided to ensure they are not inappropriately discarded, and fire safety measures will be readily available, this will form part of the site induction.

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

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

Direct link to NRMM Practical Guide (V4):

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (**12 weeks Pre construction /60 weeks Construction**)
- b) Is the development within the CAZ? (N):**NO**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y):**YES**
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **N/A**
- 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: **N/A**
- 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: **N/A**

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.

No vehicles attending this site will be allowed to dwell outside with engines idling. All contractors and supply chain will be informed of this prior to attending site.

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: 05/05/2023

Print Name: **Austin Warnes**

Position: **H&S Advisor**

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.8