

## 5 Construction Management Plans

### KEY MESSAGES:

- Construction Management Plans (CMPs) are expected for major developments and the Council will assess the need for a CMP for smaller developments on a case-by-case basis.
- The Council expects CMPs to be submitted after planning permission is granted and to include significant input from the contractor(s) appointed to undertake the work.
- CMPs must address transport/highways and environmental health impacts, as well as any cumulative construction impacts as a result of activity from multiple sites in close proximity to one another.
- The Council's CMP Pro-forma template must be used when completing a CMP.
- Developers are expected to consult on their CMP with affected parties before submitting it to the Council.
- There is a charge for the review and ongoing monitoring of CMPs.

- 5.1 This guidance relates to the application of Local Plan Policy A1 – Managing the impact of development and provides detail regarding the use of Construction Management Plans.

This chapter contains the following sections:

- What are construction management plans?
- Circumstances where the Council will expect a construction management plan
- How should Construction Management Plans be prepared?
- Cumulative impacts
- Consultation and Construction Working Groups
- Planning obligations

### What are construction management plans?

- 5.2 A Construction Management Plan (CMP) is a technical document, which assists the Council in fulfilling its statutory duties. The Council has a legal duty to ensure highway safety and to protect residents from the effects of noise (including vibration) and other environmental issues affecting amenity, which could result from construction activity under the Control of Pollution Act 1974, Environmental Protection Act 1990 and Prevention of Damage by Pest Act 1949.
- 5.3 A CMP sets out the measures that a contractor will take, both on-site and off-site, in order to reasonably minimise the detrimental effects of construction and incorporate mechanisms that overlap with other regulatory regimes (particularly highways and environmental protection). Most CMPs are 'umbrella' documents managing all impacts of the demolition, excavation and construction processes.
- 5.4 Besides ensuring that measures under these different service areas are coordinated in one document, CMPs represent a proactive approach to addressing construction issues. Their purpose is to encourage developers to work with the Council and local people in managing the construction process with a view to ensuring that problems are foreseen and addressed with appropriate mitigation.

Further information on CMPs is available on the Council's [website](#).

### **Circumstances where the Council will expect a Construction Management Plan**

- 5.5 Typically, a CMP will be expected where the following developments are proposed:
- major developments;
  - other developments, assessed on a case-by-case basis, where:
    - the construction process has a significant impact on adjoining properties particularly on sensitive uses;
    - particular 'on-site' issues arising from the construction process are identified (e.g. large scale demolition or complicated or intrusive remediation measures);
    - sites with poor or limited access;
    - sites with restricted access through narrow residential streets;
    - basement developments;
    - where substantial work to listed buildings or adjacent to listed buildings is proposed;
    - where wildlife could be seriously affected;
    - the anticipated length of the demolition, excavation or construction period could cause significant disturbance;
    - the construction process is likely to take place outside normal working hours;
    - specific issues have been identified in the light of external consultation (where these are supported by objective evidence);
    - where constraints arising from the layout or size of the site could impact on the surrounding road network;
    - where there are already a high number of existing active construction sites within the local area;
    - canal side sites; and
    - rail-side sites
- 5.6 CMPs are expected for all major developments. When assessing whether CMPs should be submitted for other developments, particular attention will be paid to the nature and layout of the site and any on-site factors that are likely to seriously exacerbate the impact of the works on the surrounding area. These could include development in residential areas, in close proximity to a school or a care home, or very narrow or restricted site access (e.g. development in a mews with no footways). For smaller developments, a lack of on-site space for plant, storage of materials, and loading and unloading of vehicles may mean that construction effects will inevitably take place close to the boundary and encroach onto the public highway.

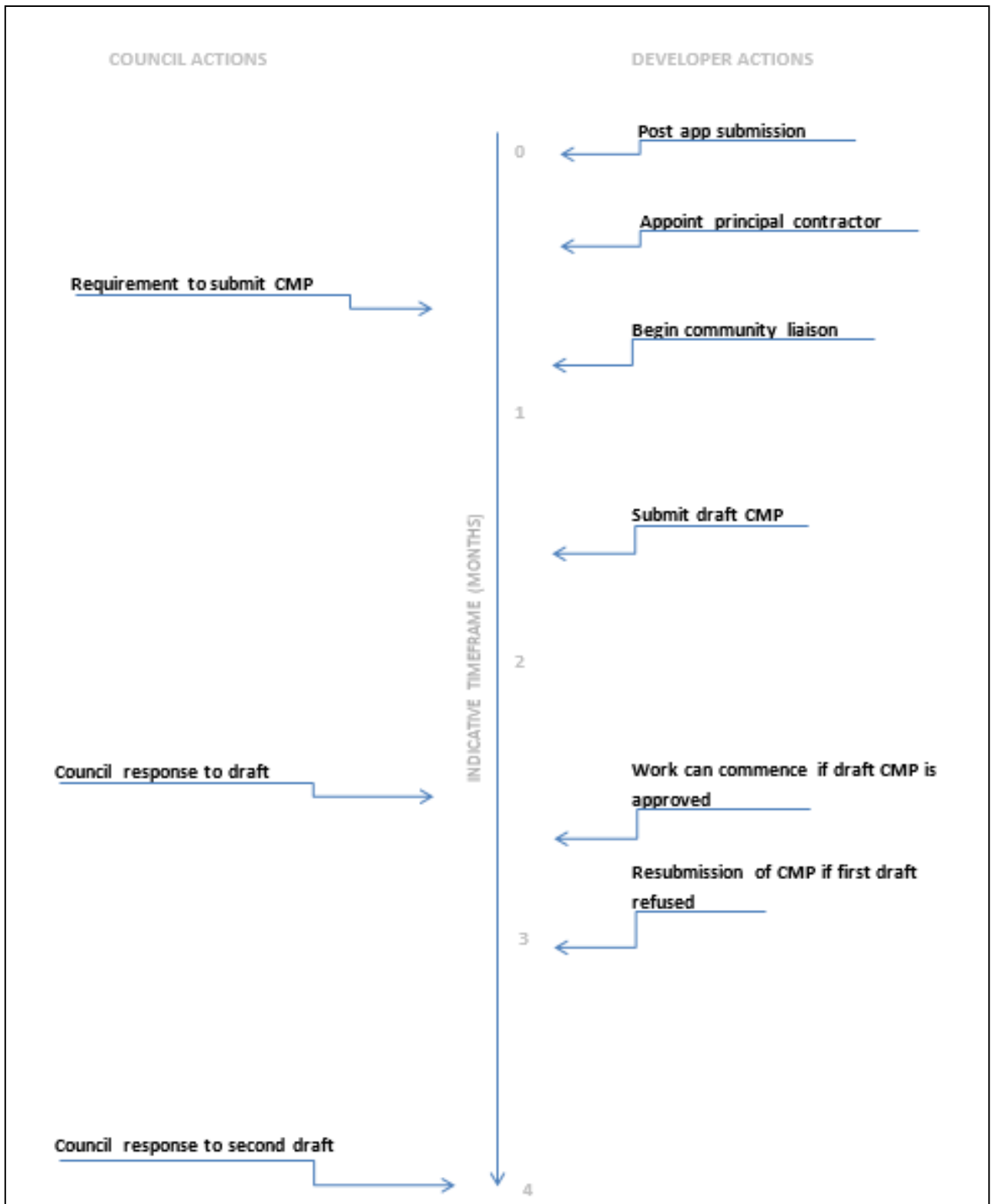
### **How should Construction Management Plans be prepared?**

- 5.7 A CMP should be submitted after planning permission has been granted and should include significant input by the appointed contractor to ensure that the building work can be delivered as intended. It may also be necessary to seek the input from other consultants on matters such as transport, noise, and pest control.

- 5.8 The CMP must be prepared using the Council's CMP pro-forma, which outlines the information that the Council expects. The pro-forma has been developed in the context of the Council's commitment to Transport for London's CLOCS (Construction Logistics and Community Safety) Standard for Construction Logistics, Camden's Minimum Requirements for Building Construction (CMRBC), and the Council's Considerate Contractors Manual.
- 5.9 The CMP pro-forma, including guidance on how to complete the pro-forma is available on the Council's [website](#). A CMP should be treated as a 'live' document, whereby different stages will be completed and submitted as the development progresses. Where it is considered that the CMP does not adequately mitigate the current/planned works, the Council may request that the CMP be redrafted or additional information is submitted before signing off the document. Where separate contractors are responsible for different works phases (e.g. demolition phase and construction phase), the Council will expect separate CMPs prepared by each contractor for their respective phase.
- 5.10 Expected working hours should be set out in the pro-forma. Standard working hours for construction sites in Camden are 8am-6pm Monday to Friday and 8am-1pm on Saturdays. No work should take place on Sundays or public holidays. It is expected that the community be consulted on the proposed working hours. Alternatives to the standard working hours set out above may be considered where proposed in response to consultation with the community.
- 5.11 The Council is aware that some developers may be more familiar with the use of Construction Logistics Plans (CLPs), referred to in guidance published by Transport for London (TfL). It should be noted that the transport section of Camden's CMP pro-forma is based on TfL's CLP. Building on the contents of a CLP, Camden's CMP process expects additional detail relating to environmental health and community liaison considerations. These are often not considered in sufficient detail within CLP templates and associated guidance. A CLP prepared solely in accordance with TfL's CLP guidance cannot therefore be submitted as a substitute to a CMP.

Figure A below sets out the usual CMP process and timeline.

**Figure A: Construction Management Plan timeline**



### **Cumulative impacts**

- 5.12 At any given time, there are likely to be areas of the borough with particularly high concentrations of individual construction sites. Collectively these have the potential to cause unacceptable adverse impact to amenity. The Council will therefore expect that CMPs should consider the cumulative impacts that could arise from the site and other construction sites within the vicinity. The Council has a good working knowledge of the extent of current and future construction activity within specific areas and developers are encouraged to work with the Council to identify potential problems. Please contact the Infrastructure and Growth team, 5 Pancras Square, London, N1C 4AG, email: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk).
- 5.13 In order to mitigate any cumulative impacts, the Council will encourage developers to co-ordinate their construction activities with other construction sites, such as managing noisy working hours and coordinating deliveries to minimise impact on the highway network.

### **Consultation and Construction Working Groups**

- 5.14 A neighbourhood consultation process must be undertaken prior to submission of the first draft of the CMP. This consultation must focus on construction impacts (including proposed working hours), 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 impact construction must take place regardless of any prior consultations relating to planning matters. Further guidance regarding how to undertake the consultation process is available on the Council's [website](#).
- 5.15 For major developments, a construction working group should be established in order to discuss, advise and, where appropriate, make recommendations to the developer in relation to the build and preparation of the CMP. Even if this group does not meet regularly, as a minimum the Council would expect a site to set up a communication distribution list with regular emails sent by the developer/contractor to keep the residents informed about the progress of the work. The working group should be made up of an appropriate number of representatives from local residents and/or business associations, a nominee of the Council if necessary, and a project manager and/or liaison officer who will act as a point of contact between the local community and the developer if necessary.

### **Planning obligations**

- 5.16 Planning conditions can only be used to control matters within the boundary of a site. However, as the range of matters typically covered by a Construction Management Plan, particularly in relation to highways, lie outside of the site boundary, a CMP will be secured through S106 legal agreement in most cases.
- 5.17 The Council has introduced an implementation support contribution that is payable by developers and secured through S106 legal agreement that is used to contribute towards the costs of the Council of reviewing, monitoring and (if necessary) enforcing CMPs. The charging structure is based on the projected officer time, which could include managing complaints from residents, meetings with the applicants and site visits in addition to the time taken to review CMPs.

Further information on Camden's CMP charge structure can be found on the Council's [website](#).