

# **Construction Management Plan (CMP)**

**for**

**The Development  
of**

**13 Murray Mews,  
London, NW1 9RJ**

**Ref: 233015-CMP rev 2**

**May 2023**

# The Construction Management Plan (CMP)

TrinityCC Ltd have been appointed by the London Irish Centre (the Developers) to prepare the Construction Management Plan for submission with the Planning application to develop 13 Murray Mews.

This CMP has been prepared using the Camden Council Construction Management Plan Pro-Forma. This document is intended to be a 'live' document at this stage as some information, required before works commence on site, is not yet known (i.e. Main Contractor details etc). Therefore, at various stages it will be updated by the CMP Developer or Coordinator and distributed accordingly.

The Developer will insist that the contents of the completed and signed CMP are complied with by the Main Contractor and all other parties involved.

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

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## Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
<i>17/05/2023</i>	<i>1</i>	<i>Michael Dymond – TrinityCC Limited</i>
<i>26/05/2023</i>	<i>2</i>	<i>Michael Dymond – TrinityCC Limited</i>

### 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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will be planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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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](#)."

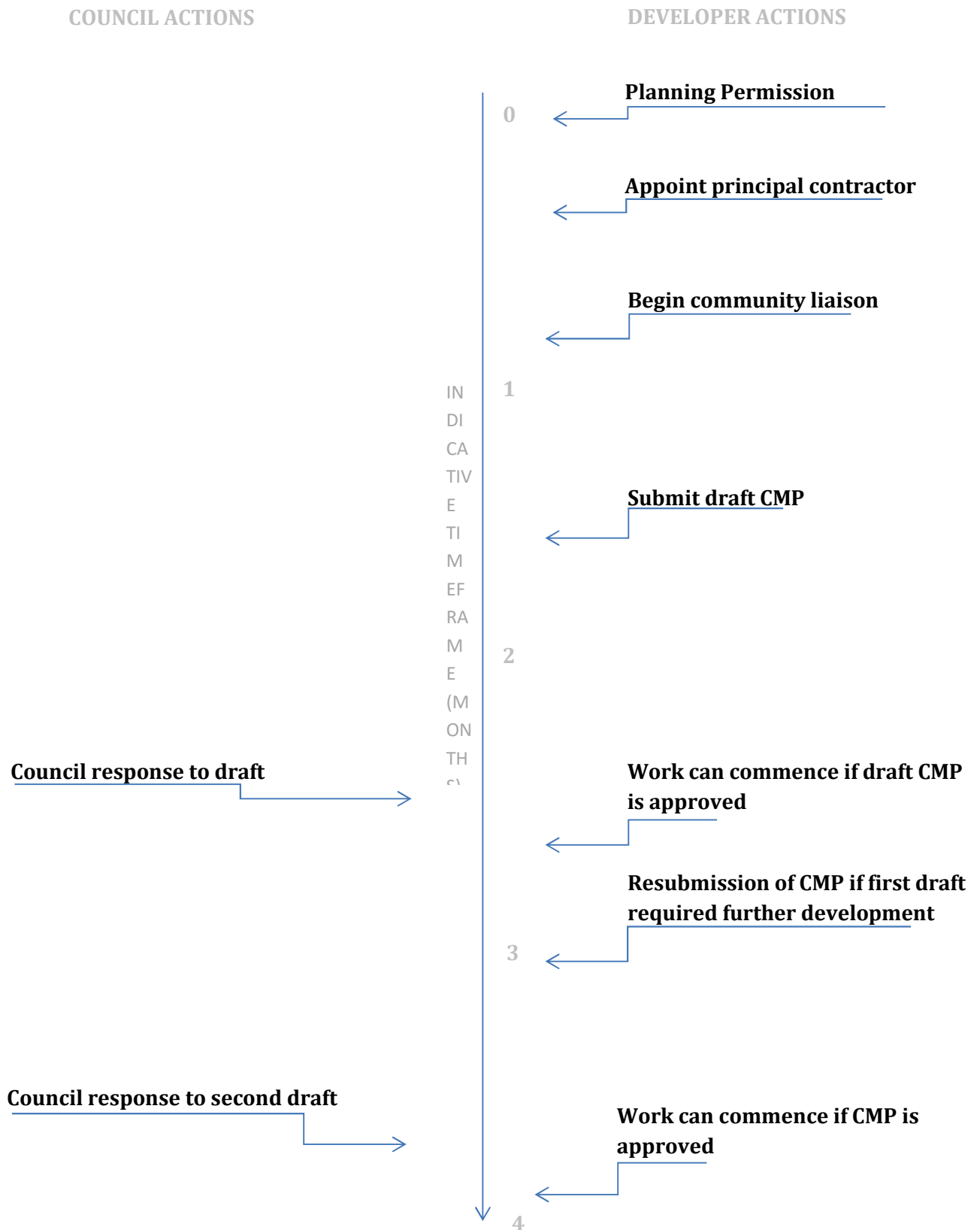
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

# Timeframe



# Contact

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

Address: *13 Murray Mews, Camden, NW1 9JR*

Planning reference number to which the CMP applies: *To be confirmed.*

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

Name: *Michael Dymond MRICS – TrinityCC Ltd*

Address: *Unit 5 Columba, Orion Court, Addison Way, Gt. Blakenham, Suffolk, IP6 0LW*

Email: [m.dymond@trinitycc.co.uk](mailto:m.dymond@trinitycc.co.uk)

Phone: *01473 858188*

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: *Yet to be appointed*

Address:

Email:

Phone:



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 section 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: *Yet to be appointed*

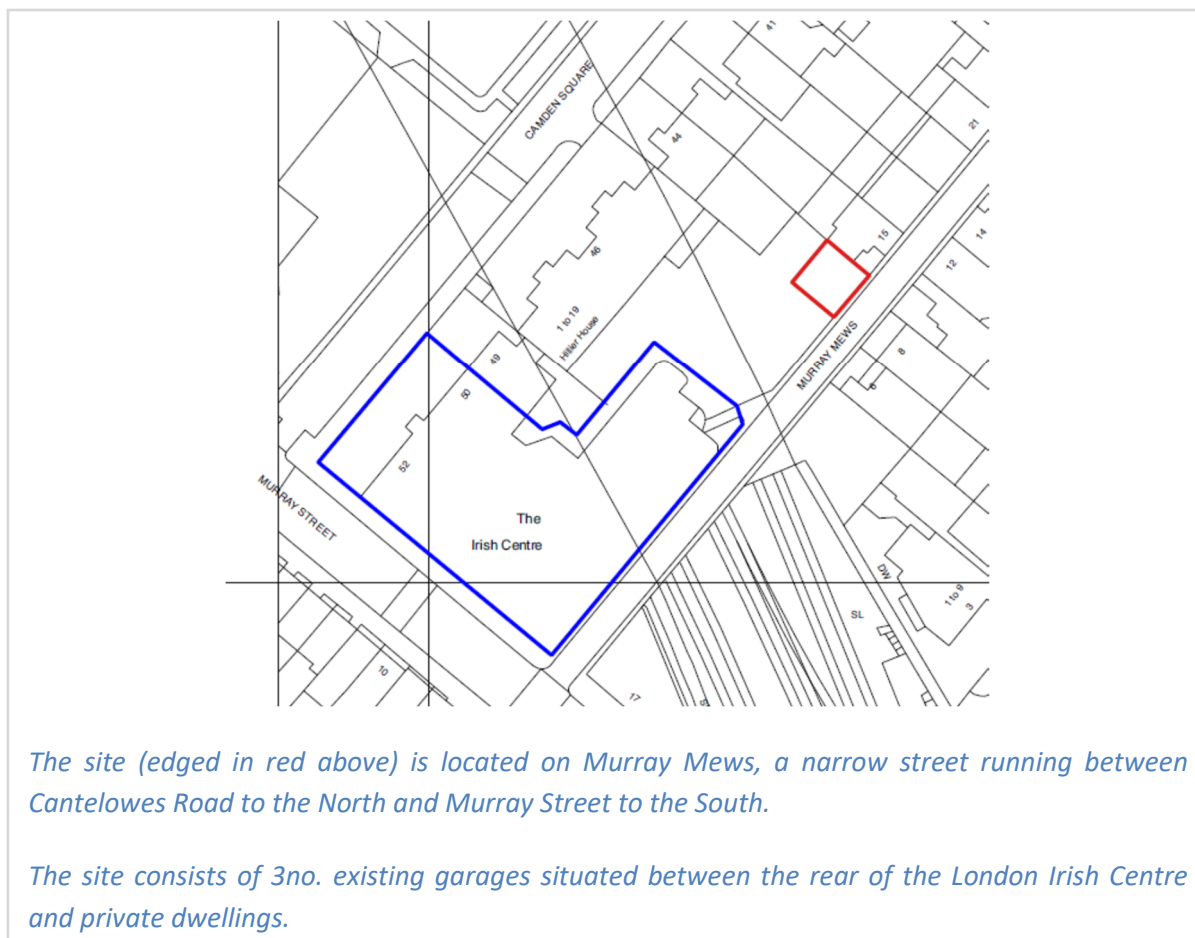
Address:

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. Please fill up [Cumulative Impact Area \(CIA\) checklist form](#) if site fall within the CIA zone (Central London)



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 works involve the demolition of the existing block of garages and the construction of a three storey residential building.*

*The main challenges facing the project involve the width of the access road and use of this road by other residents for parking. In addition, the proposed building sits closely to the site boundaries and adjacent, occupied properties.*

*The site is also restricted in terms of space for welfare and material storage.*

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

*While a detailed programme is not known at this stage, the overall construction programme is expected to be approximately 8 months following signing of contracts with the contractor. A start on site is anticipated in late 2023 and a firm start date will be confirmed to Camden Council once agreed with the successful contractor.*

### **Sequence of Works**

*The construction is to be carried out in a single phase.*

- 1. Site setup – Erection of hoarding to separate construction and public areas.*
- 2. Establish site welfare and storage areas.*
- 3. Disconnection of existing services.*
- 4. Soft strip out of existing buildings. Materials to be disposed of in skips located on Murray Mews.*
- 5. Mobilise utility providers for upgrading of existing supplies.*
- 6. Demolition works and site clearance.*
- 7. Substructure works including drainage and foundations.*
- 8. Ground floor construction.*
- 9. Erection of external and load bearing walls from ground to 1<sup>st</sup> floor.*
- 10. Installation of 1<sup>st</sup> floor deck.*
- 11. Erection of external and load bearing walls from 1<sup>st</sup> to 2<sup>nd</sup> floor.*
- 12. Installation of 2<sup>nd</sup> floor deck.*
- 13. Erection of external and load bearing walls from 2<sup>nd</sup> floor to roof.*
- 14. Installation of roof deck and coverings.*
- 15. Internal partitions.*
- 16. Fitout works, decoration, flooring etc.*
- 17. Site tidy, removal of hoarding etc.*

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

This is Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out, and the proposed working hours will be considered on a case-by-case basis.

If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden.

*In accordance with the Control of Pollution Act 1974, the working hours noted above will be adhered to at all times unless otherwise agreed in writing with Camden Council.*

# 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.

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## 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.).

*All properties on Murray Mews.*

*The London Irish Centre (located on the corner of Murray Mews and Murray Street.*

*Belvard Point, 17 Murray Street.*

## 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**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways set up plans in advance with Camden if there is any uncertainty with this.

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.

*Given the size of the development, a leaflet drop has been deemed the most appropriate means of communicating details of the proposed works. Those listed in section 10 as potentially affected by the works will be included in the leaflet drop.*

*The documentation will detail the key dates and timescales, details of the project, key contacts, activities that will take place that may cause potential disruption and how these issues will be addressed. All residents contacted will be provided with contact details so that comments or concerns can be raised. A copy of the CMP will also be made available on line for those affected by the works to review and comment on.*

*As noted in the template wording ('Community Liaison' section) the consultation shall take place following granting of planning permission and this CMP will be updated accordingly.*

## 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 deemed necessary given the scale of the development.*

## 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](#) for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

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 Developer will insist that the Main Contractor is a member of the Considerate Constructors Scheme (CCS) and provides evidence of this prior to commencement of the works on site.*

## 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.

*Following a review of the approved developments in the vicinity of the site on the Camden Council Planning portal, the only scheme that is deemed to have the potential to impact the proposed works is the development of the London Irish Centre at 50-52 Camden Square (ref. 2020/1481/P).*

*However, this site is owned by the same party as 13 Murray Mews and so any works that take place at the same time will be coordinated accordingly between the contractors by the client.*

# 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 CLOCS monitoring visits through CCS and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.



## CLOCS Contractual Considerations

15. Name of Principal contractor:

*See section 5.*

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

*To be confirmed once the appointment of contractor has taken place.*

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:

*To be confirmed once the appointment of contractor has taken place.*

Please contact [CLOCS@camden.gov.uk](mailto: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.

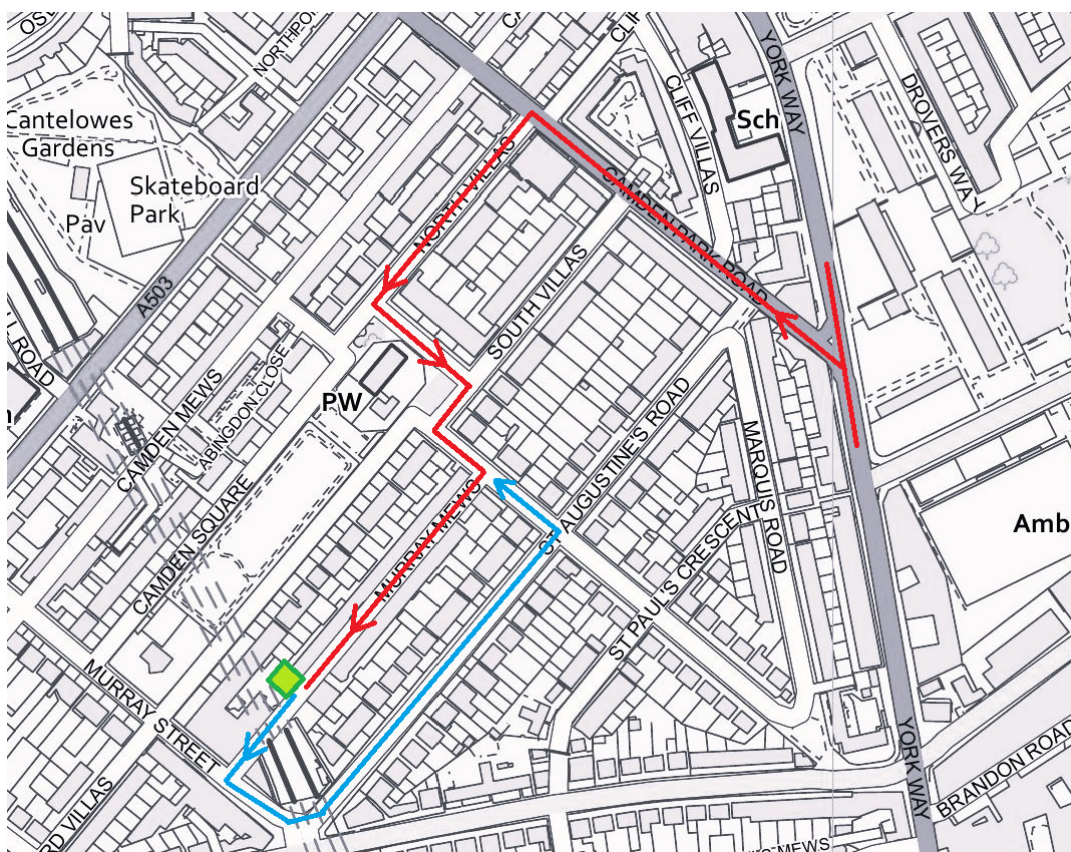
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway

network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. 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.

*Suggested routing indicated below (red arrows indicating route to site, blue indicating route away from site). **To be confirmed once the appointment of contractor has taken place.***



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.

To be confirmed once the appointment of contractor has taken place.

**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.

a. 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

To be confirmed once the appointment of contractor has taken place.

b. Please specify the permitted delivery times.

*9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.*

To be confirmed once the appointment of contractor has taken place.

c. 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.

*See section 14.*

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

*There are no sections along the approach or departure from the site that require constrained manoeuvres and, therefore, swept path analyses are not deemed necessary.*

e. 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.

*The site layout and proposed construction sequences prevent on-site parking for delivery/collection vehicles. Therefore, deliveries will need to be made directly off of Murray Mews.*

*Drivers will be provided with delivery 'windows' in which to arrive and depart the site and this will be coordinated by the Site Manager in order to prevent multiple vehicles being on or adjacent to the site at one time.*

*While awaiting contact from the site manager, drivers will be required to position their vehicles in a location and manner that will not unduly impact on other road users, residents, businesses or schools.*

*Where vehicles do arrive and are required to wait, they will be directed to Murray Street where single yellow lines are in place. Drivers will be instructed to switch off their engines while waiting in order to reduce emissions as much as possible.*

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

*Given the scale and location of the development, only deliveries via road are deemed suitable. However, the Main Contractor will be advised to minimise deliveries as much as possible by using the same builders merchants so that orders can be combined wherever possible.*

g. 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 Main Contractor will be instructed to insist that all vehicles visiting the site have their engines switched off to reduce emissions as much as possible. Banksman will be advised that they are to instruct drivers accordingly. This will also be relayed to delivery firms and sub-contractors.*

**20. Site entry/exit:** *“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 leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

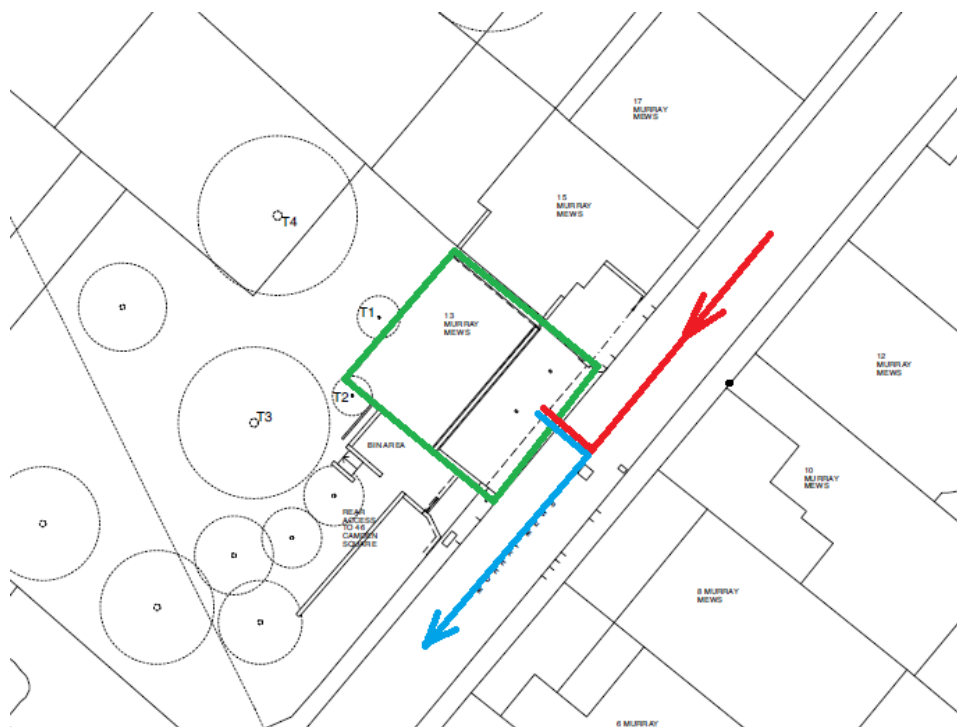
Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly 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 entry and exit points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.



*The site only has one boundary where access is possible. This is directly off of Murray Mews. Access to the site is indicated in red and egress from the site is indicated in blue. It is anticipated that the contractor will install double gates within the hoarding along this boundary.*



b. Please describe how the entry and exit 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.

*The site is such that, following completion of the ground works, construction vehicles will not be able to track on and off the site. During the ground works phase, at least 1 banksman will be positioned on Murray Mews whenever a vehicle is entering or exiting the site.*

c. Please provide tracking/swept path drawings for vehicles entering/exiting the site if necessary. If these are attached, use the following space to reference their location in the appendices.

*Swept path analysis isn't considered necessary.*

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.

*During the initial stages of the project, when vehicles are able to drive onto the site, a wheel wash station will be established. This will also include washing of the chassis and bodywork of the vehicle. Drivers will be directed to park directly adjacent to the entrance of the site and turn off their engines. At this point trained operatives will commence cleaning.*

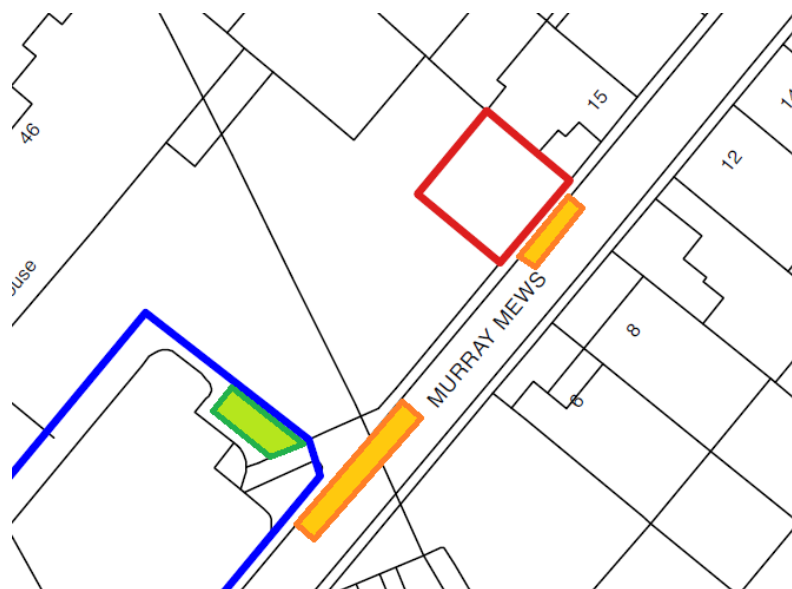
*The cleaning will consist of two operations carried out by designated trained operative. The first operation will be to remove, by hand and brushes, any larger pieces of debris and mud. Once this is completed, the wheels, chassis and bodywork will be washed using a high-pressure lance jet wash ensuring that all residual deposits are removed. The vehicle will be instructed to move forward slightly to allow cleaning access to the full circumference of the wheels. On completion wheels will be inspected and confirmed that the vehicle is fit to leave site. The site operatives will direct the cleaning to ensure that water used during wheel washing operations does not migrate out onto the public footpath or highway.*

**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 on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

a. Please provide the location where vehicles will stop to unload. 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.

*It is proposed that vehicles will stop directly outside of the site (indicated in orange) for the purposes of deliveries and collections. The applicant will also make space available (located in green below) for storage of materials and welfare facilities during the works so that these do not impact the highway. The area in green will be formed in a way that maintains a safe route of emergency escape from the London Irish Centre. An area adjacent to this (indicated in orange) will also therefore be used for delivery and collection.*



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. Please note that deliveries should pause where possible to allow passage to pedestrians.

*Banksman will be positioned on Murray Mews during all deliveries and collections in order to ensure the general public have safe passage. Appropriate barriers (Chapter 8 or similar) will be used to ensure separation. As soon as deliveries and collections are completed, the area will be cleared and barriers removed. The main contractor will be responsible for ensuring appropriate training of staff in order to carry out these duties.*



## Site set up

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 Restrictions (TTRs) 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 four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

### 22. Site set-up and occupation of the public highway

Please provide detail drawings of the site up on the public highway. This should be presented as 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 all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised. Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

*See drawing MME02 indicating the site layout and highway in the immediate vicinity. This includes the lamp post adjacent to the site (shown below).*



*Given the site layout and proposed footprint of the building, scaffolding will be required over the footpath to the full width of the site. At either end of the scaffolding, the footpath will be closed off and compliant 'PEDESTRIANS PLEASE USE OTHER FOOTPATH' signs will be positioned at either end. The Mews is a quite single direction road and so temporary crossings are not deemed necessary.*

*8ft high hoarding and gates will also be positioned along the site boundary to ensure the site is secure.*

*Prior to erection of the scaffold or hoarding, the Main Contractor will make the necessary applications for licences.*

- b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set up. Alternatively this can be shown as part of the above drawings if preferred. Please note that this must conform to the [Safety at Street Works and Road Works Code of Practice](#).

*See section 22a. No other temporary traffic management measures are anticipated.*

### **23. Parking bay suspensions and temporary traffic orders**

Parking bay suspensions should only be requested where absolutely necessary and these are allowed for a maximum period of 6 months only. Information regarding parking

suspensions can be found [here](#). For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a [Temporary Traffic Restriction \(TTR\)](#) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal obligations as a highways authority. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

A space cannot be suspended for convenience parking, a [trade permit](#) is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

*The site layout is such that onsite parking will not be possible. Murray Mews is approximately 4.3m wide with footpaths of approx. 0.8m width either side. There is evidence of double yellow lines further along the Mews towards Murray Street but it is not clear how far these extend. Therefore, The Main Contractor will be instructed to make arrangements for skip licences so that they can position skips on Murray Mews. Skips will be positioned in such a way as to ensure access is still achievable along Murray Mews at all times.*

*It is not anticipated that parking bay suspensions will be required during the works. However, if this changes during the works, the Main Contractor will be instructed to make the necessary applications to the Council and TfL for bay suspensions.*

## **24. Motor vehicle/cyclist diversions/pedestrian diversions**

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

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar temporary facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide 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 and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

[See section 22a.](#)

## 25. 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.

*Upgrading of the existing site utilities will be required. Therefore, the Main Contractor will be required to make contact with Thames Water, National Grid, EDF Energy and BT to coordinate the necessary upgrading works. Any highway works will be combined wherever possible to ensure the duration of any impacts is minimised.*

# 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 operation\_ and the construction methods used, and provide details of the times that each of these are due to be carried out.

*The demolition is anticipated to be the only period when excessive noise is created. However, as these are single storey and simple in structure, the demolition works and noise created should be completed quickly (within approx. 1 week). Although the noise during this period will be unavoidable, the Main Contractor will be required to monitor the noise created and address this where excessive.*

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, 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.

*Not currently requested or carried out.*

30. Please provide predictions for noise levels throughout the proposed works.

*As noted in section 28, the noisiest work is anticipated to be during demolition works. Given the scale of the existing building and hardstanding's, handheld equipment shall be used for all demolition works. The anticipated noise levels will be between 110-130db during this period. Operatives will be provided with the appropriate PPE (including ear protection) and works will be carried out between the hours noted in section 9.*

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.

*As mentioned above, handheld equipment will be used for demolition works. This will help to reduce vibration disturbances to neighbouring properties. Noise created during the works is expected to be relatively low-level once demolition works have been completed.*

*Where materials are to be cut, the Contractor will be instructed to use equipment such as hydraulic block splitters in order to further reduce noise pollution. The Contractor will also be instructed to regularly maintain equipment to ensure it operates as quietly as possible.*

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

*To be confirmed by Contractor once appointed.*

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.

*The Contractor will be instructed to implement the following as a minimum: -*

- *Spoil heaps will be covered if remaining in situ for long periods or dampened down on a short-term basis to prevent dust from being created. The height of spoil heaps will also not exceed the height of the site hoarding.*
- *Spoil heaps will be created away from the site boundary and highway to prevent disruption to neighbours and road users.*
- *All large areas will be dampened prior to sweeping to prevent disrupting settled dust.*
- *Generally, a watering regime will be implemented on site, particularly in the event of dry weather. Hoses, fitted with spray nozzles, will be provided with capacity to reach all areas where dust causing activities are being carried out. The water supply to hoses will be maintained at all times.*
- *All materials that have the potential to cause pollution from dust or smells will be screened/ covered appropriately. Bags of dry materials such as cement will be sealed after use and stored appropriately. All sand and other aggregates will be suitably covered.*
- *Any high dust causing activities (such as cutting materials) will be limited to defined areas and carefully screened to limit the escape of dust from the site. All cutting, grinding and sawing equipment causing high levels of dust pollution will be used in conjunction with suitable dust suppression techniques such as water sprays.*
- *All skips will be netted and hosed down prior to their removal from site to minimise dust*

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.

*Along with the wheel washing proposals identified in section 20(d) and the proposals to minimise dust generally (noted in section 33), the Contractor will be instructed to ensure all areas close to the public footpath and roads are kept clean on a regular basis. Sweeping will be carried out into the site and away from the public areas and any washing down or hosing will be carried out in a manner that prevents water from discharging off of the site.*

*In the event that excessive dust or dirt is deposited on the highway or footpath, the Contractor will be instructed to clean this as soon as possible and with the use of professional road cleaning equipment where necessary.*

35. For medium or high impact risk level sites, 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 is not considered to be medium or high impact in terms of noise, vibration or dust emissions.*

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.**

*A simple assessment has been carried out at this stage based on the principles of the GLA policy.*

**Demolition**

*The existing building is less than 20,000m<sup>3</sup> and is less than 10 above ground level. **Therefore, the scale of the demolition works is defined as 'small'.***

**Earthworks**

*The total site area is less than 2,500m<sup>2</sup> and will have less than 5 earth moving vehicles operating at any one time. The size and access restrictions to the site will also limit the number of vehicles on site at any one time. **Therefore, the scale of the earthworks is defined as 'small'.***

**Construction**

*The total building volume is less than 25,000m<sup>3</sup> and the materials proposed to be used have the potential to create a minimal amount of dust. **Therefore, the scale of the construction is defined as 'small'.***

**Trackout**

*The total number of outward vehicular movements in any one day during the early phases of the works is will be less than 10 and the length of any unmade driveway or road will be less than 50m. **Therefore, the scale of the trackout works is defined as 'small.'***



### Dust Emission Magnitude

*The results below have been used to establish the mitigation measures that should be put in place to reduce the impacts created.*

Activity	Dust Emission Magnitude
Demolition	Small
Earthworks	Small
Construction	Small
Trackout	Small

*If required by the Local Authority, a full AQA/ Dust Risk Assessment will be procured by the Developer prior to commencement of the works on site.*

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.)

*The GLA mitigation measures checklist will be completed by the Contractor and distributed to the Local Authority and other stakeholders prior to commencement of the works on site.*

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

Note: **real-time dust (PM<sub>10</sub>) 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 (PM<sub>10</sub>) concentrations, any exceedances of the trigger levels, and an



explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

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

*The number of dust monitors required is deemed to be zero given the scale and type of works being carried out and the proposed mitigation measures suggested for managing dust.*

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).

*During the works, drains and other openings into the building will remain covered at all times by the Main Contractor other than when they are being directly worked on. This will minimise the risk of rodents entering the existing building.*

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

*An asbestos survey will be carried out by the Main Contractor prior to commencing any stripping out works or demolition works. Any asbestos identified will be dealt with in accordance with the regulations.*

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.

*The Main Contractor will be instructed to establish appropriate smoking areas within the site boundary and away from areas likely to affect the public or neighbours. In addition, loud voices and bad language will not be tolerated on site and the Main Contractor will be instructed to control such matters. Radios will also be kept at a low volume in order to prevent disturbance.*

*will also be required to operate a monitoring and recording system covering all environmental issues noted or complaints made and these will be highlighted to the Local Authority for action where necessary.*

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

#### **From 1<sup>st</sup> 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 1<sup>st</sup> September 2020**

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

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

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

- a) Construction time period (mm/yy - mm/yy): *10/23 – 06/24.*
- b) Is the development within the CAZ? (Y/N): *No.*
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): *Yes.*
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: *The Main Contractor will be required to confirm this prior to commencement of the works.*
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: *Confirmed.*
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: *Confirmed.*

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

*See section 19(g).*

## Mental Health Training

44. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the “[Building Mental Health](#)” charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining [Mates In Mind](#), which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

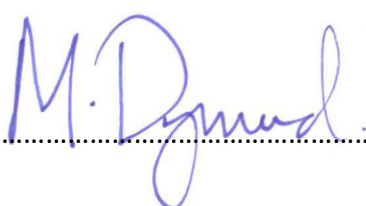
Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

*The Main Contractor will be encouraged by the Developer to sign up to the ‘Building Mental Health’ charter.*

# 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:** 26/05/2023

**Print Name:** Michael Dymond

**Position:** Author of Initial CMP (prepared at Planning Application Stage)

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

**End of form.**

V2.9