Construction/Demolition Management Plan

Pro-forma

Updated 01/01/2025 Version 3

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
2025/03/19	Draft	AB / JDF / JSC
2025/03/28	Final	AB / JDF / JSC

Additional sheets

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

Date	Version	Produced by
-	-	RGP INDICATIVE SITE SETUP PLAN
-	-	RGP DRAWING LLC-RGP-XX-XX-DR-T-001
-	-	RGP DUST RISK ASSESSMENT (2025/8527/TN01)

Introduction

The purpose of a 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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will consist of both 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 where requested. Please only provide detail that is relevant to the question and provide responses that are as brief as possible.

Additional material may be appended to the main document, however large standalone files such as environmental reports must be submitted as separate files. These should be clearly referenced/linked to from the CMP.

Contact

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

Address: London Lighthouse Church, Finchley Road, South Hampstead, London NW3 5HR

Planning reference number to which the CMP applies: TBC

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

Name:

Address:

Email:

Phone:

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.

Name: N/A – Principal Contractor not yet appointed.

Address:

Email:

Phone:

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

Name: N/A – Not appointed at this time

Address:

Email:

Phone:

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

Name: N/A – Main Contractor not yet appointed

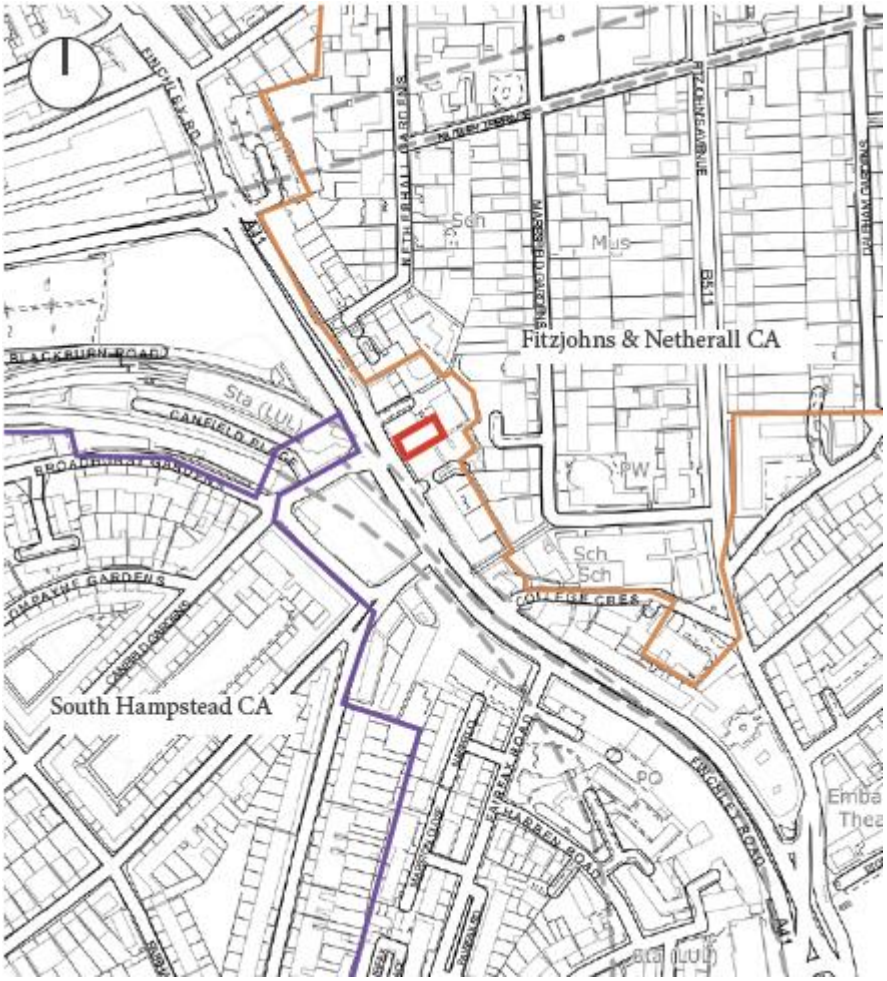
Address:

Email:

Phone:

Site

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



The site is located on the eastern side of Finchley Road within the London Borough of Camden. On the opposite side of Finchley Road is Finchley Road Underground Station (circa 50m from the site entrance) which is served by both the Jubilee and Metropolitan lines. The surrounding area largely comprises retail and commercial uses.

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).

Construction works will include, Demolition, Piling, in-situ concrete pouring of main reinforced concrete frame, Cladding erection and fit out works.

The challenges that the construction will encounter are:

• Spatial Constraints: The proposed works may require a temporary closure of adjacent pedestrian rights of way. Space for storage of materials and plant will need to be allocated, managed and adapted throughout programme of works.

• Proximity to neighbours: The proposed redevelopment is located near three main neighbours, 120 Finchley Road, Alban House and Leif House. These properties comprise a mix of residential apartments, commercial premises and a medical establishment.

• HGV Access: careful management of delivery vehicle access required off Finchley Road to the designated loading area.

• Pedestrian footfall: potentially high volumes of pedestrian footfall along Finchley Road associated with high street amenities and Finchley Road tube station.

• Presence of local schools: delivery hours should be restricted to avoid peak school hours during regular termtimes.

• Parking: Contractor parking and displacement of resident's parking

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

This will be developed and detailed at a later stage and once a principal contractor has been appointed.

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows. Please note that permitted delivery times differ from this as per section 19.

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays subject to agreement with Camden
- No working on Sundays or public holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

As per Camden's standard working hours, the standard working hours for the site are as followed:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays subject to agreement with Camden
- No working on Sundays or public holidays

Community Liaison

Consultation is an important part of the CMP process. Camden requires the process to:

- Be separate to any previous engagement that may have taken place during the planning process and is specifically around construction impacts
- Take place before the submission of the first draft
- Provide a copy or link to the draft CMP
- Allow a response time of 14 days
- To be followed up with newsletters, email updates etc
- To take into consideration other sites in the immediate area and how cumulative impacts with those sites will be minimised
- To demonstrate any changes to the proposed approach based on feedback
- To outline a construction working group where necessary

The Council can advise on this where necessary. Please contact the Council if there is uncertainty over the need for highways changes to deliver the site before any engagement work is undertaken.

The Applicant is committed to meeting all consultation requirements.

10. Consultation

Letters introducing the contractor and outlining the works should be sent to affected parties. Please use the letter template which is provided in the Transport guidance section. Please ensure that ward councillors are emailed a copy of the letter. Ward councillor contact details can be found on the Camden website.

Where relevant/applicable, please ensure that letters are also sent to:

- Residents
- Businesses
- Neighbouring or nearby construction sites
- Resident groups or similar
- Neighbouring planning authorities where applicable

- Transport for London if the site impacts on bus movement/infrastructure, is located on the Strategic Route Network (SRN) or Transport for London Route Network (TLRN)
- Network Rail and/or London Underground where applicable
- Emergency service where applicable

The Council can advise on the above if needed.

Please provide the following as part of the CMP submission in the appendices:

- A copy of the letter
- An address list or map showing the letter distribution area
- A summary of any responses received and any aspects of the proposed approach that has been modified to accommodate feedback.
- If a meeting has taken place to discuss construction impacts, please provide a list of attendees and minutes for the meeting.

Please provide a summary of the consultation here ie. Dates of meetings, letter drops, whether any responses were received, and where relevant material is appended.

To be completed following appointment of Principal Contractor and commencement of consultation processes.

11. Construction Working Group

For particularly sensitive/contentious sites, 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. Please ensure that adjacent or neighbouring construction sites are included as part of this.

It is anticipated that a working group will be established by the Principal Contractor, with the Construction Manager allocated the role of community liaison. All relevant stakeholders will be invited to participate in the working group, including neighboring businesses and residents. The contact details of the Construction Manager will be clearly posted on the site hoarding at all times during the programme of works.

12. Schemes

Camden requires that all sites with CMPs are registered with the Considerate Constructors Scheme (CCS). 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. The number of CLOCS visits should be based on your project duration and should continue throughout. A CCS site ID number must be provided rather than a company registration number.

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.

Please provide your site CCS registration number.

The applicant commits to appointing contractors that are signed up for the Considerate Constructor's Scheme with an additional requirement to achieve a minimum of 40 points ('excellent'). Construction activity on site will accord to the Guide for Contractors Working in Camden.

The Principal Contractor will also be registered to the CLOCS initiative and will ensure compliance with all associated standards and requirements.

13. Complaints

Please agree to maintain a complaints log which must be made available for inspection.

The Principal Contractor will be required to commit to preparing and maintaining a log for complaints. All complaints will be appropriately acknowledged and addressed in a timely manner.

Transport

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 both by Camden compliance monitoring officers and also CCS monitors as part of your CLOCS monitoring visits through CCS 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

14. Name of Principal contractor:

To be confirmed.

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

The Principal Contractor will commit to arranging assessments by the CLOCS site monitoring team at intervals of at least every 6 months.

All site risk assessments and delivery logs will be presented to the monitoring team to enable sufficient review against the CLOCS standard.

The Principal Contractor will complete the CLOCS self-assessment forms prior to the scheduled monitoring visit.

16. 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, and that all drivers of vehicles over 3.5t will have undertaken safe urban driver training, and that all such vehicles will be fitted with additional driver vision aids and audible left turn alerts.

I also confirm that all suppliers will be made aware of agreed vehicle routing and delivery times as provided below.

Mon-Fri:

- 09:00 – 2:45 and 15:45 – 16:30 (during school term time)
- 09:00 – 16:30 (during school holidays)

Sat:

- 10:00 – 13:00

Sun & Bank Holidays:

- No deliveries

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

17. Construction traffic routing

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes, schools/nurseries, and areas which attract high concentrations of pedestrians.

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.

As shown above, the site access follows Finchley Road from the north. Smaller vehicles would be able to turn left into Sumpter Close. Larger vehicles would access the Finchley Road loading bay from the north.

Site Egress would be a left only turn from Sumpter Close for smaller vehicles onto Finchley Road which then accesses the roundabout to the south at Swiss Cottage which allows access into the wider highway network.

b. Please provide tracking/swept path drawings for constrained manoeuvres on both approach and departure routes.

Drawing ref: **LLC-RGP-XX-XX-DR-T-001** (Appended to this CMP)

18. Construction traffic vehicle types and delivery times

Construction vehicle movements should be restricted during the hours of 9.30am to 4.30pm on weekdays. If there is a school in the vicinity of the site or on the proposed approach and/or departure routes, then deliveries must be also be restricted during the hours of 3pm and 3.30pm on weekdays during term time.

Vehicles may be permitted to arrive at site between 07.00 and 08.00 subject to agreement with Camden. Where this is not possible, vehicles should arrive at 8.00am whereby they must be immediately admitted to site. Vehicles should then be held until 09.30 before being allowed to depart. If vehicles need to wait outside the site before 08.00 then they should only do so with prior agreement with Camden. Engines must be switched off during any agreed queuing/waiting on the highway.

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

Transit van – 5.3m x 2.0m

Skip lorry – 6.3m x 2.9m

Flatbed truck – 8.0m x 2.1m

Small tipper lorry – 8.2m x 2.5m

Concrete Mixer – 8.4m x 2.4m

The approximate number of deliveries per week will be developed and detailed at a later stage and once a principal contractor has been appointed.

b. Please specify the permitted delivery times as agreed with Camden.

Mon-Fri:

- 09:00 – 2:45 and 15:45 – 16:30 (during school term time)
- 09:00 – 16:30 (during school holidays)

Sat:

- 10:00 – 13:00

Sun & Bank Holidays:

- No deliveries

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.

There is no permitted development in the immediate vicinity of the site.

An application was submitted in February 2025 for a mixed-use redevelopment of the 02 Centre at 255 Finchley Road. Regular liaison will be commenced with the developer should any overlap in the respective construction programmes occur, with deliveries coordinated where necessary.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries.

Please identify the locations of any off-site holding areas or waiting points on approach to site.

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

Deliveries will be carefully scheduled to ensure no overlap occurs resulting in simultaneous vehicle arrivals. In any rare event that multiple delivery arrivals take place, suitable space will be allocated by a trained banksman.

If no space is available for simultaneous HGV arrivals, the vehicle would be moved on and returned to the depot at the contractor's expense.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres or reusing materials on site.

The Principal Contractor will explore the implementation of smart procurement measures to prevent excess materials being ordered at any one time.

Materials will be delivered on a 'just-in-time' basis.

A range of resource management protocols will be established by the Construction Manager to preserve the integrity of materials stored on-site, preventing materials from going to waste unnecessarily.

Deliveries will be consolidated where possible through the use of a digital booking system.

High quality materials will be retained and reused following demolition works as part of the later phases of construction.

19. Construction vehicle loading

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked. Traffic marshals must oversee all vehicle movements during site entry and exit. Marshals must control/stop all general traffic to permit this when necessary, particularly if the vehicle is reversing.

Traffic marshals, or site staff acting as traffic marshals, must hold the relevant qualifications required for directing large vehicles when reversing. This must be available for inspection during compliance monitoring visits. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required during vehicle banking/loading. Marshals should have radio contact with one another where necessary.

a. Please state whether vehicles will load from within the site boundary or from the public highway.

Pre-planned construction deliveries will load / unload from Sumpter Close where possible.

Larger deliveries by HGVs will utilise the loading bay provided on Finchley Road, circa 30m from the site. Delivery drivers will be instructed to comply with the existing loading restrictions implemented at this loading bay. Vehicles can also reverse into Sumpter Close with assistance from a trained banksman, if required.

b. Please describe how the above – either site entry/exit or loading from the highway - will be managed/overseen by traffic marshals, stating the number of marshals that will be

required. If marshals need to be stationed away from site to manage vehicles on approach/departure, please also detail this here.

Traffic Marshals shall be on hand at all times to assist vehicle manoeuvring as required to maintain pedestrian and cycle safety is maintained to a high standard. Construction delivery drivers will notify the principal contractor 30 minutes before arriving at the site to allow for the Traffic Marshalls to be in place.

c. 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.

All vehicles leaving the site will be checked to ensure that their wheels are clean. As vehicles will not be required to depart the existing established highway network, the risk dust and debris being spread is minimal. As such there is no need to implement a dedicated wheel-washing facility at the site.

Hosing equipment will be provided on-site, such as a high-pressure jet wash. If deemed necessary by the Construction Manager, wheels will be hosed at the designated loading area prior to departure from the site. External roads will be regularly monitored for any spoil deposits that will be removed immediately on discovery. The loading area will be regularly swept by site operatives.

Site set up

20. Site set-up and temporary highways changes

Please detail all temporary highways changes that will be required as part of the site set up – eg. Parking bay suspensions/changes to kerbside loading, temporary crossovers, lighting column relocation, gantry over the footway etc. Any accompanying drawings should be provided in the appendix. Please note that the impact on the public highway must be minimised as far as possible.

As part of the above, any detail drawings of the site up on the public highway should be presented as a scaled plan and must:

- Use the latest highways layout
- Show vehicle loading areas/vehicle site access points
- Show any structures that are to be located on the highway
- Show all parking/kerbside impacts
- Show all street furniture that is to be impacted/relocated
- Show all relevant dimensions including footway and carriageway widths

The following - where applicable - can be shown as part of the above or separately if preferred:

- Vehicle tracking into and out of site
- The site set up and any associated temporary traffic management measures must conform to the Safety at Street Works and Road Works Code of Practice.
- Numbers and locations of traffic marshals
- Scaffolding plans

Please note that any load-bearing gantries located on the highway may be subject to a separate assessment by our structures team. This will be advised upon when the CMP is reviewed by Camden.

a. Please list all relevant changes below and/or reference drawings in the appendix.

No parking bay suspensions needed.

b. Please confirm whether or not the footway will remain accessible to pedestrians during installation of temporary structures on the highway. If this is not possible then please state how pedestrian safety will be maintained during this period, providing details of any associated traffic/pedestrian management, including provision of safe crossing points.

It is expected that all scaffolding will be erected within the curtilage of the worksite behind the site hoarding boundary. If any scaffolding is required above the public highway, the relevant licensing will first be obtained from LBC by the scaffolding company.

21. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and can be provided using individual bay suspensions for up to 6 months, or a temporary traffic restriction (TTR) for periods exceeding 6 months. Information regarding parking suspensions

can be found here. For periods greater than 6 months, or for any other changes to existing parking/loading/traffic restrictions on the highway, a Temporary Traffic Restriction (TTR) will be required. Please refer to the CMP guidance document which outlines the TTR process.

Please state clearly the number and type(s) of bays that will require individual suspension or removal using a TTR.

Please also state whether separate, short-term closures are anticipated for crane operations, utilities works etc.

This information can be presented as a drawing if preferred.

No parking bay suspensions needed.

Indicative Site Setup plan appended

22. Motor vehicle/cyclist/pedestrian diversions

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 alternative 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 routes here, or present these in a drawing if preferred. All motor vehicle diversion routes should be presented in the form of a drawing showing the relevant signage.

No diversions required.

23. 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.

This will be developed and detailed at a later stage and once a principal contractor has been appointed.

Environment

24. 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 subject to agreement with Camden
• No working on Sundays or Public Holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

Where noise or vibration from the construction of the proposed development exceed the significant observed adverse effect levels or at the reasonable request of the council, works (where reasonably practicable) shall take place on a 2 hours on/off basis. For example:

- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00
- ON - Saturdays 11:00 - 13:00.

Where quiet periods are not practical due to engineering reasons the contractor will consider the provision of alternative quiet spaces.

Standard working hours would be adhered to at all times.

Noise emitting works will comply with the above timings, implementing a 2 hour on/off basis. This would be monitored by the Construction Manager. Where necessary, digital noise monitoring equipment will be used in the vicinity of noise emitting works.

25. Please include a site plan detailing the location of the works and any nearby sensitive receptors

LLC 1. Finchley Raid Tube 3. Alban House
2. Lief House 4. 120 Finchley Road

26. Where applicable, please describe the methods to be used for the demolition, ground works and piling phases. Include the type of plant likely to be used onsite

This will be developed and detailed at a later stage and once a principal contractor has been appointed.

27. Please describe the mitigation measures to be incorporated during the demolition and construction works to prevent noise and vibration disturbances from the activities on the site.

This will be developed and detailed at a later stage and once a principal contractor has been appointed.

28. Please confirm that the works will follow the guidance included in 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction.

Commitment to comply with London '*Good Practice Guide: Noise & Vibration Control for Demolition and Construction*' will be sought from appointed Principal Contractor.

29. For medium or large developments, please provide details describing arrangements for the monitoring of noise and vibration levels, including instrumentation, locations of monitors and trigger levels where appropriate. Small sites can be asked to implement a monitoring strategy due to the sensitivity of the local environment.

Contractor shall ensure that all monitoring data is available for inspection and review by the council and should include noise, vibration and dust monitoring data.

We may request to provide a real-time monitoring data to be published if requested by the community working group.

Please refer to the Camden Guidance for additional information on monitoring requirements.

Decibel readers will be used by site operative to monitor noise levels. Monitoring devices will have the capability to record and store data. All data will be logged by the Construction Manager for publication to the LPA if requested.

30. For large developments, please confirm if a S61 application will be submitted once the contractor has been appointed. Please see the Camden guidance for information on how to apply for extended working hours.

N/A

31. If required, please provide an Air Quality Assessment (AQA) and/or Dust Risk Assessment (DRA).

To establish if an AQA is required, please refer to Camden's Air Quality Planning Guidance document (section 3) and the Council's 'Air quality assessments in planning applications' webpage.

Please attach the AQA and/or DRA as an appendix to this proforma.

Basic AQA required on basis of following LBC assessment criteria:

- Minor development: Yes
- Area of poor air quality: Yes. Above modelled NO2 limit, below modelled PM10 limit.
- Scheme brings sensitive receptors: No
- Scheme brings air quality impacts: No

Basic AQA appended to this CMP

AQAs and/or Dust Risk Assessments (DRA) should be undertaken at planning application stage for all major developments and follow the methodology outlined in the GLA's The Control of Dust and Emissions During Demolition and Construction SPG. This may not be required for smaller developments, but a DRA will be as part of the CMP assessment. The risk assessment must take into account the proximity of all human and sensitive local receptors (e.g. schools, care homes, health centres etc.) relative to the site boundary, as detailed in the SPG.

Please attach the AQA and DRA as an appendix to this proforma.

Basic AQA appended to CMP, incorporating principles of the GLA's '*The Control of Dust and Emissions During Demolition and Construction SPG'*, in addition to guidance issued by the Institute for Air Quality Management (IAQM) '*Guidance on the assessment of dust from demolition and construction (Version 2.2)*'.

32. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified These will be developed and detailed at a later stage and once a Principal contractor has been appointed. in the AQA have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

Development works assessed as ‘low Risk’ dust and emissions impact.

Commitment will be sought from the Principal Contractor to apply all highly recommended measures for low risk development as set out in Appendix 7 of the SPG.

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.

• Ensuring that all work is undertaken within the restricted working hours;

• 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 and provided with ear and eye protection;

• Ensuring delivery drivers turn off their engines upon arrival and when loading / unloading goods;

• Using protection plates and mobile screens around those parts of the site likely to generate significant levels of noise. Such screens will have sufficient mass as to be able to resist the passage of the sound;

• Strategically placing noise generating plant as far as possible from sensitive receptors and the general public;

• Ensuring all deliveries are scheduled and assisted by a Traffic Marshal to ensure deliveries do not need to wait to park. Idling will in no instances be acceptable.

• Using water spray to reduce dust generation;

• Materials / waste stored on the site should be covered, particularly outside of working hours. The storage of materials or waste on the public highway and at other locations will in no instances be acceptable;

• All construction vehicles will follow the designated routes to reduce the impact of vehicle emissions; and

• Special provisions to be provided and agreed with the Highway Authority for any materials containing asbestos, as appropriate

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.

• Wheels of construction delivery vehicles would be hosed down as necessary prior to departing the site. The Construction Manager would ensure all construction vehicles depart the site in a clean and tidy manner. A water bowser should be installed where no water source is readily available;

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

• The Construction Manager will ensure the road edges around the site are swept by hand by staff at the end of the day;

35. Air quality monitoring requirements.

Real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' sensors will be required for all sites with a high OR medium dust impact risk level, as established by the air quality assessment. If the site is a 'high risk site, **four** real time dust monitors will be required. If the site is a 'medium risk site', **two** real time dust monitors will be required.

The dust monitoring must be utilised in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of sensors, monitoring locations, equipment specification, and trigger levels) must be submitted to the Council for approval during the CMP process**. 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**. The Council encourage proactive planning when strategizing the dust monitoring regime to reduce unwanted delays.

A minimum of three-months of baseline air quality monitoring data must be collected prior to the commencement of works on site. A summary report must be provided to AirQuality@Camden.gov.uk, following the baseline monitoring period.

Monthly dust monitoring reports must also be provided to the Council detailing: onsite activities during each monthly monitoring period, dust mitigation measures utilised, 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 the 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.

Using the above information, please provide details on the air quality monitoring strategy for the proposed development

Proposals incorporate minor development works.

Notwithstanding this, the Construction Manager is encouraged to continually monitor the air quality in and around the site during construction works by installing an automatic PM10 monitoring box. The PM10 monitoring instruments should be positioned in close proximity to site boundaries.

Any installed measuring instruments are recommended to have the ability to record and provide data that can be downloaded in real time. The contractor would then establish a clear set of protocols to mitigate PM10 emissions should they be detected, based on the following suite action levels:

		AAC: Dust Coverage				
EAC: Dust Soiling		**Level 0** <80% / interval	**Level 1** 80-95% / interval	**Level 2** 95-99% / interval	**Level 3** 99-100% / interval	**Level 4** 100% over 45° / interval
	Level 0 <0.5%/day	Very Low	Very Low	Very Low	Low	Medium
	Level 1 0.5-0.7%/ day	Low	Low	Low	Medium	High
	Level 2 0.7-2.0%/ day	Medium	Medium	Medium	High	High
	Level 3 2.0-5.0%/ day	High	High	High	High	Very High
	Level 4 >5.0%/day	Very High	Very High	Very High	Very High	Very High

Dust Soiling Level 0	No Action
Dust Soiling Level 1	No Action
Dust Soiling Level 2	Increase site inspection to hourly intervals
Dust Soiling Level 3	Cease all dust emitting activities until PM10 levels fall to Site Action Level 1 or lower. Consider implementation of further mitigation measures before continuing works
Dust Soiling Level 4	Cease all construction activities and immediately report PM10 reading to the local Planning Authority. Do not recommence activities until PM10 levels are reduced to Level 1 or Lower with new mitigation measures implemented in agreement with Local Planning Authority

36. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of Camden Council. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at:

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

Direct link to NRMM Practical Guide (V6):

https://www.london.gov.uk/sites/default/files/2024-05/NRMM-Practical-Guide-Accessible-May2024.pdf

Current requirements

(i) Any development within Greater London – NRMM used on the site of any major development will be required to meet Emission Stage IIIB as a minimum.

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Emission Stage IV as a minimum.

(iii) NRMM register - The site and all in-scope machinery (37-560kW) must be registered on the GLA's NRMM Website.

(iv) Generators - Generators are required to meet Emission Stage V across the whole of London. When bringing a generator to site, you must ask your supplier for a Stage V generator. If a suitable Stage V solution is not available for the site, you will need to apply for an exemption.

From 1st January 2025

(v) All development sites in Greater London required to meet Stage IV - The CAZ, Opportunity Areas and Greater London zones will no longer have different emission standards. All NRMM on all sites within Greater London will be required to meet Stage IV as a minimum. Generators will continue to be required to meet Stage V.

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

Construction time period (mm/yy - mm/yy): To be confirmed

a) Is the development within the CAZ? (Y/N): No

b) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes.

c) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: To be developed once a principal contractor has been appointed.

   The principal Contractor will enrol on the NRMM register and log all machinery used.

d) 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:

   The use of all NRMM will be logged and regularly inspected with condition of equipment monitored and recorded.

e) 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: To be developed once a principal contractor has been appointed.

   Compliance with emissions limits will be assessed and logged, supported with photographs of machinery and engine plates.

37. 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/resources-1

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.

Compliance with the Engines Off pledge will be enforced by the Construction Manager. Delivery drivers will be instructed by banksmen to turn off their engines upon arrival and when loading / unloading goods. Idling will not be permitted under any circumstance;

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

Asbestos Survey will be completed once planning is granted.

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

All site operative will be required to agree to and sign a code of conduct upon their appointment. Robust disciplinary procedures will be upheld by the Construction Manager to prevent poor conduct by staff on-site.

The contact details of the Construction Manager including an emergency out-of-hours contact will be published at the front of the site and will seek to respond to any formal complaint received within 7 business days with respect to community concerns.

The Construction Manager will be expected to develop a constructive relationship with those in the immediate vicinity of the development. A forum for consultation with the public will be set up, where feedback will be encouraged and updates on the development will be posted to keep the community up to date with activities on site.

40. The CMP Planning Site Inspector conduct site inspections, which may be scheduled (planned) or unscheduled (unplanned) visits. Ensure the site accessible and available for these inspections. Non-compliance with the agreed CMP plan or failure to meet CMP requirements may result in a deduction from the bond payment, please confirm that you

understand these requirements.

Confirmed.

Mental Health Training

41. 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.

This will be confirmed following the appointment of the Principal Contractor.

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 the failure to ensure compliance with the CMP will be taken very seriously by the Council including draw down of funds from the construction management bond payment and possible formal enforcement in line with the CMP Guidance.

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.

Print name TBC

Position TBC

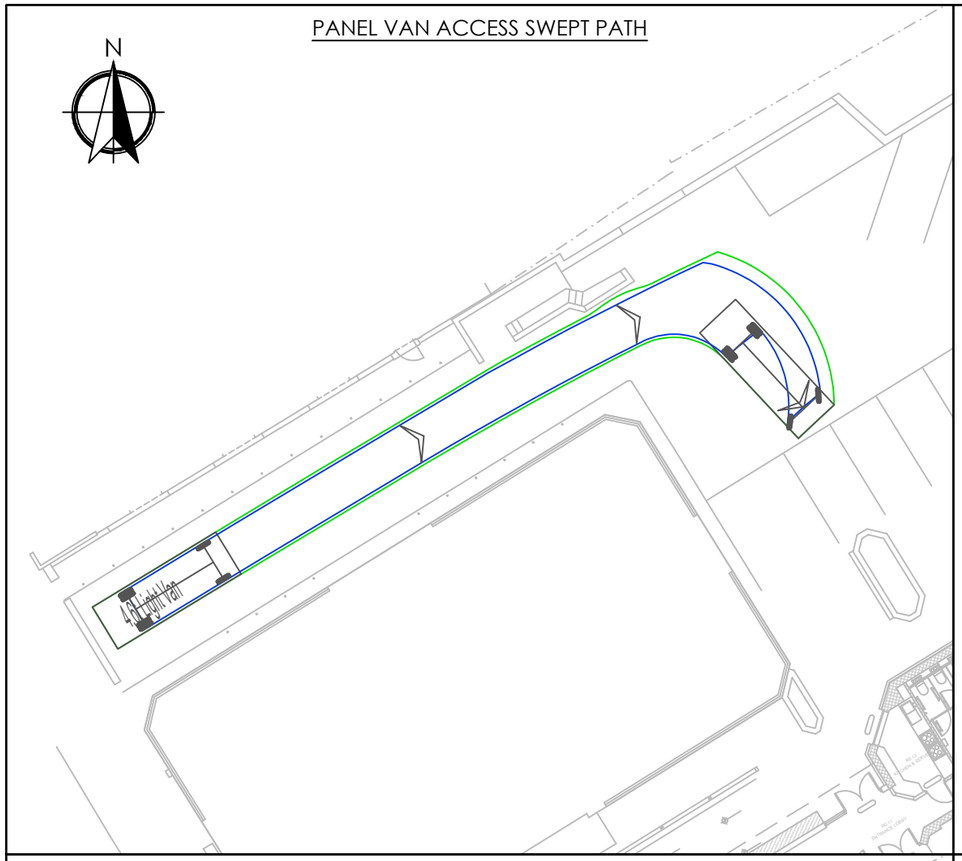
Date TBC

Please submit to: planningobligations@camden.gov.uk

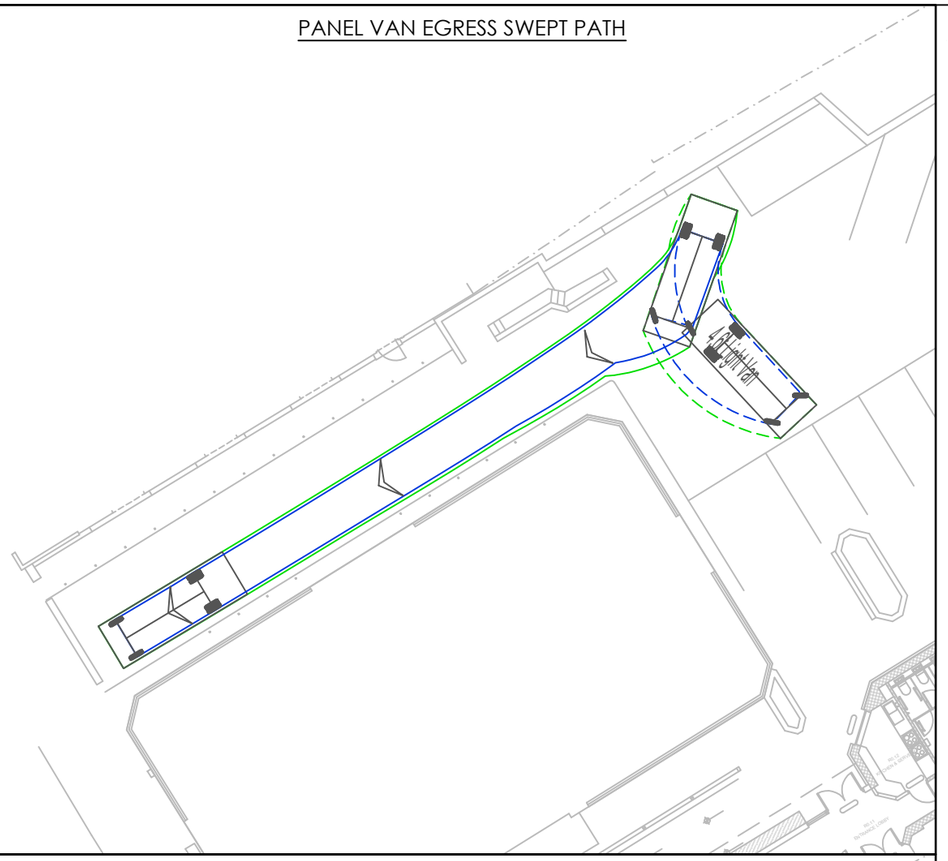
End of form.

Updated 01/01/2025 V3.0

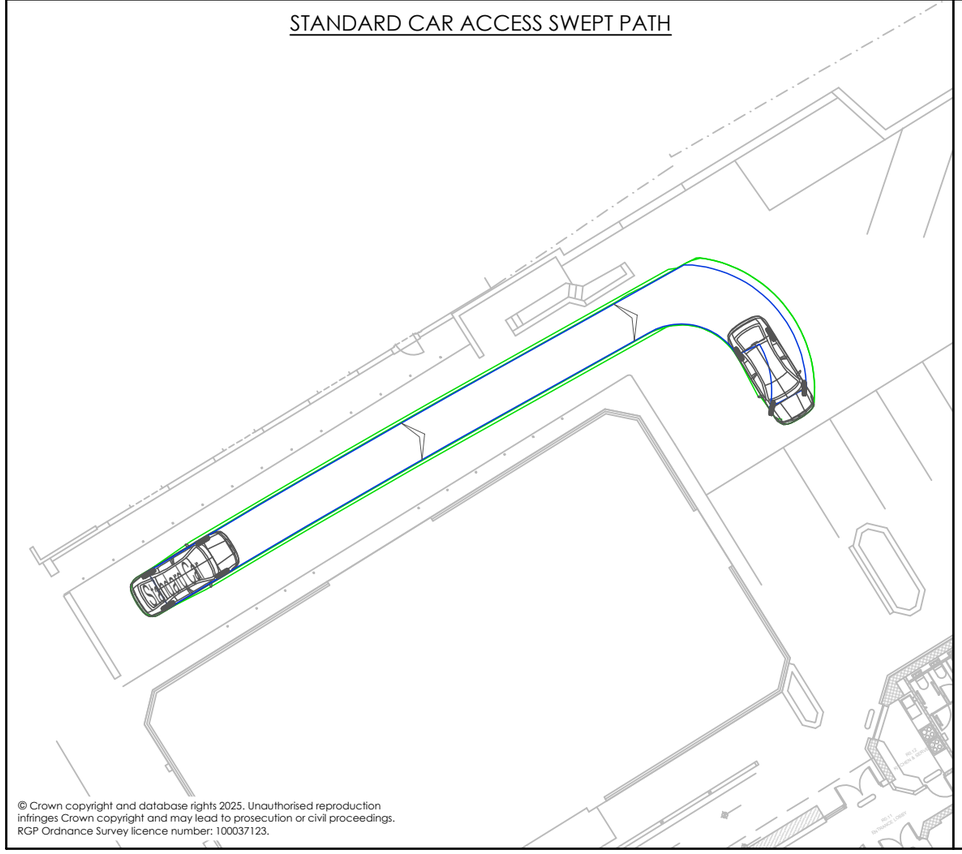
PANEL VAN ACCESS SWEPT PATH



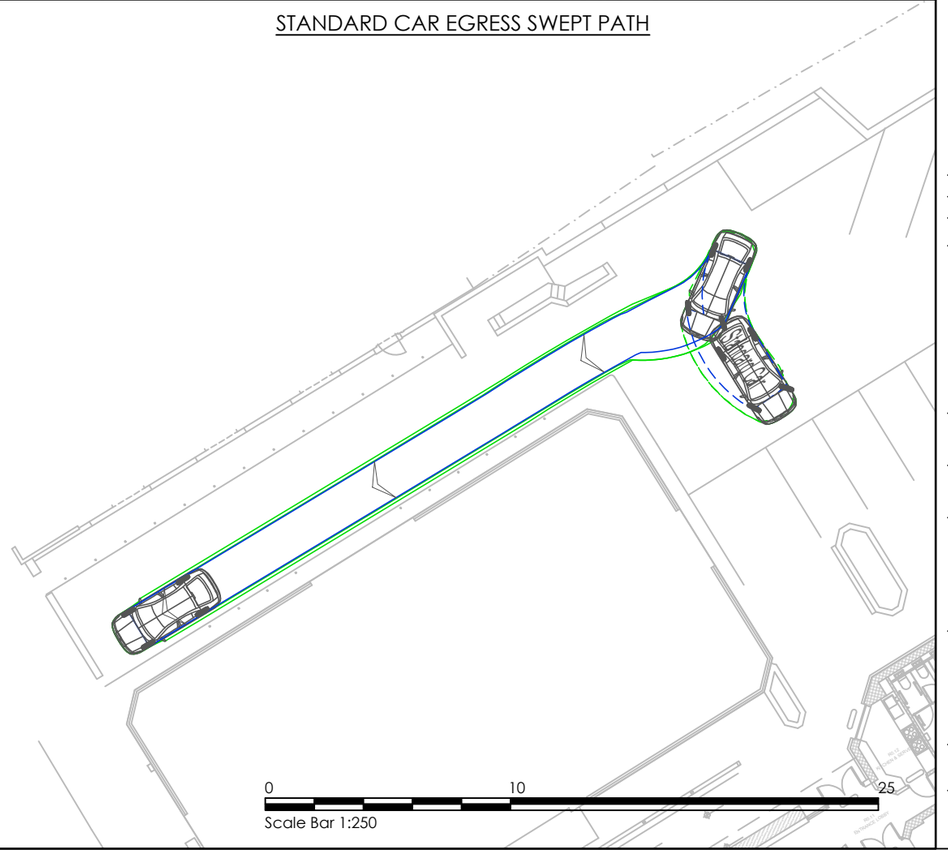
PANEL VAN EGRESS SWEPT PATH



STANDARD CAR ACCESS SWEPT PATH

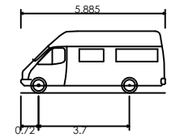


STANDARD CAR EGRESS SWEPT PATH

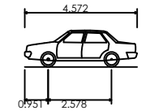


Notes:

1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m



Standard Car	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Rev	Details	Date	By	Chkd	Appd
P02	UPDATED PROJECT TITLE & CLIENT NAME	28/03/25	GE	JC	NR
P01	FIRST ISSUE	18/03/25	GE	JC	NR

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www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: PRELIMINARY

Client: Lighthouse London

Project: Holy Trinity Church, Finchley Road

Drawing Title: Swept Path Analysis

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:250	18/03/25	GE	GE	JC	NR

Project No:	Drawing No:	Revision:
8527	LLC-RGP-XX-XX-DR-T-001	P02

TECHNICAL NOTE

DUST RISK ASSESSMENT

Lighthouse London Church, Camden

Date: March 2025 **Ref: 2025/8527/TN01**

1.1 RGP has carried out the following review of the potential dusk risk associated with the proposed construction works to ensure that the safe occupation of neighbouring properties is maintained throughout the duration of works.

1.2 Based on the IAQM assessment guidance, the contractor should screen the potential risks of dust impact due to the site's proximity to the public highway. Consideration should be given to the four key activities involved with the development, including demolition, earthworks, construction and trackout. The trackout refers to the process of transportation of dust and dirt from the construction/demolition site onto the public road network. As part of these four stages, the contractor should take into account:

- the scale and nature of the works, which determines the potential dust emission magnitude; and
- The sensitivity of the area;

1.3 Both of these aspects are examined in the following assessments with a view to understanding the likely risk of dust impact. With respect to first step of the assessment relating to the scale and nature of works, a summary of the site's assessment criteria is given below. The criteria are based on Table 1 of the IAQM's guidance document (January 2024):

Activity	Site Risk Category	Dust Emission Magnitude
Demolition	Total building volume <12,000 m3, construction material with low potential for dust release (e.g. metal cladding or timber), demolition activities <6 m above ground, demolition during wetter months.	**Small**
Earthworks	Total site area <18,000 m2, soil type with large grain size (e.g. sand), <5 heavy earth moving vehicles active at any one time, formation of bunds <4 m in height.	**Small**

Construction	Total building volume <12,000 m3, construction material with low potential for dust release (e.g. metal cladding or timber).	**Small**
Trackout	<20 HDV (>3.5t) outward movements in any one day,10 surface material with low potential for dust release, unpaved road length <50 m.	**Small**

1.4 The second consideration of this assessment relates to the sensitivity of the local area. This includes 3 main categories; dust soiling, impact on human health and ecological impact. The assessment undertaken by RGP to determine the risk of each of these categories, using the methodology defined by IAQM, has established the following results.

Potential Impact	Sensitivity of the surrounding area			
	Demolition	**Earthworks**	**Construction**	**Trackout**
Dust Soiling	Low	Low	Low	Low
Human Health	Negligible	Negligible	Negligible	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

1.5 As illustrated above, the proposed works would have a negligible impact on dust soiling, human health and ecological receptors through each phase of demolition and construction.

1.6 A 'low' level risk of dust soiling could occur throughout the construction programme during each phase of works.

1.7 As such, it is not deemed necessary to implement the use of continuous PM10 emission monitoring at the site during construction of the new dwelling.

1.8 Based on the overall risk assessment carried out above, the following mitigation measures should be carried out, as per the recommendations set by IAQM:

Communications

- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager;

- Display the head or regional office contact information.

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- Make the complaints log available to the local authority when asked;
- Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the logbook.

Monitoring

- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked;
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible;
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site;
- Avoid site runoff of water or mud;

Operating Vehicle / Machinery and Sustainable Travel

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable;
- Ensure all vehicles switch off engines when stationary - no idling vehicles;
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;

- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;

- Use enclosed chutes and conveyors and covered skips;

- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

Waste Management

- Avoid bonfires and burning of waste materials.


Sumpter Close Loading Area available for Light Van and smaller
Finchley Road Loading Bay
10am – 4pm
Loading max 20 minutes
Key
Indicative hoarding lines
Indicative gated access for authorized personnel only
Indicative personnel access
Indicative material / plant lay-down areas
Loading / unloading area for vehicles
Indicative route from Loading bay to the material lay-down area