

Construction Management Plan Pro-forma

PRO-FORMA

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Queries: planningobligations@camden.gov.uk

CONSTRUCTION MANAGEMENT PLAN

INTRODUCTION

A Construction Management Plan (CMP) should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed CMP should address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included in a CMP will depend on the scale and kind 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 in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

The approved contents of this CMP must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. 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 for 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.

(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.)

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address: 24 Redington Gardens, London, NW3 7RX

Planning application reference: to be confirmed

Type of CMP – Draft CMP for planning purposes. To be finalised prior to commencement of development in association with the chosen contractor.

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: Ben Knight

Address: The Old Library, 119 Cholmley Gardens, London, NW6 1AA

Tel: 020 7435 1144

Email: ben@dmfk.co.uk

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Planning Stage. Contractor yet to be appointed

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Planning Stage. Project Manager yet to be appointed

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the responsible Camden officer.

Name: Julian de Metz
Address: The Old Library, 119 Cholmley Gardens, London, NW6 1AA
Tel: 020 7435 1144
Email: julian@dmfk.co.uk

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name: Julian de Metz
Address: The Old Library, 119 Cholmley Gardens, London, NW6 1AA
Tel: 020 7435 1144
Email: julian@dmfk.co.uk

Q7. 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.

Planning Stage. Contractor yet to be appointed

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

Please refer to submitted drawing for site location plan: DMFK_2028_A10

The site is located within the Redington/Frognaal Conservation Area designated in 1985, is situated to the south of Hampstead Heath and to the west of Hampstead Village.

Whilst the overriding character of the area is that of a well preserved Edwardian suburb, with large predominantly detached houses, this section of Redington Gardens is somewhat different and is a notable change from the red brick, tiled roof, late 19th Century / early 20th Century model.

This planning application submission to the London Borough of Camden is for the demolition of the existing dwelling and their replacement with a new build house on the site of 24 Redington Gardens. The existing dwelling is of low quality post war design and construction, and is bounded by similarly low quality buildings which are identified within the Conservation Area statement as being unspectacular and typical of the period of their construction. Conrad Court to the north is singled out as being in need of improvement. The new dwelling is conceived as high quality, contextual, sustainable replacement dwellings of a scale and materiality appropriate to the wider CA and an improvement to the character of this part of Redington Gardens.

Q9. 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).

- Demolition of existing dwellings
- New build of a private dwelling circa 540 sqm
- Residential area
- Site topography

Q10. 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.).

- 25 Redington Gardens
 - 7 Redington Gardens
- (both are adjacent buildings)

Q11. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

To be provided post planning with finalised CMP prior to commencement of development.

Q12. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be useful).

Unknown at this stage – to be confirmed prior to commencement of development.

Q13.

Please confirm the standard working hours for this 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**

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

Q14. 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.

Unknown at this stage – to be confirmed prior to commencement of development.

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

An asbestos survey has not yet been carried out

Section 3 – Transportation Issues Associated with the Site

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the [Guide for Contractors Working in Camden](#)). Construction vehicle movements are generally acceptable between 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 between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.

9.30am to 4.30pm on weekdays
8.00am and 1.00pm on Saturdays

Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

Unknown at this stage – to be confirmed prior to commencement of development

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

No temporary structures over public highways are proposed

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

No occupation of public highways will be required.
Hoarding will be required around the site of 24 Redington Gardens

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). Use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Unknown at this stage – to be confirmed prior to commencement of development

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

Unknown at this stage – to be confirmed prior to commencement of development

Section 4 - Traffic Management for the Site

- Q22.** Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

All access and construction methodology will be designed and agreed with the Main Contractor.

All pedestrians and cyclists will be directed to the other side of the road where appropriate, a Marshal will manage this during deliveries.

- Q23.** Please detail the proposed access and egress routes to and from the site, showing details of links to the [Transport for London Road Network \(TLRN\)](#). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

All access and construction methodology will be designed and agreed with the Main Contractor.

Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

All access and construction methodology will be designed and agreed with the Main Contractor.

Q25. Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.

Redington Gardens is quite a wide two way residential street. All deliveries will be made between the 'Guide for Contractors Working in Camden' as stated in question 16.

All access and construction methodology will be designed and agreed with the Main Contractor.

Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

All access and construction methodology will be designed and agreed with the Main Contractor.

Section 5 – Environmental Issues

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

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

Noisy work will be carried out from 08:00 until 18:00 Monday to Friday and 08:00 until 13:00 on Saturdays. No noisy works will be carried out on Sundays and Bank Holidays. (This is in line with Camden’s Guidelines)

Q28. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

The Noise Survey was carried out on the 8th and 12th May 2015. The Noise Report / Survey has been submitted as part of this Planning Application.

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

Can be provided on request when a more detailed ‘construction methodology’ is available.

Q30. 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.

The following key factors have been identified as determining the degree and type of mitigation required in order to undertake the demolition and construction works on site.

(a) Duration of Works

The duration of site operations is considered to be a factor for this development. It is essential, therefore, to cultivate an appropriate environment in which this exposure can be best tolerated from the outset, minimising adverse community reaction. Communications and public relations are dealt with in detail below, but it is important to establish that information regarding the overall project duration is also significant in controlling adverse community reaction.

(b) Communication with Neighbours

In conjunction with effective communication of site activities and scheduling, liaison with local residents is essential in cultivating a positive attitude in the community. A dedicated telephone number and designated staff contact will be made available to respond to any complaints or queries. Information on current and forthcoming activities will be made as freely available as possible.

(c) Contractor’s Obligations

In order to minimise and manage noise and vibration impacts at neighbouring properties, the Contractor will:

- Communicate with neighbours to establish good relationships between all parties. This will occur prior to commencing on site and describe the forthcoming works, the likely impacts and mitigation measures to be taken and the opportunity to discuss in full. Any reasonable representations will be noted.
- Notify at key stages of impending noisy works and their likely duration by mail.
- A member of onsite staff will be designated as community relations manager to maintain good communications with neighbours;
- Publicise a dedicated community contact telephone number for the site, upon which neighbours can contact

the community relations manager to discuss issues arising;

- Operate a 'considerate builder' type scheme in which a commitment is made, amongst others, to undertake proper maintenance of equipment, control use of radios on site, site equipment with due consideration to proximity of neighbours and ensure it is turned off when not in use.

(d) Contractor Action

Where there is evidence of neighbour disruption from noise or vibration during demolition, the contractor will undertake a review of procedures identifying those process operations giving rise to noise. Once the source of the emission is known, corrective action will be taken without delay.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

No evidence at this stage. Information to be provided when a Contractor / Team is appointed.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

In order to manage dust at the site, the Contractor will employ the following best practice techniques following Best Practice Guidance 'Control of dust and emissions from construction and demolition' which aim to prevent dust from being generated in the first place, to minimise and suppress dust that is produced, and to use reasonable methods of containment to keep it from spreading.

- Damping down generally but also of structures being demolished
- Covering bulk materials
- Use of bagged or silo stored materials
- Erecting of wind breaks/fences/plastic screening (these can double as acoustic barriers)
- Use off site fabrication where possible (we refer to the pre fabrication of timber framed elements where possible)
- Ensuring that site tools are fitted with dust extraction at source.
- Ensure effective communication with neighbours where a disruptive or dusty activity is programmed.

Q33. 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.

Same as question 32.

All Public Highways will be cleaned should the spread of dust or dirt occur. However this will be minimal because of the 'prevention techniques' adopted.

The following processes have been identified as potential dusty operations:

Demolition

Removal of existing building

Excavation of new footings

Cutting, grinding and sawing of new material

Q34. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

An Acoustic Consultant specialist will monitor all noise, vibration and dust levels during the construction phase. (Yet to be appointed)

Q35. Please confirm that a [Risk Assessment](#) has been undertaken in line with the [GLA's Control of Dust and Emissions Supplementary Planning Guidance \(SPG\)](#), and the risk level that has been identified, with evidence.

Yet to be completed.

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Q36. Please confirm that all relevant mitigation measures from the [SPG](#) will be delivered onsite.

Unknown at this stage – to be confirmed prior to commencement of development

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Unknown at this stage – to be confirmed prior to commencement of development

Q38. 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 copies of receipts (if work undertaken).

A rodent control contractor will be appointed and visit the site three times to undertake an inspection and undertake necessary rodent control.

Prior to commencement of any works, all site drains will be sealed. Following demolition, the rodent control contractor will be again be instructed to survey the site on a monthly basis throughout the development period, and advise on rodent control should it be required for immediate action. If there is evidence of rodent activity, the contractor's advice will be sought as to the appropriateness of increasing the frequency of rodent surveys.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to [Tfl best practice guidance](#) and [\(CMRBC\)](#) sections: [noise operations](#), abatement techniques, noise levels, vibration levels, [dust levels](#), rodent control, community liaison, etc.)

- Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.**

Unknown at this stage – to be confirmed prior to commencement of development.

- Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).**

Unknown at this stage – to be confirmed prior to commencement of development.

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be 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 it out.

A letter will be sent to each of the addresses affected by the site construction inviting comments on the contents of the draft CMP.

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison 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.

An invitation will be sent to the residents at the nearby addresses to form a Construction Working Group, with a Liaison Officer appointed to them. News letters will be sent at key working stages to keep them informed of progress, as well as to inform residents of any unavoidable disturbances or disruptions of traffic in advance. It will also enable them to discuss concerns or raise issues during the construction process.

A Site telephone number has been set up and will be issued to the addressees of the Construction Working Group. It will also be made visible at the site entrance signage.

Q43. Please provide details of any schemes such as the ‘Considerate Constructors Scheme’, the ‘Freight Operators Recognition Scheme’ or ‘TfLs Standard for construction logistics and cyclist safety – [CLOCS scheme](#)’ that the project will be signed up to. Note, the [CLOCS standard](#) should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the “[Guide for Contractors Working in Camden](#)” also referred to as “[Camden’s Considerate Contractors Manual](#)”.

Unknown at this stage – to be confirmed prior to commencement of development.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

To be completed by Main Contractor when appointed.

Q45. 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.

Unknown at this stage – to be confirmed prior to commencement of development.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the [CLOCS Standard](#)

OPERATIONS:

- **Quality operation:** accreditation via an approved fleet management audit scheme e.g. [Fleet Operator Recognition Scheme \(FORS\)](#) or equivalent.
- **Collision reporting and analysis:** of any collision involving injury to persons, vehicles or property, ideally including use of the [CLOCS](#) Manager collision reporting tool.
- **Traffic routing:** any route specified by the client is adhered to unless otherwise specified.

i. [VEHICLES:](#)

- **Warning signage:** warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection:** fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation:** front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings:** enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. [DRIVERS:](#)

- **Training and development:** approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing:** regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan:** is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment:** that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress:** should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading:** vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing:** should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours:** other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance:** contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

Unknown at this stage – to be confirmed prior to commencement of development.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

Unknown at this stage – to be confirmed prior to commencement of development.

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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.

Draft to be completed post planning prior to commencement of development

Signed: Date:
Print Name: Position:

Submit: planningobligations@camden.gov.uk

