

Construction Management Plan

2 Templewood Avenue,
Camden

Contents

Revisions	3
Introduction	4
Timeframe	6
Contact	7
Site	9
Community liaison	12
Transport	18
Environment	36
Agreement	45

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
13 December 2021	1.0	RPS

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG) 6: Amenity** and **(CPG) 8: Planning Obligations**.

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

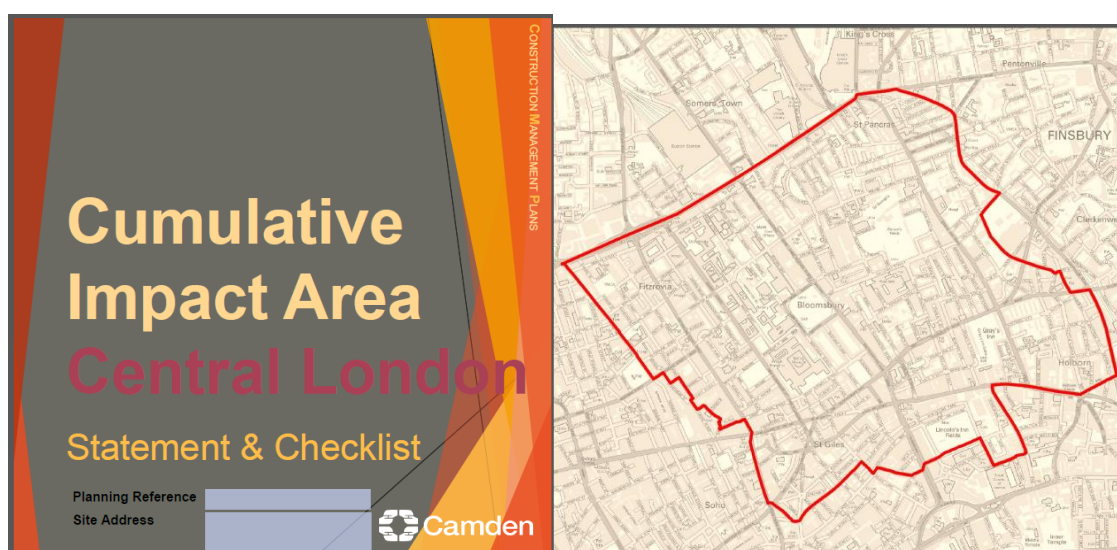
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

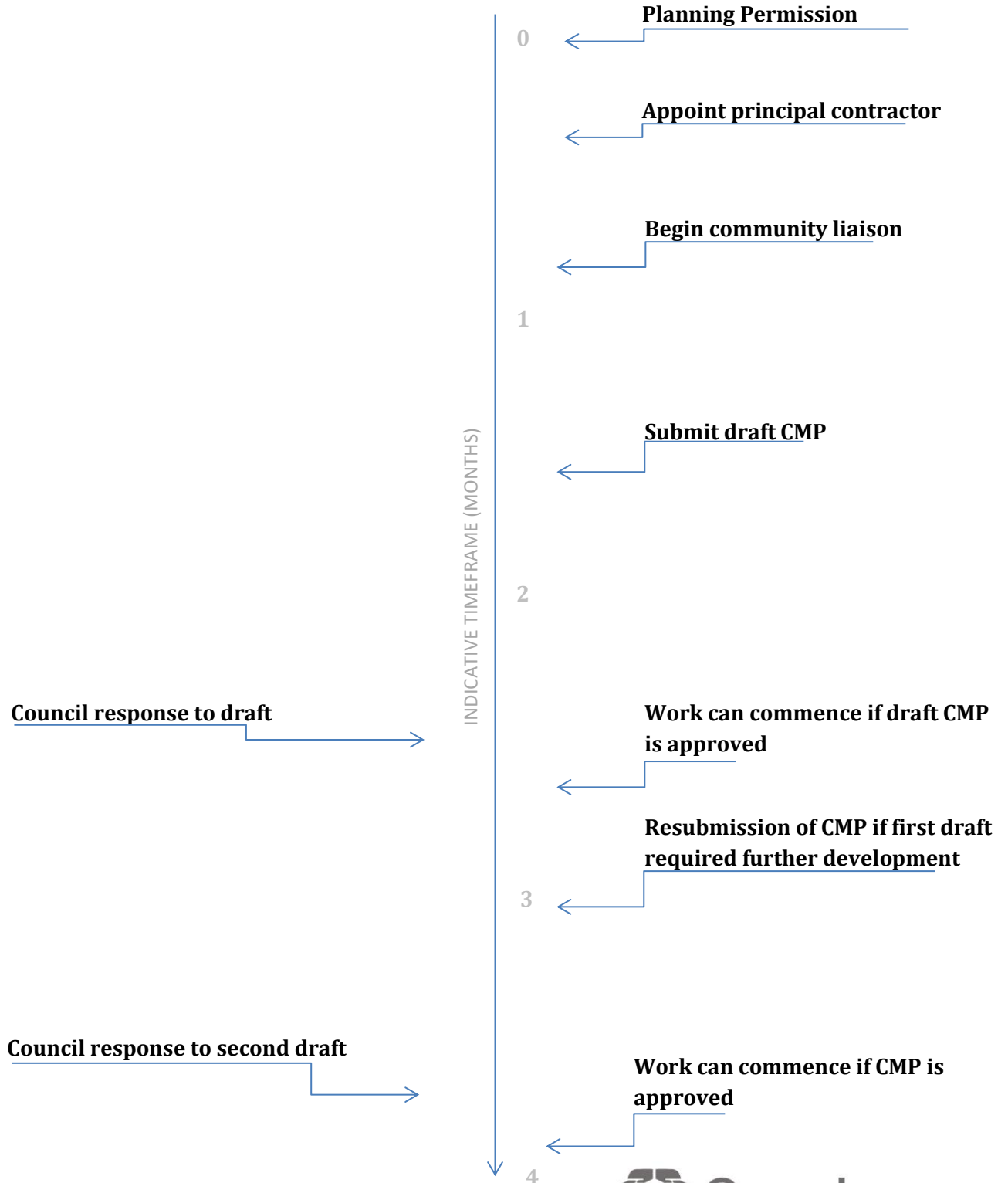
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 2 Templewood Avenue, Camden, NW3 7XA

Planning reference number to which the CMP applies: *[TBA]*

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

Name: Toby Andrews

Address: RPS Group, 20 Farringdon Street, EC4A 4AB

Email: tobias.andrews@rpsgroup.com

Phone: 020 3691 0500

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: *[TBA on appointment of development contractor]*

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 Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

Name: *[TBA on appointment of development contractor]*

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: *[TBA on appointment of development contractor]*

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 works (subject to planning approval) comprise the conversion of two existing residential units into a single family house. Additionally, the works include:

- Rear extension of the lower ground floor.
- Side extension.
- Additional dormer windows and rooflights at second and loft floors.
- Alterations to the rear façade.

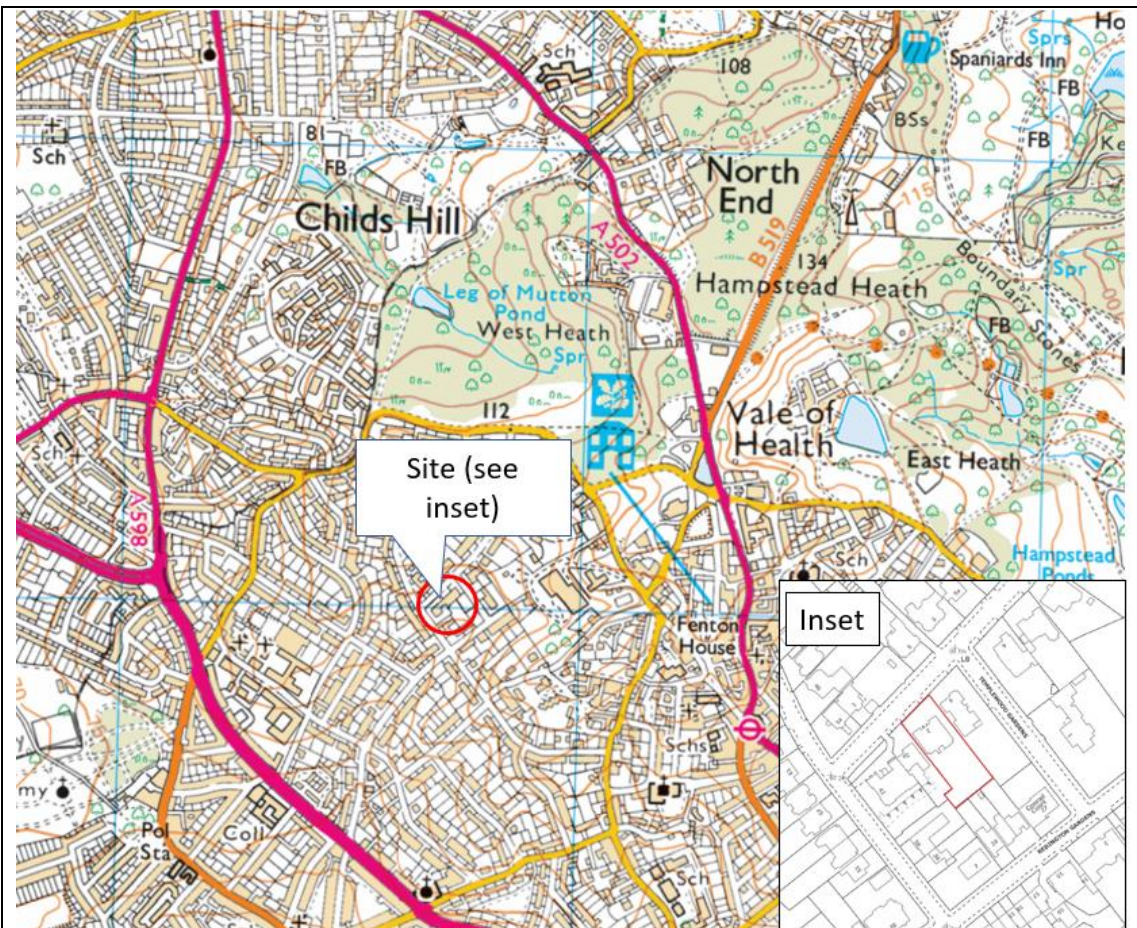


Figure 1 – Site Location

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The site occupies an area of approximately 1,250m². Works (subject to planning approval) comprise the conversion of two existing residential units into a single family house.

Additionally, the works include:

- Rear extension of the lower ground floor.
- Side extension.
- Additional dormer windows and rooflights at second and loft floors.
- Alterations to the rear façade.

The major works are limited to ground floor and lower ground floor levels. Minor works (predominantly internal alterations) are planned on upper levels.

Architect drawing of the existing and proposed development are appended to this CMP and comprises:

- P0590_Existing Ground Floor Reference Plan
- P0599_Existing Lower Ground Floor Plan
- P0600_Existing Ground Floor Plan
- P1990_Proposed Ground Floor Reference Plan
- P1999_Proposed Lower Ground Floor Plan
- P2000_Proposed Ground Floor Plan

Table 1- Existing and Proposed Floor Areas

	Existing GIA Sqm	Proposed GIA Sqm
Pool Plant Room	-	24.4
Lower Ground Floor	228.8	372.0
Ground Floor	273.8	309.9
First Floor	264.4	245.2
Second Floor	174.7	177.0
Loft	48.5	40.3
TOTAL	990.2	1,168.8
Garden Studio		47.4

8. 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 ideal).

[TBA on appointment of development contractor]

Construction works would be completed in a single phase. Works are anticipated to commence in Spring 2022 and complete by Spring 2023.

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

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

[TBA on appointment of development contractor]

The standard working hours for all construction activities will be:

- 08.00 – 18.00 Monday to Friday; and
- 08.00 – 13.00 Saturdays.

No continuous 24-hour activities are envisaged for works and no working on Sundays or Bank Holidays is proposed. Any change to working hours will be agreed in advance with LBC's EHO.

These hours will be strictly adhered to unless or in the event of:

- An emergency demands continuation of works on the grounds of safety;
- Minor internal works, silent in nature, are being carried out within the confines of the building envelope; and
- Completion of an operation that would otherwise cause greater interference with the environment /general public if left unfinished.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

[This pre-application CMP provides details on the intended mechanism to consult the community on development proposals and impacts that may be experienced to sensitive receptors neighbouring the Site and those that may be affected by construction traffic routeing, noise and dust emissions.]

The Site is a large detached dwelling with private front and rear gardens. Similar neighbouring dwellings are located to the west and east (2A Templewood Avenue and 4 Templewood Avenue respectively). Further residential dwellings are located to the rear of the Site (38 Redington Road to the southwest) and 24 Redington Gardens (to the south). It is noted that 24 Redington has recently been demolished and redevelopment to a new single dwelling with basement (App: 2016/1015/P). Similarly, 4 Templewood Avenue has in recent years undergone significant works and excavation of new basement areas. The location of these potential receptors are shown in Figure 4.



Figure 4 – Sensitive neighbouring properties

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Statutory Authorities and Interested Parties

The Principal Contractor, in conjunction with the Client and with the support of any appointed specialists, will be responsible for the liaison on environmental matters with statutory and non-statutory authorities.

Consultation will be established and maintained with a number of regulatory bodies with regard to the environmental aspects of this project. These will include, but may not be limited to:

- Environmental Health Officer (LBC);
- Health and Safety Executive (regarding Asbestos); and
- Emergency Services.

Notifications and Local Community Engagement

The Principal Contractor will commit to providing community relations personnel, who will be the first line of response to resolve issues of concern or complaints. Reasonable steps will be taken to engage with adjacent properties prior to and during demolition and site preparation works (such as adding notices to lamp posts and noticeboards, visiting and posting information through letterboxes of the closest residents and business). Occupiers of neighbouring properties will be informed in advance of works taking place. Information disseminated will include: location of planned works; type of works; duration; anticipated effects of the works; contact details for enquiries; and complaints procedure. A list of

occupier's email addresses will be held (with prior approval) to provide updates electronically. This will ensure quick and frequent updates to all surrounding occupants.

Site boards outlining information on the project and forthcoming works will be erected at the entrance to the site. Site contact numbers, key personnel, contact addresses and web addresses will be displayed as appropriate, along with the complaints procedure. A 24-hour emergency hotline number will also be posted for information or reporting purposes.

Arrangements will be put in place for notifying or alerting neighbours in advance of additional unplanned noisy works.

Complaints Management

A formal complaints procedure will be developed; the Construction Manager will be responsible for receiving, recording and responding to external complaints and will have their telephone number displayed for quick response to complaints.

In the event of out of hours incidents, there will be a duty point of contact who will be responsible for answering and responding to any calls. This emergency number will be clearly displayed on the site hoarding.

The Construction Manager will maintain a designated complaints/ incidents logbook or register cover:

- The nature of the complaint;
- The cause; and where appropriate,
- The response and remedial action taken.

All complaints received by the named individual from any source regarding the site or company will be logged, recorded and categorised as one of the following: Noise, Dirt and Dust; Parking; Safety; Inconsiderate Behaviour; Road Conditions and Vehicle Movements; Environmental Concerns; Pedestrian Access Obstruction; Property Damage; Site Lighting; Working Hours; and Other. The Construction Manager will have designated staff trained to deal with any type of complaint.

The Construction Manager will investigate and respond to the complaint and be kept as 'active' status until such a time as it is appropriately resolved.

If the Construction Manager does not deal with a complaint in a satisfactory manner, the complaint will be passed to the Client's representative, who will refer the matter to the construction company's head office contact. In the event that the response is still unsatisfactory, and the contact is not a director, then the complaint will be taken to company director level.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

[TBA on appointment of development contractor]

The Principal Contractor will liaise with other development contractors in the vicinity of the site for the purposes of identifying where impacts from construction traffic can be minimised to better effect through collaboration and potential consolidation of work activities.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

[TBA on appointment of development contractor]

The Contractor will be required to register the Site with the 'Considerate Constructors Scheme' administered by the Construction Confederation on behalf of the Construction Industry Board.

The scheme seeks to:

- minimise any disturbance or negative impact (in terms of noise dirt and inconvenience) sometimes caused by construction sites to the immediate neighbourhood;
- eradicate offensive behaviour and language from construction sites; and
- recognise and reward the constructor's commitment to raise standards of site management, safety and environmental awareness beyond statutory duties.

The scheme requires contractors to:

- Care about appearance;
- Respect the community;
- Protect the environment;
- Secure everyone's safety; and
- Value their workforce.

14. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

[TBA on appointment of development contractor]

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

[TBA on appointment of development contractor]

16. 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 and as far as reasonably practicable sub-contractors will meet the Construction Logistics and Cyclist Safety (CLOCS) standard for construction logistics. The CLOCS standard has been developed as a common national standard for use by the construction logistics industry. It provides a framework that enables ownership in managing road risk which can be adhered to in a consistent way by fleet operators.

The standard sets detailed minimum requirements for fleet operators, regarding:

- Logistics Operations Requirements:
- Quality transport operation; and
- Collision reporting;
- Vehicle Requirements:
- Traffic routing;
- Blind-spot minimisation;
- Warning signage;
- Under-run protection; and
- Vehicle manoeuvring warnings; and
- Driver Requirements:
- Training and development; and
- Driver licencing.

The principal contractor will implement measures to ensure the safety of all users of the public highway including cyclists and pedestrians in the vicinity of the site and especially at the access. This will be achieved by ensuring site arrangements enable the safest vehicle movements including 'last mile' routing, clear and level site access/egress, dedicated loading/unloading areas, effective delivery management systems and competent site access traffic marshals.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

[TBA on appointment of development contractor]

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

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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.

[TBA on appointment of development contractor]

The import of construction materials, plant and removal of excavation soils are reliant on use of the local road network. It is anticipated that the majority of vehicle would use the main A41 Finchely Road to access local residential roads leading to the Site. The A41 connects to the north with the North Circular (A406) providing close connection to the M1 motorway and north east London.

The anticipated routing of construction traffic is shown in Figure 5.



Figure 5 – Construction Traffic Routeing properties

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

[TBA on appointment of development contractor]

19. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

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

[TBA on appointment of development contractor]

b. 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.

[TBA on appointment of development contractor]

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

[TBA on appointment of development contractor]

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. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

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

[TBA on appointment of development contractor]

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

The Site is located in London's Ultra Low Emission Zone (ULEZ) and requires vans and light good vehicles (under 3.5 tonnes) to meet Euro V1 emission standards or pay a surcharge. HGVs and vans over 3.5 tonnes will need to meet Low Emission Zone emission targets or pay a surcharge.

The preferred Principal Contractor will be a member of the Fleet Operators Recognition Scheme (FORS). The Principal Contractor will also use sub-contractors who are members of the FORS scheme as far as practicable.

FORS is an industry-led scheme to promote and assist van and lorry operators in London become safer, more efficient, and more environmentally friendly. This will ensure that the construction vehicle fleet meets the requirements of London's Low Emissions Zone regarding both emissions standards and the need for safe vehicles as per the Safer Lorries Scheme.

The FORS has three membership levels, being Bronze, Silver and Gold. Bronze members must meet the following requirements:

- Drivers and vehicle management;
- Vehicle maintenance and fleet management;
- Transport operations; and
- Assessing the performance of company policies.

Silver and Gold level members meanwhile need to provide data to enable benchmarked values to be produced per million kilometres for each type of vehicle, for:

- Fuel use;
- CO2 and emissions;
- Vehicle incidents; and
- Penalty Charge notice and fines.

20. Site access and egress: *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

- a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

[TBA on appointment of development contractor]

The Site has two gates that open out on to Templewood Avenue. It is anticipated that both gates would be utilised by the Contactor to allow for vehicles to enter and leave via different gates and prevent the need for reversing or congestion. No street loading is necessary and all deliveries, loading and materials handling would be conducted within the Site boundary.

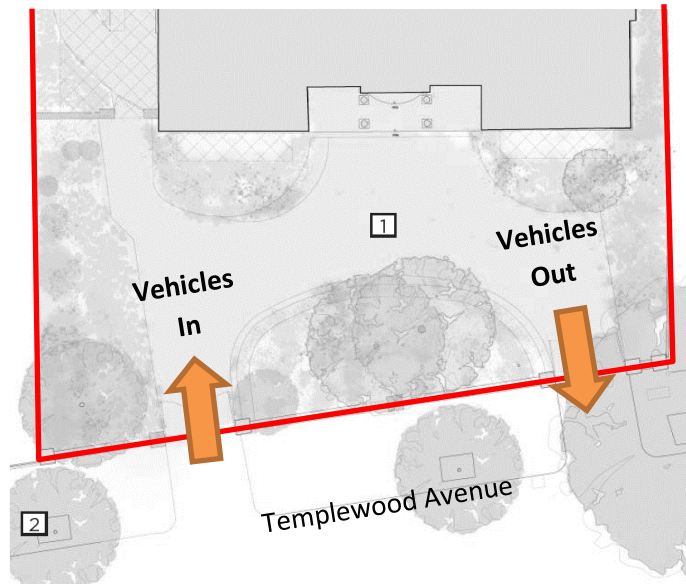


Figure 6 – Site Access and Egress

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

[TBA on appointment of development contractor]

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

[TBA on appointment of development contractor]

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

[TBA on appointment of development contractor]

Wheel washing/jet cleaning will be conducted within the Site on all vehicles where track out of mud may potentially arise on the public highway. Vehicle access is only available at the front of the property and on existing paved surfacing. The potential for significant track out is considered minor.

21. Vehicle loading and unloading: *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.” (P19, 3.4.4)*

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

[TBA on appointment of development contractor]

Site parking and loading details will be provided on appointment of a development Contractor. At this stage, it is anticipated that a works compound and material storage area would be set up to the rear of the property within the back garden with access provided via the northeast side of the property.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

[TBA on appointment of development contractor]

Refer to Q16.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

The majority of construction activities would occur within the Site boundary. Boundary hoarding within the confines of the property would be erected. Minor surfacing works are required to the pavement (crossover works) to the front of the Site associated with the slight relocation of the east vehicle entrance. Two parking bays would be affected. Further detail is provided in Q23.



23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here](#).

Crossover works necessitating the suspension of Parking Bays (identified in Q22) would take less than 6 months to complete and no TTO would be necessary. Detail of existing and proposed layout of the pavement area are showing in the appended drawing and extracted below:

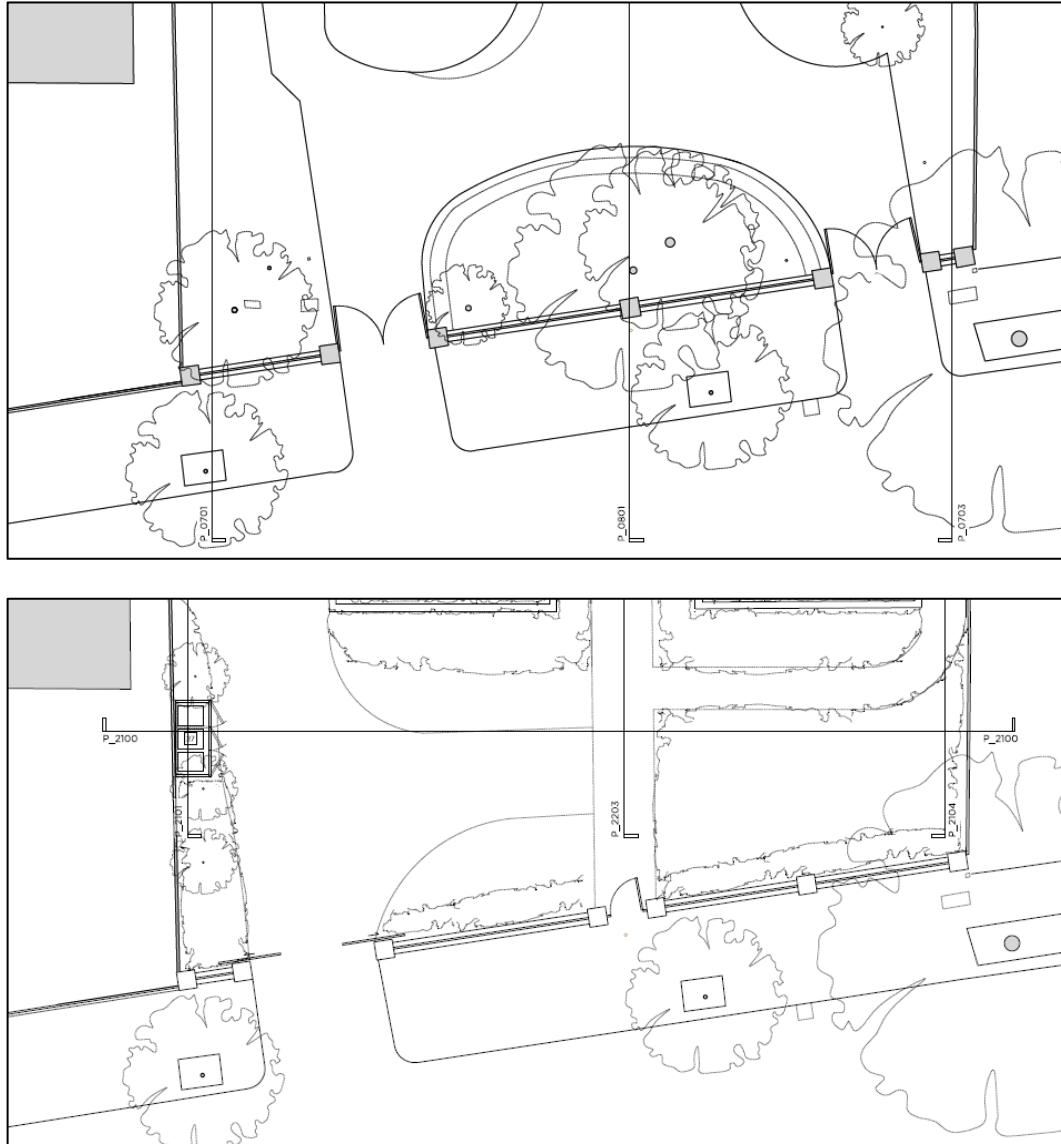


Figure 7 – Existing and proposed vehicle entrance on to Templewood Avenue.

24. Occupation of the public highway

Please note that 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. 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.

a. Please provide justification of proposed occupation of the public highway.

No area of the public highway is proposed to be occupied by site accommodation/welfare facilities or material storage.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

Crossover works required. Refer to Q22 and Q23.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

Diversion of vehicles and cycles are not anticipated for completion of the crossover works.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with

walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

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, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Temporary footpath diversion and suspension of two parking bays will be required for completion of the crossover works. Further details of how these works will be managed and coordinated with LBC will be provided on appointment of the development contractor.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

Not applicable.

27. 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.

Not applicable.

Environment

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

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

[TBA on appointment of development contractor]

Noisy operations are anticipated to comprise external earthworks associated with basement extension, basement tanking, foundations installations and steelworks erection. These works are located to the rear of the property and would be conducted in sequence. Soil arisings would be transported to the front of the property and loaded on to HGV wagons within the Site curtilage.

29. 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.

[TBA on appointment of development contractor]

A baseline noise survey will be completed by a competent acoustician prior to commencement of any construction activity. The Contractor commits to providing a copy of this survey to LBC.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

[TBA on appointment of development contractor]

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Best practicable means (BPM) will be applied during enabling, excavation and construction works to minimise noise and vibration at these neighbouring properties and other sensitive receptors.

All earthworks and construction works will comply with BS5228 through the undertaking of noise monitoring by the Contractor over the duration of the works. Noise and vibration levels will be monitored with fixed equipment at the site boundary at locations adjacent to the nearest neighbouring properties. Readings will be recorded and kept on site and made available for review by LBC if requested.

The following measures will be adopted to reduce noise and vibration during construction works:

- All contractors will be briefed on the Section 61 consent and associated conditions for the site;
- During concrete pumping, some items of equipment will be surrounded by additional screening. Temporary noise barriers (i.e. acoustic blankets) will be used to reduce noise levels where appropriate and practicable;
- Plant which is known to emit noise strongly in one direction will be orientated in such a way that noise is directed away from sensitive areas wherever possible;
- Engine covers will be kept closed when machines are in use and idling;
- Vehicle and mechanical plant will be fitted with exhaust silencers, which will be maintained in good and efficient working order;
- Use of electrically powered fixed items of construction plant rather than diesel- or petrol-driven plant where possible;
- Pneumatic tools will be fitted with silencers or mufflers when in use close to sensitive receptors;
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel. Scaffold will be fixed together with hand tools to minimise noise and vibration impacts;
- Loading and unloading of vehicles, dismantling of equipment or moving equipment or materials around the site will be conducted in such a manner as to minimise noise/vibration generation. This will include avoiding any drops from height, placing rubber mats in the base of storage containers and any chutes;
- Shouting and raised voices shall be kept to a minimum. Use of radios is to be restricted except where two-way radios are required for reasons of safety and communication;
- A minimum of 2.44 metre impervious hoarding will be erected around the site (within the site boundary);
- Controlled deconstruction and dismantling. Hydraulic construction will be used in preference to percussive techniques, where possible; and
- A daily site inspection will be undertaken to identify and rectify any issues which may increase noise and/or vibration.

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

[TBA on appointment of development contractor]

It is anticipated that the Contractor, when appointed, will be of a size and reputation demonstrating extensive experience in the management of construction projects and the mitigation of environmental effects.

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 focus on both preventative and reactive mitigation measures.

[TBA on appointment of development contractor]

During construction works, the Principal Contractor will be required to control and limit dust, air quality, odour and exhaust emissions as far as reasonably practicable and in accordance with BPM.

Mitigation measures will be implemented to minimise the nuisance and impact arising from dust produced during construction and site preparation activities and maintain suitable air quality levels. These include the following:

Site management and maintenance:

- Contractors will be instructed to use all reasonable means available to keep dust to a minimum, especially during dry weather conditions;
- Wind speed and direction must be taken into account when organising on site operations;
- Water sprays or sprinklers will be used when undertaking dust generating activities on-site, to suppress the levels of dust generated. Water runoff from dust suppression activities will be controlled;
- Dust suppression system will be fitted to all applicable equipment e.g. built in water sprays to be used at all times of operation. Water supply is present at site and will be used to assist in the dampening down to control dust;
- Hoarding boards at the site access will serve as a physical barrier to the site boundary. It will therefore help minimise the levels of dust escaping the site;
- Sweeping of the footway outside the site will be completed within five minutes of any delivery or waste removal as necessary, to ensure they are kept clear of any dust and debris from the site;
- Lorries carrying debris or waste will be properly covered to prevent spoil/dust from escaping;
- Burning of any material will be prohibited anywhere on-site;
- All waste storage containers, bins and lorries removing materials from site are to be sheeted;
- Daily on-site and off-site inspections will be undertaken to monitor dust. These will be increased in particularly hot and windy conditions;
- Deposits of dust on external parts of the plant will be cleaned off at the end of each working day in order to minimise the potential for wind entrainment.

- 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 and/or daily logs available to LBC for inspection;
- Record any exceptional incidents that cause dust and/or air emissions, both on- or off-site and action taken to resolve the situation in the log book;
- As far as possible, fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period; and
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site.

Construction plant and vehicles

Measures will also be implemented to limit emissions from construction plant and vehicles. These measures will include:

- Non Road Mobile Machinery (NRMM) compliant equipment will be sourced and registered on the GLA website;
- All construction plant will be appropriately sized, vehicles and equipment will be maintained in good working order;
- Low emission vehicles will be used where possible and fit plant with catalysts filters or similar devices. Low sulphur fuels will be used where possible;
- Vehicle and construction plant exhausts to be directed away from the ground and positioned at a height to facilitate appropriate dispersal of exhaust emissions away from neighbouring residential properties;
- The enclosure, shielding or provision of filters on plant likely to generate excessive quantities of dust beyond the site boundaries;
- All plant when not in use and do not need their engines to be running will be turned off. There will be no idling;
- Electrical powered equipment will be used on site instead of generators;
- Operation of construction plant in accordance with the manufacturer's written recommendations;
- Minimal drop heights and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- Vehicle, plant and equipment maintenance records will be kept on site and reviewed regularly.

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.

See also Q20(b)

All construction activities will occur inside of perimeter hoarding.

All loading of soils onto HGV wagons will occur at the front of the property over paved hardstanding. A watching brief will be maintained to ensure vehicle movement areas at the front of the site remain clear of soils and that no vehicles track soils out on to Templewood Avenue. A jet washer will be used to clean vehicles where required.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

[TBA on appointment of development contractor]

The Contractor commits to completion of a pre-commencement noise survey and to undertake noise and dust monitoring during phases of the works (as may be conditioned by LBC).

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

[TBA on appointment of development contractor]

The planning application will be submitted with all relevant assessments required to ensure is validation.

The Contractor commits to ensuring all best practice is followed as set out in GLA policy and SPG.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

[TBA on appointment of development contractor]

The Contractor commits to adhering to all the GLA's 'highly recommended' measures. A completed checklist (Appendix 7 of the SPG) will be submitted in later drafts of this CMP.

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

Note: **real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

[TBA on appointment of development contractor]

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

[TBA on appointment of development contractor]

The site is in an urban area and there is potential for a rodent infestation to occur on site. To minimise the potential for a rodent problem, the following control measures will be implemented:

- Early access to the building will be gained by a specialist contractor for pest and rodent control prior to starting works on site to ensure all appropriate measures are undertaken;
- Access to the site from exposed drainage should be prevented;
- Ensure that rubbish or spoil is not left long enough on site to allow rodents to establish themselves above ground;
- Toilet facilities will be cleaned daily and maintained in a good condition. It is expected that the users behave appropriately towards the facilities; and
- All food and drink are to be consumed within an enclosed area or off the construction site.

A check sheet system will be in place to confirm regular inspections. If necessary, bait boxes and traps will be installed and managed by a specialist contractor. Any pest infestation of the construction site will be notified to LBC as soon as is practicable.

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

[TBA on appointment of development contractor]

Unless otherwise confirmed, a full asbestos survey will be completed prior to any disturbance of the building fabric. Where identified, asbestos will be removed from the site by specialist licenced contractor under appointment of the Principal Contractor.

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

[TBA on appointment of development contractor]

All site personnel will be under the management of the Principal Contractor. Bad language, shouting and other inconsiderate behaviour will not be tolerated. This message to workers will be reinforced during site inductions and tool box talks.

Smoking will not be permitted in working areas and limited only to a designated smoking area to be determined by the Contractor and that is away sufficiently from neighbouring housing.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4): <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

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

[TBA on appointment of development contractor]

- a) Construction time period (mm/yy - mm/yy):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: <https://idlingaction.london/business/>

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

[TBA on appointment of development contractor]

No parking or waiting of construction vehicles will be permitted outside of the Site hoarding. All vehicles will be required to switch off engines when not in immediate use. The preferred Principal Contractor will be a member of the Fleet Operators Recognition Scheme (FORS) obligating efficient use of construction vehicles and prevention of unnecessary pollution.

Agreement

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.7