Construction/Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
06/08/2024	Rev A	Timothy King

Additional sheets

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

Date	Version	Produced by
06/08/2024	Rev A	Timothy King – construction set up drawing
06/08/2024	Rev A	Timothy King – vehicle routing plans

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.)

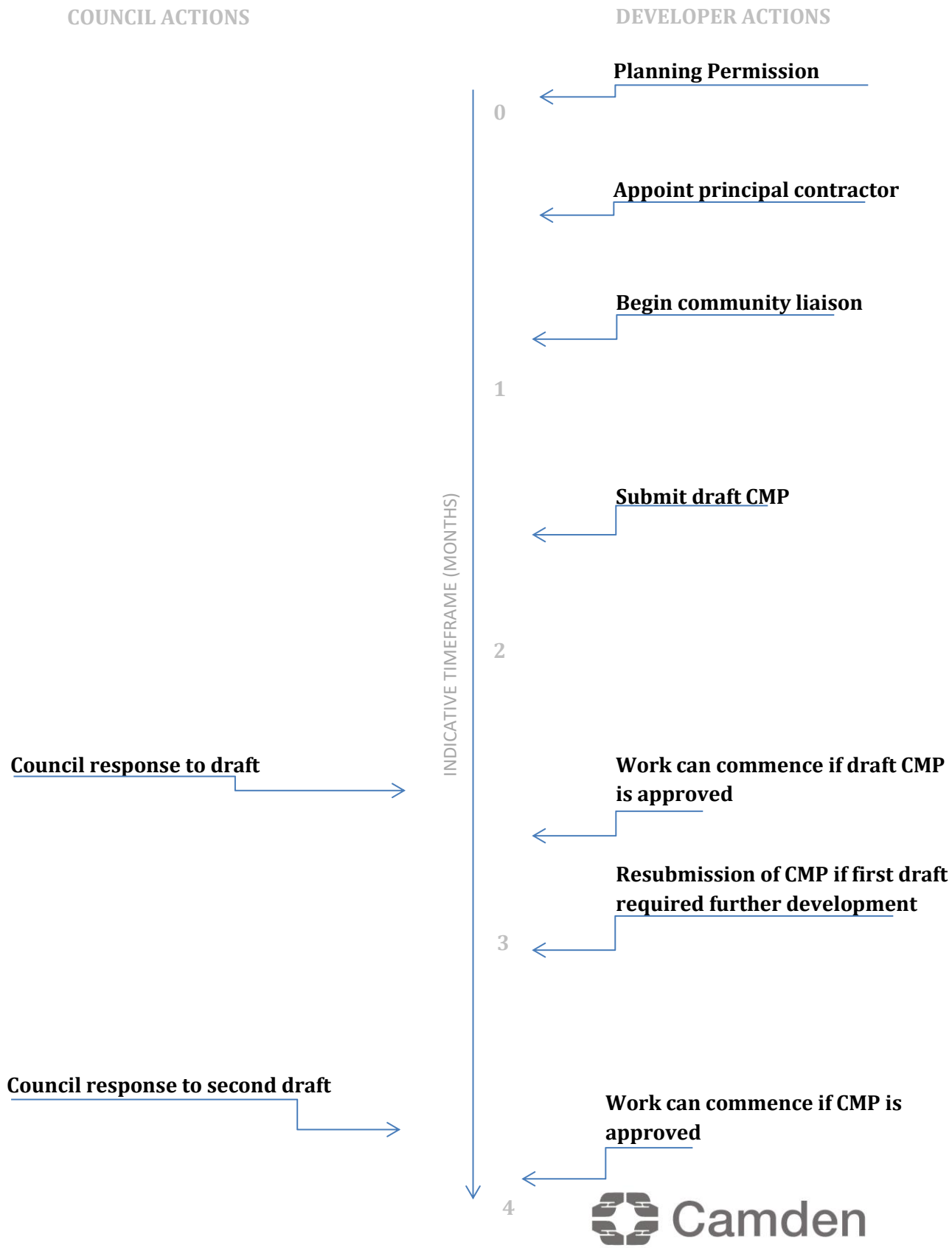
Revisions to this document may take place periodically.

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

Camden

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: Frognal Rise House, 16 Lower Terrace, Hampstead, London, NW3 6XB

Planning reference number to which the CMP applies: draft CMP to support pre-app discussions with LB Camden.

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

Name: Timothy King

Address: RGP, Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY

Email: t.king@rgp.co.uk

Phone: 01483 861681

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.

As the development is in early stages of planning, a site project manager has not yet been assigned. This CMP will be updated when such information is available.

Name:

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.

As the development is in early stages of planning, a community liaison point of contact has not yet been assigned. This CMP will be updated when such information is available.

Name:

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.

As the development is in early stages of planning, the main contractor has not yet been assigned. This CMP will be updated when such information is available.

Name:

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)

The site is located at the north-eastern corner of the junction of Frognal Rise and Lower Terrace, comprising a single detached residential dwelling. The site benefits from a historic boundary wall which aligns both Frognal Rise and Lower Terrace. The site also benefits from a garage which is directly accessible from Frognal Rise. Frognal Rise and Lower Terrace provide predominantly residential streets serving dwellings on both sides of the carriageway.

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 proposals are for the refurbishment and extension of the existing dwelling. There would be minor demolition works only (to remove the existing garage wall and make space for Garden Room extension and covered link) and there would be an extension to the existing garage and construction of a Garden room with a covered link from the existing building.

The main issues and challenges we envisage with this project are as follows:

- The property is located at the north-eastern corner of the junction of Frognal Rise and Lower Terrace which provide predominantly residential streets. Due to the bends in alignment at numerous points along these roads and on-street parking, the carriageway width reduces due to the constraints.
- Every effort will be made to mitigate the impacts of site traffic. The local roads reduce in width and are steep in places, with on street parking and several one-way systems in the vicinity of Frognal Rise, and as such traffic movements to and from site are to be strictly controlled and managed. A delivery schedule will be drawn up to ensure that the public highway is not obstructed during delivery times and that there are no delivery clashes. All vehicles will follow a dedicated vehicle routing strategy as set out later in this report.
- Priority will be given to maintain good and safe access for pedestrians and vulnerable road users. All deliveries would be received on the site away from the public highway. Vehicles would however we required to reverse into the site from Frognal Rise and therefore all vehicle manoeuvres would be overseen and managed by Traffic marshals at all times. Marshals would also be on hand to manage pedestrian movements momentarily.

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

As the development is in early stages of planning, the proposed programme timescale has not yet been created. This CMP will be updated once a Main Contractor is appointed and once such information is available.

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.

The proposed working hours will comply with Camden's above standard hours.

The site is not located within the Cumulative Impact Area and so Saturday working would be permitted.

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.).

Residential properties are located immediately north and east of the site. Lower Terrace is located to the west and Frognal Rise to the south. A Car Club space is located outside the site on Lower Terrace and an E-scooter and cycle hire bay is located immediately south of the garage entrance on Frognal Rise. The construction works will implement suitable mitigation and management measures to minimise any impact on these users.

Appropriate hoarding and noise management procedures would be followed during the construction process to minimise the impact of noise to local residents.

Due to the various access restrictions and carriageway constraints, construction vehicles would adhere to the routing strategy set out in this report for the duration of the programme to minimise impact to local residents and to maximise safety.

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.

This draft CMP has been prepared to accompany pre-application discussions with LB Camden. The intention is to undertake a formal consultation with local residents prior to a formal planning application being submitted. This would take the form of a Residents Consultation Letter being circulated to nearby residents and the local Residents Association where necessary to gather feedback and address any concerns with regards to the proposed construction works. This draft CMP would then be updated to reflect feedback received from local residents, prior to a planning submission.

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.

Due to the small scale of works proposed, a construction working group is not considered necessary in this instance.

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.

This will be updated once a Main Contractor has been appointed. The appointed Main Contractor will be CCS registered and would comply with the CLOCS initiative and 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.

The applicant is not aware of any other notable construction sites in the vicinity of the application site at this current time. Prior to commencement of construction and throughout the construction programme, the Main Contractor will liaise with all/any other construction development works taking place within the vicinity of the site to ensure deliveries are reduced, re-timed or consolidated wherever possible and to ensure that a consistent routing strategy is adhered to in order to minimise disruption on the local highway network and minimise delivery frequencies.

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:

To be confirmed once appointed. This CMP provides a draft report to support pre-application discussions and a planning application submission.

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

Although the main contractor is yet to be confirmed, all operational vehicles and drivers who are to attend site over the duration of the construction programme will be contacted in advance about the compliance regulations. All vehicles attending site will be recorded on a spreadsheet.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

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

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.

The proposed vehicle routing strategy has been carefully considered with regards to the constraints outlined above and is considered to be the most optimal for construction vehicles, not least due to the width and height restrictions of local roads, and to minimise the impact on smaller residential roads.

The construction vehicle routing strategy is outlined on the plans attached hereto at **Appendix A.**

HGVs travelling northbound to the site would utilise the A502, before turning left into West Heath Road. HGVs travelling southbound to the site would also utilise the A502, turning right onto Whitestone Walk to join West Heath Road. These vehicles would continue travelling westbound along West Heath Road, before taking a left turn into Branch Hill which adjoins Frognal Rise adjacent to the development. This route seeks to avoid the key access constraints and local roads as far as reasonably possible.

HGVs departing the site would then continue south along Frognal Rise to its junction with Arkwright Road, where HGVs would turn right onto Arkwright Road, travelling westbound where vehicles can leave the area along the A41.

The above routing strategy would ensure that all vehicles arrive at the site and depart on the same side of the carriageway as the application site.

Owing to the nature of works proposed (i.e. refurbishment of an existing dwelling), no articulated vehicles are anticipated at any stage of the works. Most vehicles would comprise small and medium sized vehicles.

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

The routing information will be shared with all contractors and subcontractors who will be advised to use the identified routes when utilising HGVs. Where contractors or subcontractors fail to comply, alternative contractors would be sought.

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

Vehicle type	**Duration required**	**Delivery frequency**
Skip lorry	Duration of project	1-2 visits per week
3.5t van	Duration of project	1-2 visits per day
Small flatbed lorry	During construction (not fit-out)	Up to 1 visit per day
Tipper lorries	Duration of project	2-3 visits per week
Flat bed trucks	During demolition	Up to 1 visit per day

The above are estimated frequencies, based on RGP's experience of similar scale works within LB Camden. Other occasional vehicle types may be required subject to specific requirements of the chosen contractor and would therefore be confirmed at a later stage.

b. Please specify the permitted delivery times.

The permitted delivery times will be restricted to between 09:30 AM and 3PM Monday – Friday during term times given the presence of University College School campus to the south of the site. Outside of term times, deliveries would be restricted between 9.30am to 4.30pm on weekdays. Deliveries on Saturday would be 8.00am and 1.00pm.

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.

The route to and from the site has been carefully considered taking into account the potential cumulative impact of neighbouring construction sites. The applicant is not aware of any notable construction programmes in the vicinity of the site at this time, however the Main Contractor (once appointed), will continue to monitor progress of other planning applications in the area and will ensure that deliveries are coordinated with any consented scheme if appropriate.

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

Swept path analysis is illustrated within **Drawing 2024/8144/001.** All construction vehicles would safely reverse into the site from Frognal Rise under traffic marshal supervision when it is safe to do so, given that the existing garage would be demolished prior to any works taking place. All vehicles would then depart in a forward gear under traffic marshal supervision.

The attached swept path demonstrates a large construction vehicle entering the proposed loading area and egressing the site safely.

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.

A delivery schedule would be prepared for each phase of the works by an appointed Main Contractor to ensure that only 1 vehicle is present at the site at any one time. Given the scale of work proposed, the frequency of construction vehicle visits would be reasonably low. This would ensure that no vehicle waiting takes place outside the designated vehicle unloading area.

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 of works proposed, the ability for delivery by water or rail is limited. However, the contractor will consolidate vehicle trips to the development as far as possible. This will be supported by the preparation of the above delivery schedule and delivery booking system.

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).

No idling will be permitted. All vehicle drivers will be required to turn off their engines whilst loading / unloading at the 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.

Drawing 2024/8144/001, attached, provides a swept path assessment demonstrating a large construction vehicle entering the proposed loading area and egressing the site safely. All vehicles would approach from the north on Frognal Rise and egress to the south.

Vehicles would reverse into the proposed loading area under traffic marshal supervision and would egress the site in a forward gear safely and conveniently. Marshals would be equipped with 'STOP – WORKS' signs (not STOP/GO signs) where appropriate to enable the vehicle to reverse into the site.

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.

Drawing 2024/8144/001 demonstrates the procedure that occurs during the arrival and departure, to and from the site by a construction vehicle. Upon arrival, the traffic marshal would guide the vehicle into the designated loading area on the site when it is safe to do. On departure, the traffic marshal would assist the vehicle egressing the site in a forward gear.

All loading/unloading activity would be undertaken under the supervision of traffic marshals at all times to maximise highway and pedestrian safety.

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 2024/8144/001 can be found in appended to this report.

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

A wheel washing facility could be provided within the loading area on the site to ensure all vehicles which accumulate dirt, dust and debris, for example, egress the site in a clean and tidy manner.

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.

Drawing 2024/8144/001 demonstrates the loading area for construction vehicles on the site.

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 following management procedures would be followed during scheduled delivery times to ensure the safe passage of pedestrians, cyclists and motor vehicles:

(i) The construction vehicle driver would advise the Construction Manager when they are in the locality;

(ii) The traffic marshal would guide the vehicle back into the proposed loading area on the site. A marshal would be equipped with a 'STOP – WORKS' sign (not STOP/GO signs) to control any oncoming traffic as the vehicle momentarily reverses back into the site. Any pedestrians would also be temporarily halted momentarily as the vehicle pulls into position. This process would take up to 30 seconds to complete and would therefore offer minimal disruption to pedestrians;

(iv) Drivers/staff would turn off the engine and wait for traffic marshal instruction to exit the vehicle/begin unloading;

(vi) Once loading/unloading is complete, the vehicle would depart under traffic marshal supervision and when it is safe and clear to do so. Again, any pedestrians would be halted momentarily as the vehicle egresses the site onto Frognal Rise.

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.

Drawing **2024/8144/001,** attached hereto, illustrates the construction site setup plan. All loading/unloading activity would take place on the site. The existing garage would be demolished prior to any works taking place on the site in order to enable construction vehicles to load/unload on the site. Vehicles would safely reverse into the site under traffic marshal supervision.

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.

Drawing **2024/8144/001,** attached hereto.

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.

Deliveries would be received on the site within the demolished garage area. As such, there would be no requirement to suspend parking on-street and the proposals would offer minimal impact and disruption to local residents.

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.

During normal site operations it is not expected that any diversions or closures would be required. All construction deliveries would be received on the site, away from the local highway network. The proposals would therefore offer minimal impact on the operation of the highway.

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.

There are not anticipated to be any changes to services during construction.

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC).**

28. Please list all noisy operation and the construction methods used, and provide details of the times that each of these are due to be carried out.

This information would be confirmed once a Main Contractor is appointed, however, the following list represents the noisiest equipment / operations required at the site and their typical associated decibel readings:

- Skip Loader JCB 1ton - 83dB
- Small concrete breaker (Bosch) - 108dB
- Small pneumatic drill SDS (Bosch) - 93dB
- Angle grinder 110V (Bosch) - 86dB
- 110V mixer (Belling) - 84dB

Use of the above will be carried out during the Council's permitted "noisy working hours" only (i.e. Mon-Fri 8am-6pm and Sat 8am-1pm).

Use of these will be internally within the building or within the enclosed garden for most of the construction programme and hence this will act to limit the level of noise experienced locally. Some equipment will be used next to the carriageway when removing the garage frontage, however, this will be take place for a short amount of time.

Additionally, the following mitigation will be in place at all times as a minimum:

- Equipment will be turned off when not in use.
- Delivery vehicles will have engines turned off when on-site, with no idling allowed.
- Mains power rather than generators will be used wherever possible.

An appointed Construction Manager will be responsible for the monitoring and management of noise at the site and adhering to the Noise Working Standards set out by the Local Authority Environmental Health Department.

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.

None carried out to date.

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

As detailed in Section 28.

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.

Using 'silenced' plant and/or equipment and low vibration construction methods, wherever possible. Using mains power instead of generators, wherever possible.

Ensuring all operatives are professionally trained to use equipment and provided with ear and eye protection.

Ensuring delivery drivers turn off their engines upon arrival and when loading/unloading goods. Ensuring all deliveries are scheduled and assisted by a Banksmen to ensure deliveries do not need to wait to park. Idling will in no instances be acceptable.

Strategically placing noise generating plant as far as possible from the general public.

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

It will be a requirement that once know and appointed that staff are professionally trained.

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.

Using water spray to reduce dust generation.

Using protective plates and mobile screens.

Materials/waste stored on the site will be covered and generally contained internally within the building.

All vehicles carrying materials to / from the site should be covered to reduce the likelihood of spillages or leaks.

All construction vehicles will follow the designated route outlined above to reduce the impact of vehicle emissions. Vehicles will also comply with emissions standards for the surrounding roads, including the London Low Emission Zone standards.

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

The surrounding highway will be inspected and cleaned / swept at the end of each day.

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.

Noise, vibration and dust levels are unlikely to be material issues owing to the small scale of the development, however details are provided within Section 28.

The generation of any dust would be limited to the minor demolition at the onset of the works and not thereafter.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy The Control of Dust and Emissions During Demolition and Construction 2014 (SPG) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

The GLA guidance confirms that Air Quality (Dust) Risk Assessments apply only to "major" developments and therefore do not need to be completed for this 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.)

Not applicable.

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

Note: **real-time dust (PM_{10}) 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_{10}) 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.

Dust monitors and regular monitoring reports are not considered necessary for a development of this scale and nature.

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).

This is not anticipated to be an issue but pest control would be contacted if necessary.

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

A full asbestos survey has been undertaken by Lapwing PVT and it is therefore recommended that the asbestos report is read in-conjunction with this CMP.

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 contractor will implement a Code of Practice to ensure staff maintain high standards at all times when in or around the 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 (mm/yy - mm/yy): To be confirmed once a Main Contractor is appointed. Estimated timescales are 9 months.

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 confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: 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: 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: 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.

Although the primary contractor has yet to be selected, they will be required to have committed to the engines off pledge. Staff or subcontractors will also be provided with free training materials.

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.

To be confirmed once a Main Contractor is identified.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date: 13/08/2024

Print Name: Will Taylor

Position: Principal Consultant

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

DRAWINGS

Scale 1:500

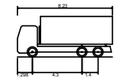
VEHICLE INBOUND **Scale 1:250**

VEHICLE OUTBOUND **Scale 1:250**

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

SITE BOUNDARY
CONSTRUCTION ZONE
STORAGE / WELFARE AREA
TRAFFIC MARSHAL



Medium Tipper

Overall Length	8.230m
Overall Width	2.500m
Overall Body Height	3.500m
Min Body Ground Clearance	0.337m
Track Width	2.450m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.850m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P2	DH	DETAIL AMENDMENTS	13/08/24
P1	DH	FIRST ISSUE	02/08/24

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Client: Redfrog Property Limited

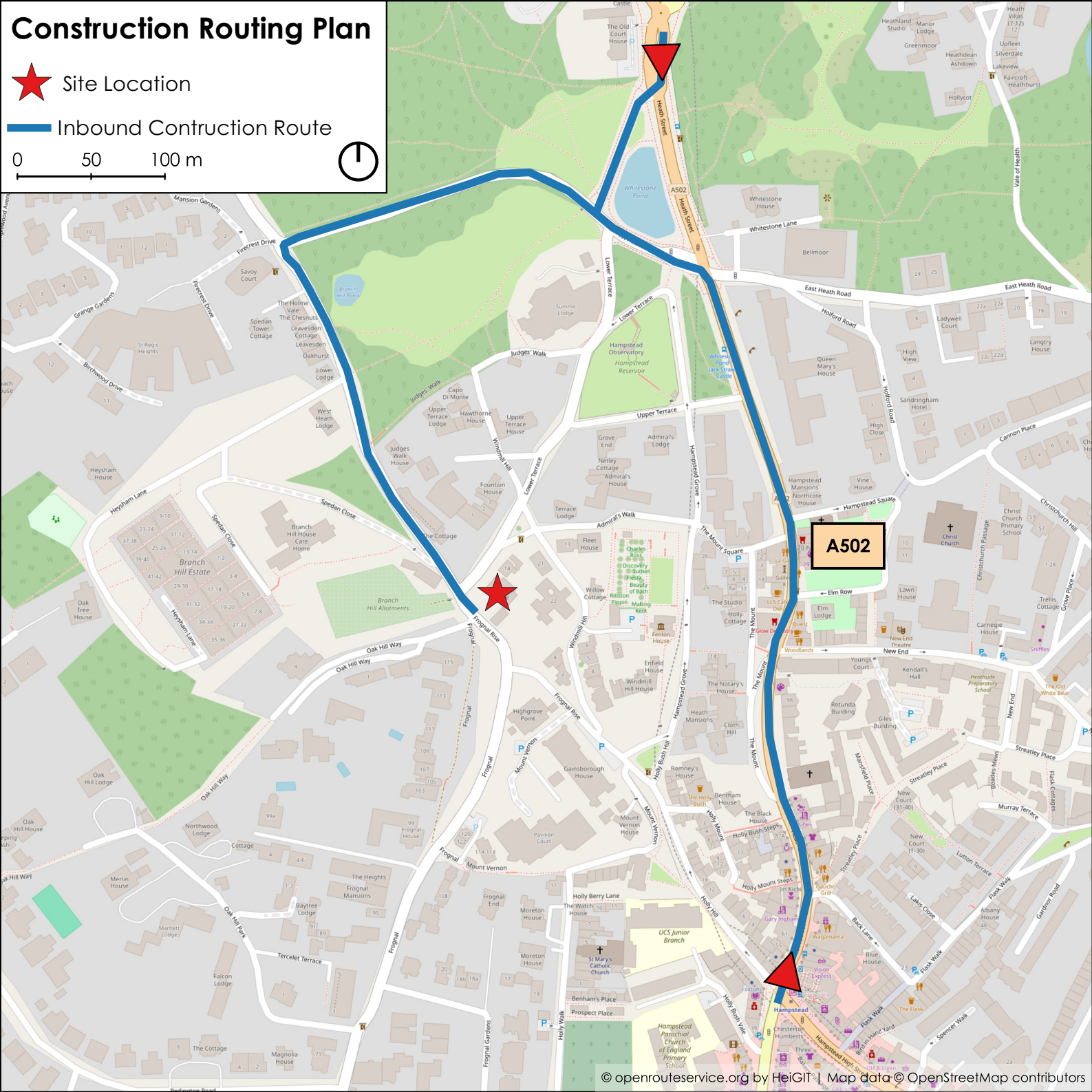
Project: Frognall Rise House, Hampsted

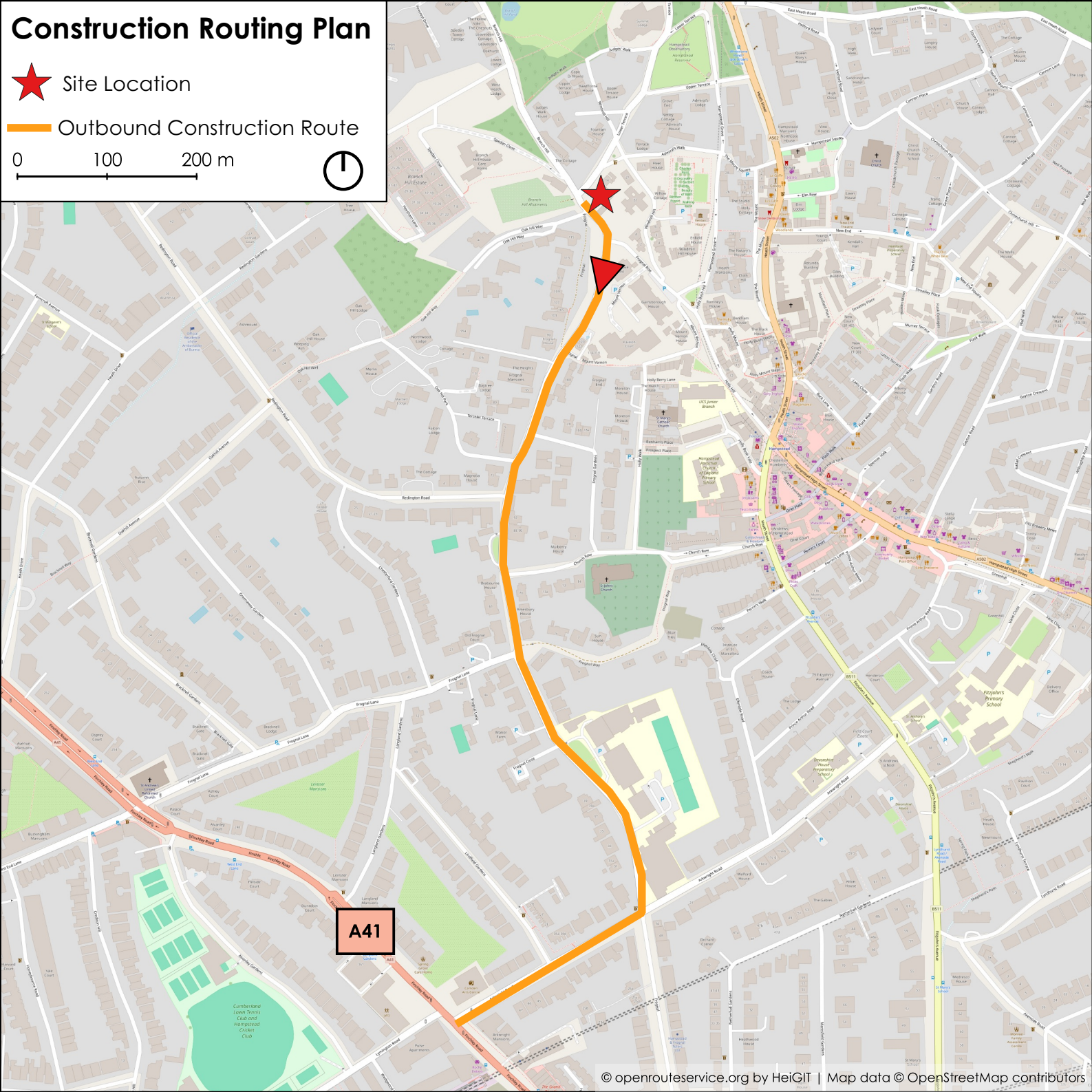
Drawing Title: Construction Set Up Plan

Drawing No.	Rev.
2024/8144/001	P2

Scale	Drawn By	Checked By	
As shown	DH	TK	A3

APPENDIX A


Construction Routing Plan
Site Location
Inbound Contruction Route
0
50
100 m
A502
© openrouteservice.org by HeiGIT | Map data © OpenStreetMap contributors


Construction Routing Plan
Site Location
Outbound Construction Route
0
100
200 m
A41
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