

Construction/Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
21 st March 2024	1	Dekra Homes/Brooks Murray/Motion Consultants
13 th May 2024	2	Minor Amendments by Motion Consultants
3 rd June 2024	3	Minor Amendments by Motion Consultants
3 rd December 2024	4	Minor Amendments by Motion Consultants

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.

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 (CIA) 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 (editable pdf) can be found at

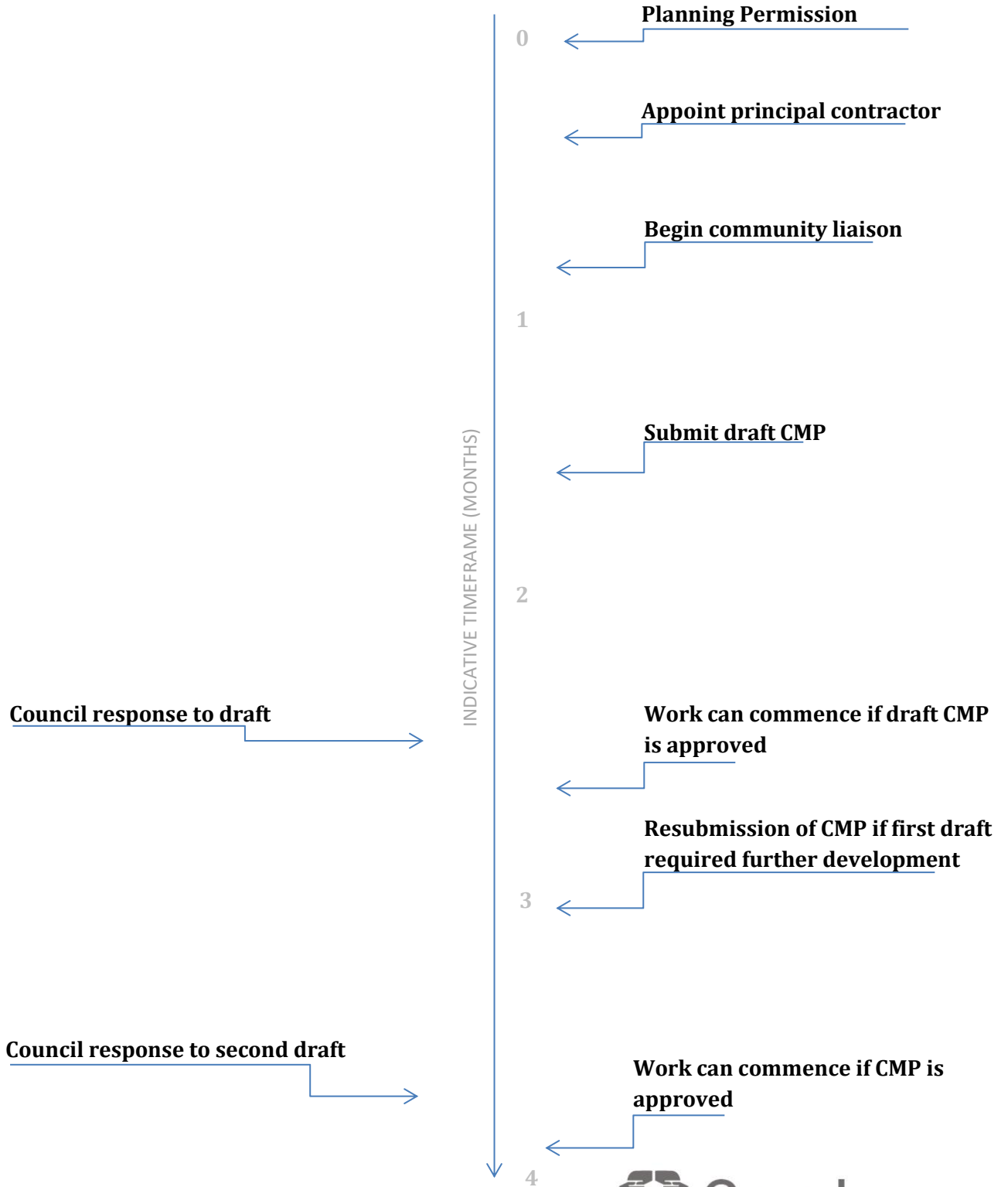
<https://www.camden.gov.uk/about-construction-management-plans>



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.

Beaufort Court, 65 Maygrove Road, West Hampstead, NW6 2DA.

Planning Application ref: 2021/3504/P

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

Brooks Murray, Ollie Burchell

41, Tabernacle Street, London EC2A 4AA

Email : Ollie@brooksmurray.com

Phone: 0207 739 9955

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: AMM Maintenance - Solomon Adler

Address: 5a, Unit 1, Ravensdale Industrial Estate, Timberwharf Road, London, N16 6AY

Email: solomon@aammaintenance.co.uk

Phone: 020 8211 1540

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: AMM Maintenance - Solomon Adler

Address: 5a, Unit 1, Ravensdale Industrial Estate, Timberwharf Road, London, N16 6AY

Email: solomon@aammaintenance.co.uk

Phone: 020 8211 1540

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: AMM Maintenance - Solomon Adler

Address: 5a, Unit 1, Ravensdale Industrial Estate, Timberwharf Road, London, N16 6AY

Email: solomon@aammaintenance.co.uk

Phone: 020 8211 1540

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)

The site is within a residential area for mostly low-level housing.

The development proposals are for the works to entail the erection of a single-story extension to an existing ground plus 4 storey building to create 16 no self-contained flats.

We will be using modern methods of construction, making walls, floors, roofs off-site. Then delivering to the site for erecting.

See Project Location plan and surrounding area, attached.

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 entail the erection of a single storey extension to an existing ground plus 4 storey building to create 16nr self contained flats.

The Works include:

~ Site clearance of all general waste. ~ An upwards extension to provide one additional storey. ~ Provision of all services and utilities approved and signed off by relevant supplier. ~ Internal alterations to existing building to facilitate access including the extension of all stairs, lifts, and risers. ~ External landscaping to the new roof to provide a green sedum roof.

The main challenges focus on the narrow one-way nature of surrounding roads, which are residential in nature. The building is also in residential use, with residents to remain whilst construction work takes place.

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

Start date 1st December. For an 18 month construction program, completion July 2025.

Start compound area, handrails, protection for the public health & safety signage, install toilets, offices, storage area, install hoist to roof, etc. Start 1st December 2023 till January. 2024. Start shell and core January to August 2024 then internal works to completion.

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.

I can confirm that we will abide by the above working hours.

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.).

I have attached a local plan of the dwellings in close proximity. However we do not expect any of these buildings to be affected by noise, vibration, dust, fumes, lighting.

We are using modern methods of construction. All floors walls and roofs are being manufactured in the Midlands and arrive in a flat pack form.

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.

The initial method we used to reach out to neighbours was via letters posted by Royal Mail. We subsequently hand-delivered letters to all existing residents within Beaufort Court inviting them to a residents meeting about the project.

A dedicated website was set up beaufort-court.com which contained the draft construction management plan and all correspondence directed neighbours to the website. Contact details including a dedicated email address was provided for comments and feedback.

his report summarises the engagement that has been undertaken to date; however as responsible developers, we will have ongoing engagement throughout the project delivery. For existing residents within Beaufort Court, this will include newsletters, a notice board and a dedicated residents liaison officer.

We also identified 24 addresses on Brassey Road which face the back of Beaufort Court that could be impacted by the deliveries, as well as the Siding Community Centre on Brassey Road. We have also written to the local ward Councillors. Letters were sent by post on the 1st of March 2024 with a newsletter setting out relevant information, including an introduction and brief description, how the team will access the site, working hours, and details about the ongoing engagement.

A Statement of Community Involvement is attached to this CMP.

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.

We do not expect the need for such a group. Due the method of construction that we are using. OFF-SITE CONSTRUCTION.

However, if this should become necessary then Mr Solomon Adler 020 8211 1540 will organise such a group. We are very experienced at doing this type of works using off-site construction. And we do not get complaints.

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.

We have located our site compound and entrance to the back of the building. This to avoid another development site at the top end of Marygrove road. Thereby our site entrance for delivery's and staff enter our site from a different road and location.

Relevant CCS details for the contractor are as follows:

Organisation: AAM Maintenance Ltd.

Registration ID: 515034

The contractor has reviewed the above guide, and will abide by its requirements.

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.

Plan attached.

Another site is located at the top end of Marygrove Road. This is why we have our entrance to our site at the back of the main building on Brassey Road.

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 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:

Name: AMM Maintenance - Solomon Adler

Address: 5a, Unit 1, Ravensdale Industrial Estate, Timberwharf Road, London, N16 6AY

Email: solomon@aammaintenance.co.uk

Phone: 020 8211 1540

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

When dealing with tenders for the contractors and suppliers the Quantity Surveyor requests all details for CLOCS standards & Method statements. This before issuing contracts. This is then followed up with site checks by site management as delivery's arrive.

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:

I can confirm that I have included the requirements to abide by CLOCS standards in my contracts to suppliers and contractors.

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.

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.

No articulated lorry's will be used to deliver any materials. All routes will avoid schools where possible. When ordering materials, a route map will be supplied to all delivery companies.

Each delivery will be met by a traffic marshal to supervise the unloading of materials.

A map showing the route vehicles are likely to take to site is attached. Vehicles will only enter the site from the eastern side of Maygrove Road which connects to Iverson Road and the B510, which connects north to the A41. Vehicles will then continue onto the A406 and the M1. All vehicles will be under 10 metres and only 1 vehicle will be present at the site at any one time.

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 delivery companies when the order is place will receive a route map ,including telephone numbers to ring before deliveries and expected times of arrival.

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 the 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 the 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 the first 10 weeks

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

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

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

3.5t van deliveries for 3 months

18t flatbed 1 to 5 deliveries per week for month 2 to month 9 then 1 delivery per week to month 15. 8 metre rigid tracking is shown within drawing **2402075-TK03** to replicate an 18T flatbed.

Large van deliveries 1 or 2 per day. For duration of the project. Skip loader 1 per week.

Vehicle tracking has also been undertaken of a concrete mixer (maximum of 9 metres in length) in drawing **2402075-TK01**. The skip lorry is shown with drawing **2402075-TK02**.

b. Please specify the permitted delivery times.

Deliveries will be restricted to off peak where possible. Vehicles that arrive at or just before 08.00 hours will be held until 09.30 hours. Due to the nature of immediate surrounding roads, restrictions on vehicles arriving/departing will be in place on Maygrove Road between 07.45 - 09.30 and 15.15 - 16.45pm. This reflects nearby schools. The same holding principle will be in place for deliveries just before 15:15 hours.

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

No known construction sites along our local delivery route.

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

We have designed our route so that it is one way to unload at the entrance to the site without having to do any manoeuvres just pulling up at the gate entrance. Then after unloading driving straight ahead only with out the need to do any maneuvering.

There are no constrained movements along the route. Loading and unloading will take place efficiently at the site access with only one construction vehicle on site at any one time. The parking bay located to the west of the access will need to be suspended to allow vehicles to manoeuvre in front of the site access to allow a 3 metre gap for vehicles to pass (such as fire appliance or refuse vehicle). Swept Path Analysis has been undertaken by Motion (drawings 2402075-TK01, TK02 and TK03) of a Concrete Mixer, 8m Rigid and Skip to show how vehicles will manoeuvre into position.

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.

At this point in time we do not see the need for any holding areas as the vehicle deliveries are programmed. We are using Off site system building methods so has less delivery's to a site and more controlled deliveries all programmed.

If a holding area is required, then drivers will be made aware of a service station on the M25 which can be used for holding. They would then drive to and from site via the permitted route.

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.

We are using modern methods of construction to reduce the number of deliveries, walls floors, roofs are made in a factory in the midlands and delivered in flat pack form.

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).

Delivery company's and contractors all receive route maps with terms and conditions applied to their contracts. These terms and conditions state that engine idling should be minimised. This is also controlled by the site staff on arrival on site.

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.

Vehicles will not enter the site. Drawing **2402075-01** shows the site set up, which includes the suspension of one parking bay. As roads surrounding the site are not located on the public highway, no formal suspension of a parking bay is required. Cones will be placed in the carriageway to avoid any informal residents parking occurring and blocking the loading area.

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.

A trained banksman will be located at the site access to control any reversing on the highway when a vehicle arrives on 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.

Drawing **2402075-TK03** shows a small rigid vehicle unloading on the carriageway. Vehicle tracking has also been undertaken of a concrete mixer (maximum of 9 metres in length) in drawing **2402075-TK01**. A skip lorry is shown with drawing **2402075-TK02**.

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.

Not required : vehicles will not enter the site.

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.

This location is at the back of the main building keeping of the main Maygrove Road.

There is No public foot path. Therefore the vehicles can pull up without hindering the public and we can move the materials directly into the secured site compound.

Vehicles will stop to unload outside the access gates.

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.

The traffic marshal will assist in putting in place traffic high visibility barriers to the front and rear of the vehicle .

Note: There is no public footpath, materials can be moved from the side of the vehicles into the site compound.

A traffic Marshall will assist with the vehicle parking and slow down any oncoming traffic to allow the vehicle to park safely ensuring the 3 metre space between the vehicle and opposite kerb to allow the other vehicle to pass safely.

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 a 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.

Drawing **2402075-01** shows the site set up, which includes the suspension of one parking bay. As roads surrounding the site are not located on the public highway, no formal suspension of a parking bay is required. Cones will be placed in the carriageway to avoid any informal residents parking occurring and blocking the loading area.

The approach to loading will remain under review and will be revised if deemed necessary by Camden.

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](#).

None required

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.

A temporary parking bay suspension will be required to allow construction vehicles to access the loading/ unloading area safely. This will be for two spaces to the west of the site access during construction period timings (08:00-16:00), this will be blocked off with cones during this time period.

Note: Cones will also be placed on the northern side of the access to prevent external vehicles parking there, this is shown in Motion drawing 2402075-01.

There is sufficient space for a vehicle to pass a stationary delivery vehicle, which is shown within the aforementioned drawings.

Permission has been sought from the Estate Management to temporarily close the required spaces. Permission has been granted (attached to this pro-forma) for the closure of two spaces for a time period to be agreed. Compensation for the closure of the spaces will be paid in advance.

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.

A minimum 3 metre carriageway width is maintained around a parked vehicle to ensure continued access for refuse vehicles and emergency access.

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.

None required

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.

We are using modern methods of construction. Therefore, the walls, floors and roofs are all made in a factory in the midlands. They are flat packed. There is no noisy operations, There is no demolition works or heavy machinery.

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.

A noise survey was undertaken in December 2023. However this site will not make any noise due to the system of construction that we are using. OFF-SITE construction and fabrication.

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

Almost no noise.

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.

There is No demolition works

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

Not applicable

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.

Due to the modern methods of construction that we are using. Building the walls floors and roofs being made in a factory in the midlands then delivered to site, in a flat pack form. There is no dust, or cutting on site.

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.

There will be no dirt or dust coming from our site. This is a rooftop development on a clean open roof.

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.

This is not a high impact risk level site. Due the location and the Modern Methods of Construction system building that we are using.

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.**

There are no demolition works.

Modern methods of construction using pre made factory roofs walls and floors,

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.)

We have address all the GLAS measures from the SPG document relating to the level of dust, impact. Identified in question 36. By compiling the GLM mitigation measures checklist.

We have used modern methods of construction to address All the concerns. Building in factory conditions in the midlands.

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.

None required

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

We do not expect rats to be located on top of the flat roof of the building. No other structures are on. The roof the building is only 7 years old with no demolition works required.

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

The building is only 7 years old a full asbestos survey has been carried out by the managing agents .Zero asbestos was found.

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.

AMM Maintenance has a zero-tolerance concerning smoking, Radios, Bad language and shouting. We have built a reputation for building extra floors on top of existing occupied buildings. We have induction interviews and tool box talks.

We have a 2 stroke rule and you are removed from site.

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 1st December 2023
- b) Is the development within the CAZ? No:
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? Not applicable
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: If required Yes
- 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: If required Yes
- 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: We will not be using any such machinery but should the circumstances change. YES

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.

We have site induction training and also toolbox talks. Engine idling is included. Our Quantity Surveys also send out terms sheets contain this information as part of any contract. Also site management and traffic marshal monitors this with delivery's. We have no site plant that has engines ,all electric for hoists etc.

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.

We are signed up to the Building Mental Health Charter.

We have tool box talks concerning this subject and We have a CBT Psychotherapist details that any one can contact with full discretion.

◉ 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: Solomon Adler

Date:3rd December 2024.....

Print Name: Solomon Adler

Position: ...Director.....

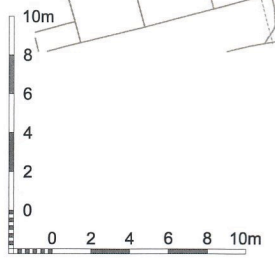
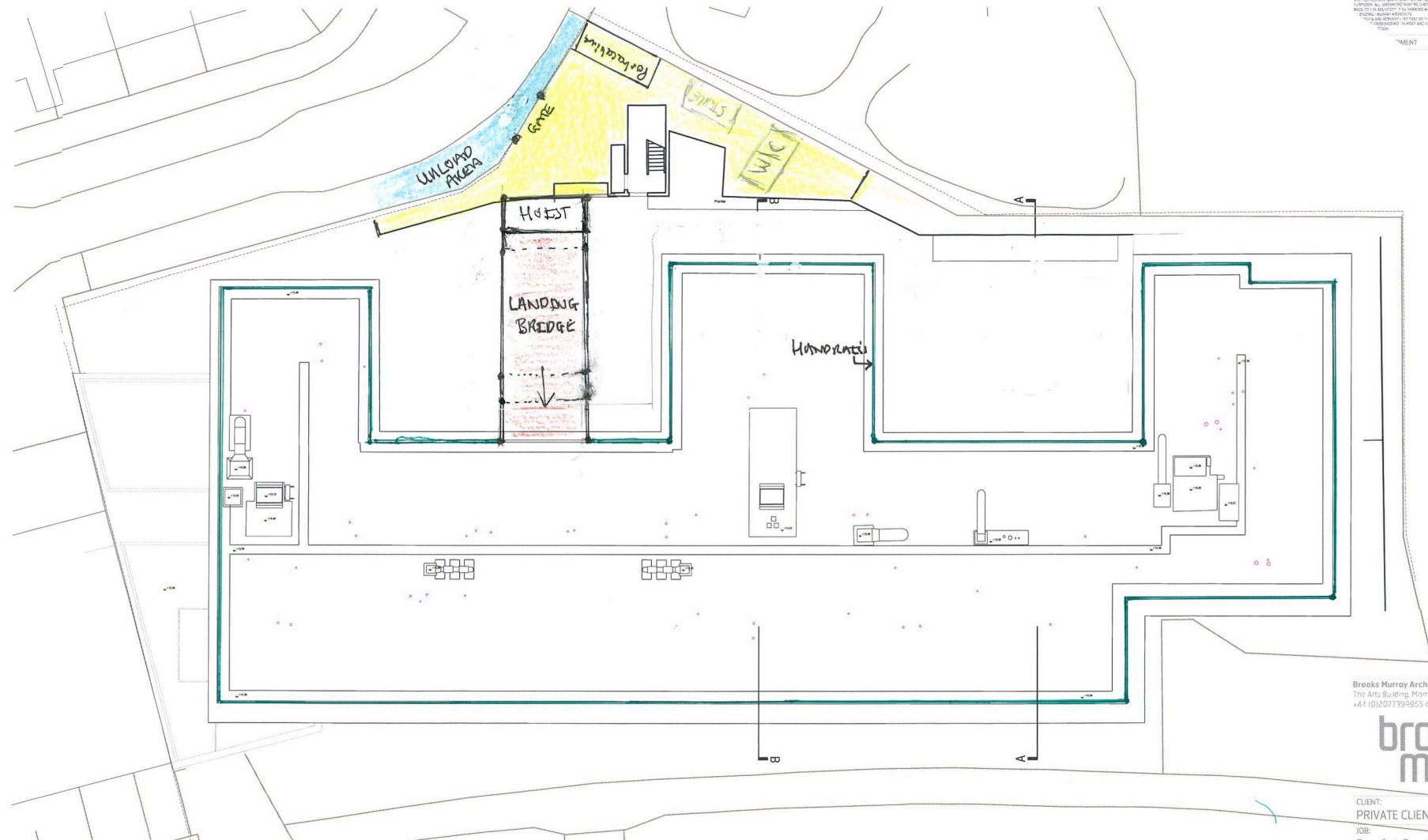
Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

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BY: DATE



Existing Roof Plan
1:250 @ A3

Brooks Murray Architects
The Arts Building, Milano Place, N4 3JG
+44 (0)2077399555 architects@brooks-murray.com

**brooks
murray**

CLIENT: PRIVATE CLIENT
JOB: Beaufort Court
Maygrove Road
NW6 2DA
DRAWING TITLE: Existing Roof Plan

SCALE: 1:250 @ A3
DATE: June 2021
STATUS: PD
DRAWING NUMBER: 1244.22.016 REV: ISSUED BY: OB



2.0 Project Location & Access



Figure 1. Site & Context Location



Figure 2. Site Location



2.0 Project Location & Access

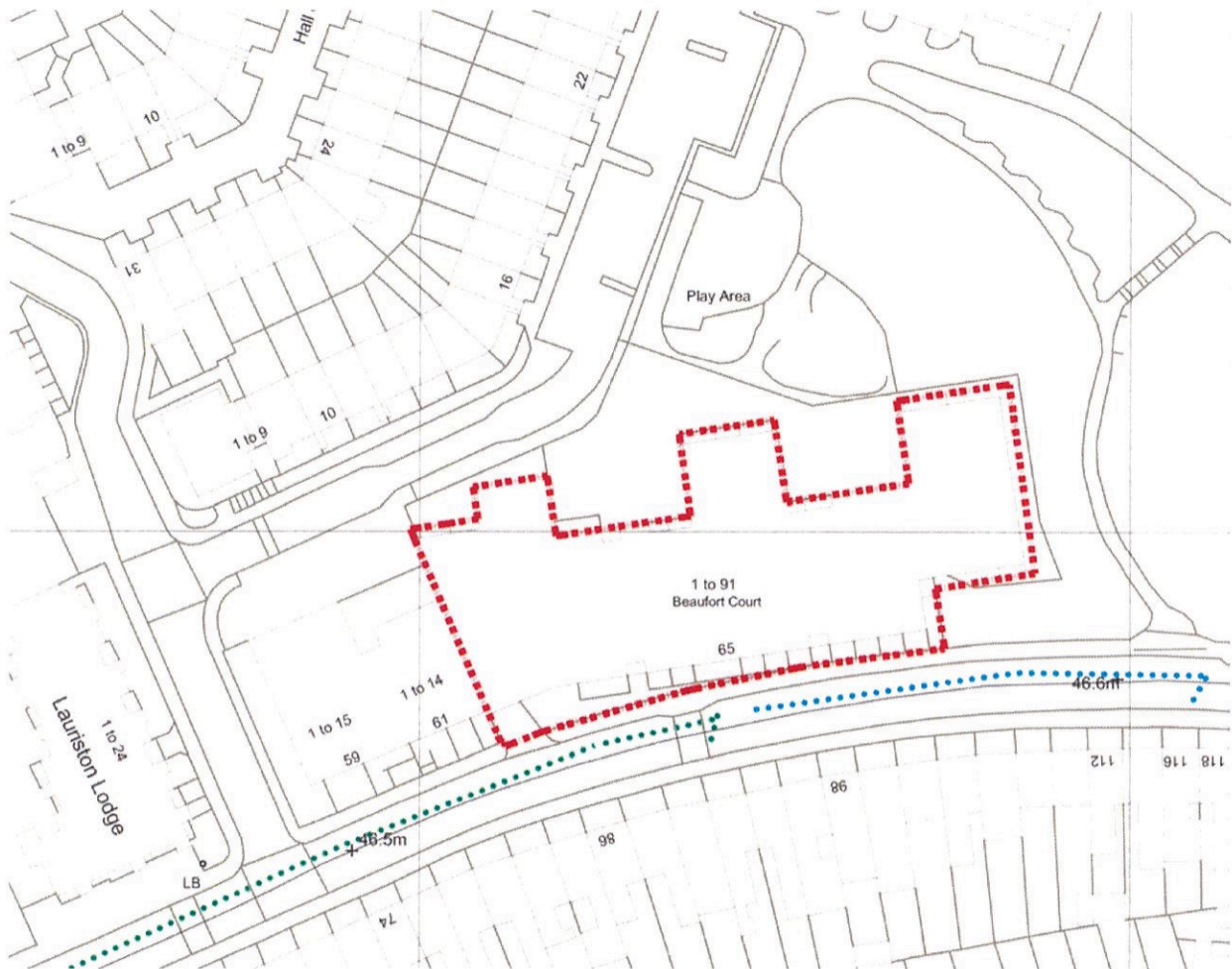


Figure 3. Deliveries

2.6 Deliveries

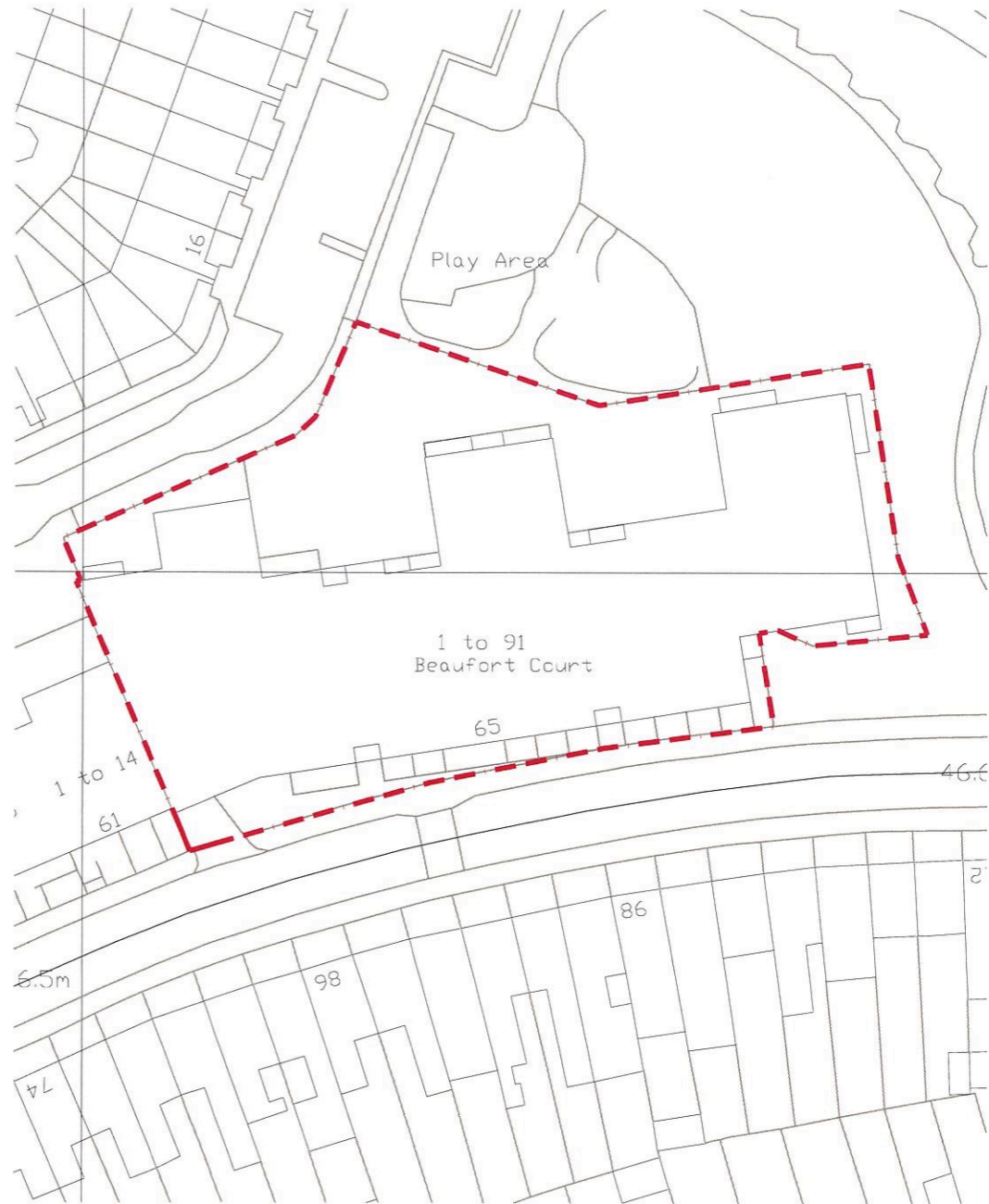
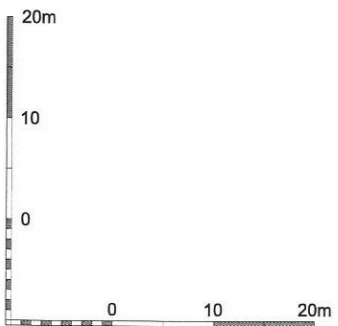
Deliveries should be planned between the hours of 8.00 and 16.00 Mon-Fri only so as to cause minimal disruption to surrounding properties. Any vehicle arriving at site will notify the site supervisor who will ensure a trained banksman if available to assist.

Access to site will be strictly via the agreed designated routes to avoid any potential impacts, conflicts and hazards. Junctions and parts of the surrounding network with potential concern have been identified in the following plan. All road users have been considered with particular attention paid to pedestrians and cyclists around access to the site.

A copy of this route plan or later revision will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. Suppliers will be made aware that these routes are required to be followed at all times unless agreed. Green indicates the direction of deliveries on approach and blue those leaving the site.



Site Location Plan
1:1250 @ A3



Block Plan
1:500 @ A3

ALL RIGHTS RESERVED. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. WITHOUT THE WRITTEN PERMISSION OF BROOKS MURRAY ARCHITECTS.

REV	AMENDMENT	BY	DATE

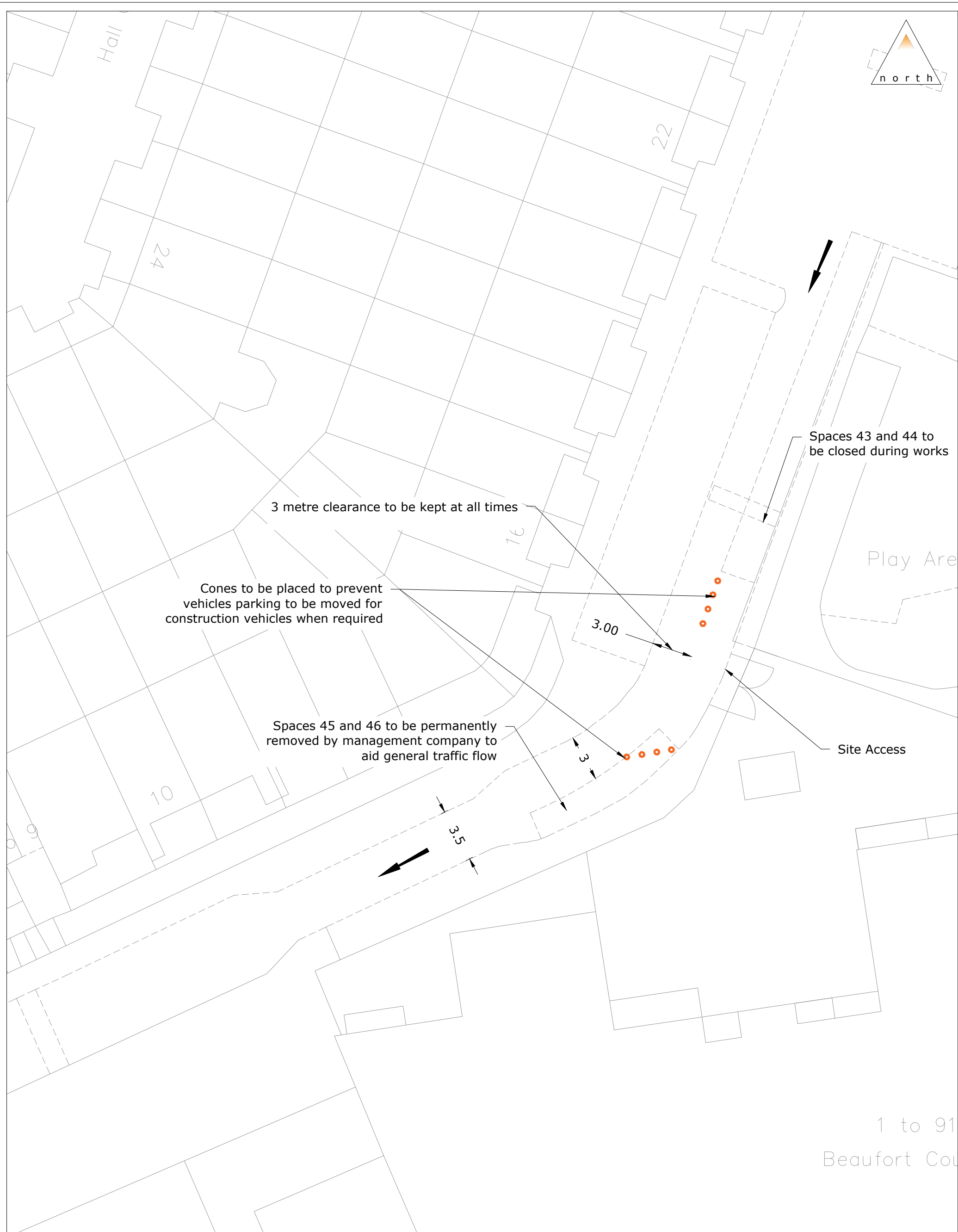
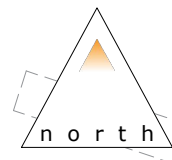


Brooks Murray Architects
The Arts Building, Park Road, NW6 2DA
+44 (0)2071 318528 architects@brooksmurray.com

brooks murray

CLIENT:
PRIVATE CLIENT
JOB:
Beaufort Court
65 Maygrove Road
NW6 2DA
DRAWING TITLE:
Site Location and Block Plan

SCALE:
Varies
DATE:
June 2021
STATUS:
PD
DRAWING NUMBER: 1244.22.001 REV: 08 ISSUED BY:



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Project:
Beaufort Court, Camden

Title:
Construction Setup

Client:
Avon Group of Companies

Drawing Status:

Rev: Description: Date: Rev By: Chk'd:
A Added Annotations 23/05/24 DR DM

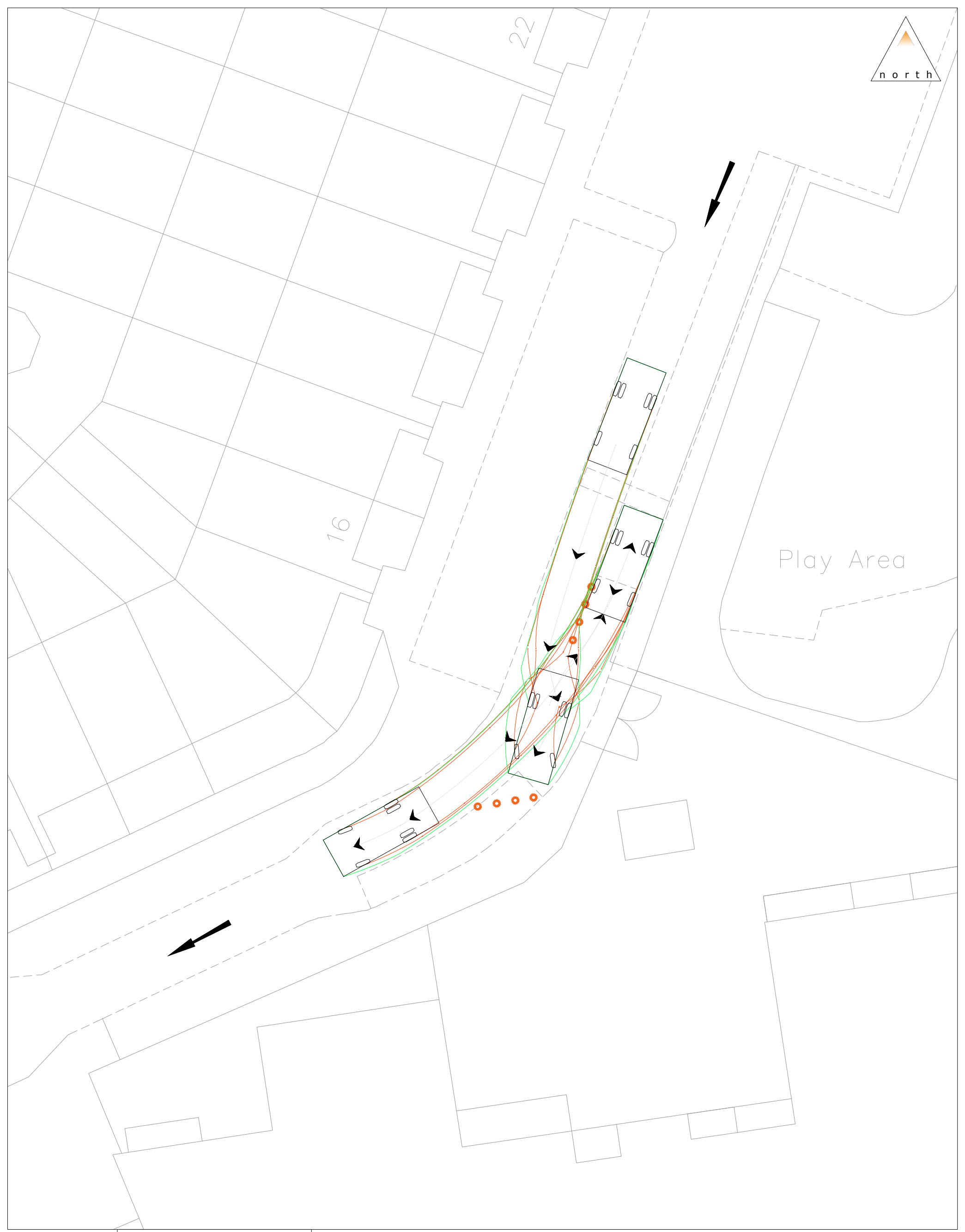
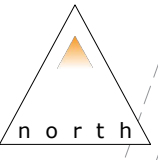
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Drawn: GL Checked: DM Approved: DM

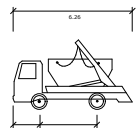
Drawing: Revision:

2403045-01

A



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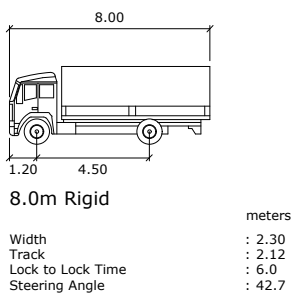
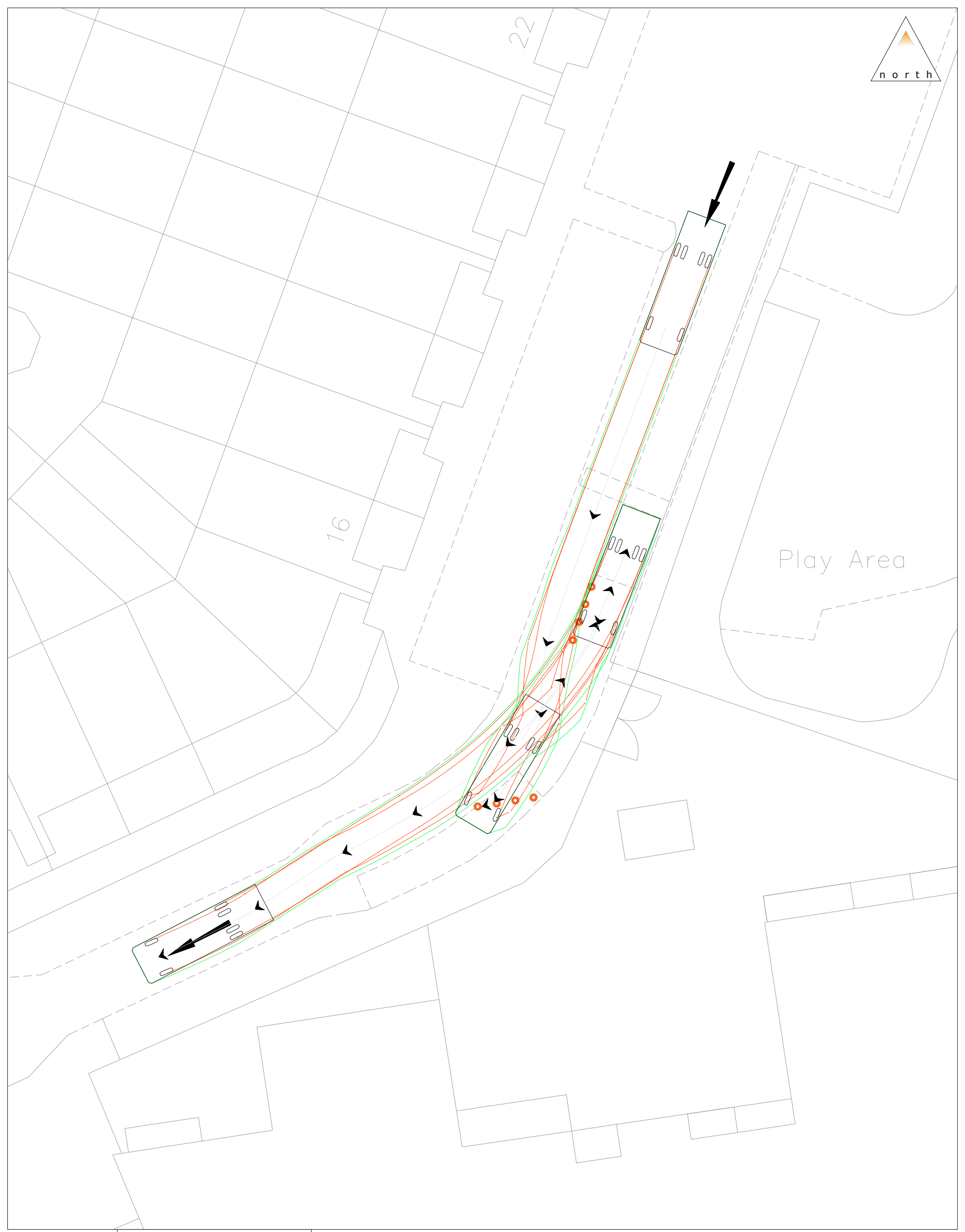
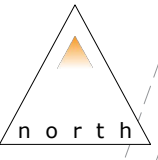
Small Skip Lorry
meters
Width : 1.36
Track : 3.04
Lock to Lock Time : 6.0
Steering Angle : 34.8



Guildford - London - Reading
www.motion.co.uk

Project: Beaufort Court, Camden
Title: Swept Path Analysis Skip
Client: Avon Group of Companies
Drawing Status:

Rev: A	Description: Updated Swept Path	Date: 23/05/24	Rev By: DR	Chk'd: DM
Scale: 1:1000 (@ A4)		Date: 19/03/2024		
Drawn: GL	Checked: DM	Approved: DM		
Drawing: 2402075-TK02		Revision: A		



Guildford - London - Reading
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Project: Beaufort Court, Camden	Rev: A Description: Updated Swept Path Date: 23/05/24 Rev By: DR Chk'd: DM
Title: Swept Path Analysis 8m Rigid	Scale: 1:1000 (@ A4) Date: 19/03/2024
Client: Avon Group of Companies	Drawn: GL Checked: DM Approved: DM
Drawing Status:	Drawing: 2402075-TK03 Revision: A

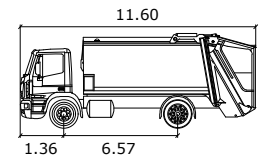
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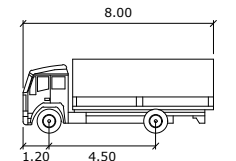


Notes

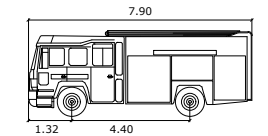
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or its vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Iveco ML 120 (2010)
meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 61.7



8.0m Rigid
meters
Width : 2.30
Track : 2.12
Lock to Lock Time : 6.0
Steering Angle : 42.7



Pumping Appliance
meters
Width : 2.50
Track : 1.75
Lock to Lock Time : 6.0
Steering Angle : 34.3

P01 First Issue	DR	DM	DM	23/05/2024
Rev. Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Avon Group of Companies

Project:
Beaufort Court, 65 Maygrove Road, West Hampstead

Title:
Swept Path Analysis Refuse & Fire Vehicle Passing Delivery Vehicle

Scale: 1:500 (@ A3)

Drawing: **2402075-TK04** Revision: **P01**

Eli Reich

Subject: FW: Brassey Road - Parking Bays

From: Emmanuel Opara <Emmanuel.Opara@camden.gov.uk>

Sent: Friday, May 24, 2024 8:48 AM

To: Eli Reich <eli@avongoc.com>

Subject: RE: Brassey Road - Parking Bays

Morning Eli

Please find your email with my signature below.

Brassey Road - Parking Bays

As the Asset Managers for Brassey Road, we can confirm the following:

To facilitate delivery vehicles for the Beaufort Court development, we have agreed to suspend parking bays 43 and 44 for the duration of the works at a cost payable by the developer.

Additionally, we have permanently removed bays 45 and 46 to improve road usage, although this change is not related to the construction project.

If you have any questions or need further information, please let us know.

Emmanuel Opara
Asset Strategy and Valuation Surveyor

Development
Supporting Communities
London Borough of Camden

Web: [camden.gov.uk](https://www.camden.gov.uk)

5 Pancras Square
London N1C 4AG