

# Construction/ Demolition Management Plan

pro forma

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
25/03/2022	A	EAS Transport Planning Ltd (CT)

## 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.

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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](#)."

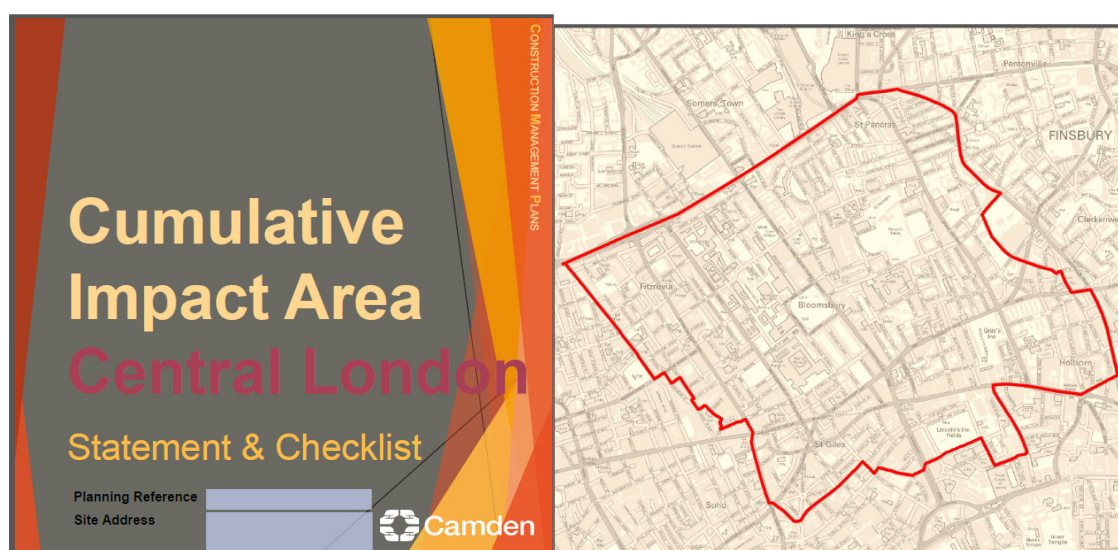
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

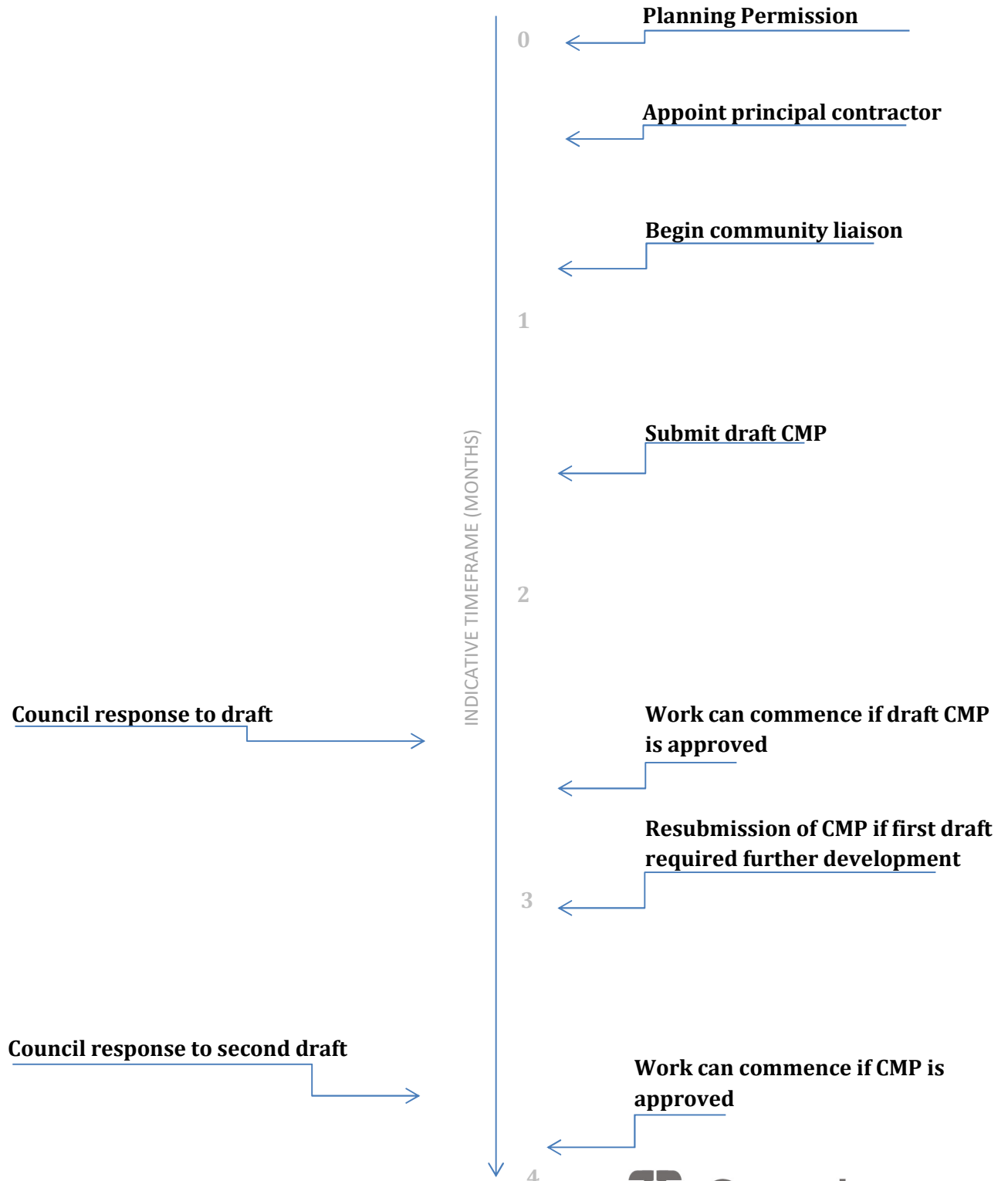
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



# 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: 61 Redington Road, Hampstead, LB Camden NW3 7RP

Planning reference number to which the CMP applies: N/A

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

Name: Elizabeth Woodall, HGH Consulting

Address: 45 Welbeck Street, London W1G 8DZ

Email: ewoodall@hghconsulting.com

Phone: 020 3409 7755

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: TBC following granting of planning permission

Address: TBC following granting of planning permission

Email: TBC following granting of planning permission

Phone: TBC following granting of planning permission

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: TBC following granting of planning permission

Address: TBC following granting of planning permission

Email: TBC following granting of planning permission

Phone: TBC following granting of planning permission

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: TBC following granting of planning permission

Address: TBC following granting of planning permission

Email: TBC following granting of planning permission

Phone: TBC following granting of planning permission



# Site

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

The site is 61 Redington Road, located roughly opposite the junction of Redington Road and Templewood Avenue. The site is surrounded by residential use. The site currently comprises three residential flats of which it is proposed to be redeveloped into 1 x 1-bedroom flat plus a single five bedroom dwelling.

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 redevelopment will comprise partial demolition, refurbishment and extension of the existing building; the site has an existing floorspace of 573sqm across four floors (including a lower ground floor).

The site is in close proximity to residential dwellings and Redington Road is not particularly wide. However, the proposed redevelopment is of a small scale and there is sufficient space available within the site and at its frontage for material storage and loading.

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).

Exact timescales are to be provided when planning consent is granted and a contractor is appointed. The predicted timescale of the works would be between 4 and 12 months, depending on the permits and contractor.

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

The standard working hours for the site would be in line with those specified above. No extra hours are expected to be allowed.

# 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.

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## 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.).

Dwellings adjacent to the site – principally Nos. 59, 63 Redington Road.

## 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.

This version of the CMP has been prepared for submission with the planning application and as such has not yet been implemented (with regard to the information at the top of page 11). Due to the small scale of the development, it is deemed suitable that plans will be discussed with the immediate neighbours (59 and 63 Redington Road) which were identified as sensitive receptors in Section 10. Although this may not be a formal meeting, this level of consultation is deemed appropriate at this stage due to the application being a minor development. Formal consultation would follow once planning permission is approved.

## 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.

The site is not considered to be sensitive or contentious, nor would it have high levels of construction activity. As such, a construction working group is not proposed.

### 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.

As this revision of the CMP is to support a planning application, a contractor has not yet been appointed. A CCS registration number would be provided once the contractor has been confirmed.

### 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.

An existing construction has been identified at No.28 Redington Road, approximately 200metres south of the site. This existing construction site will not have a cumulative impact on the local area, due to construction vehicles routing to the proposed 61 Redington Road site not coming within 70metres of the existing construction site at 28 Redington Road. Due to the small scale of the proposed development at 61 Redington road, it is not envisaged cumulative impacts on the local area will occur.

# 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](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## CLOCS Contractual Considerations

### 15. Name of Principal contractor:

To be provided following contractors appointment.

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

It is proposed to put a contractual obligation on the contractor to comply CLOCS standards and to have an up-to-date record of compliance. The client will require examples of such record to be provided prior to appointment. This section will be updated with more details following contractors' appointment.

### 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:

To be confirmed by an appointed contractor.

Please contact [CLOCS@camden.gov.uk](mailto: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.

Construction vehicle routing would follow that identified in the drawing contained at **Appendix A**. To summarise, the routing to and from the site would be via Redington Road, Heath Drive, then the A41 to the A406 North Circular. This comprises the quickest route to an A-road from the site while also reducing the need to route through town centre areas; although, A41 southbound could potentially be routed on for traffic coming from the south.

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



The contractor will be made aware of the construction routes, as this CMP will form part of the tender package. This section will be updated with more details following contractors' appointment.

**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

It is predicted that vehicles no larger than a 32t ridged body lorry will need to access the site. The numbers below are based on previous experience with similar projects, however they will be updated once a contractor is appointed, as they also depend on the fleet available to the contractor.

Prediction:

Plant delivery / collection - twice during daytime over the entire project, 32t or 18t flatbed truck with ramps;

32t tippers or skip lorries: 2 deliveries per week during demolition stage, 1 per week during construction stage;

18t flatbed: 2 deliveries per week during the construction phase;

3.5t van deliveries: 2 per week during the demolition and construction, 4 times per week during the fitout phase.

b. Cumulative effects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

The aforementioned existing site at 28 Redington Road has been identified (section 14). However, due to the small scale of the proposed development at 61 Redington Road and construction vehicle routing, it is not predicted that there will be excess construction traffic in the local area.

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

Swept path analysis for a 12m ridged truck (largest vehicle that will service the site) is contained in **Appendix B**. To summarise, the ridged truck will approach the site from the south, via the route outline in **Appendix A**. Construction traffic will then stop at the side of the road outside of the site where loading/unloading of goods will take place. Larger vehicles, such as a 12m ridged truck, will then pull forward, to move away from the kerbside, and then reverse south down Redington Road, using Templewood Avenue to turn. A banksman will be present behind the truck at all times to assist with reversing and turning in Templewood Avenue. After completing the reversing manoeuvre, construction vehicles will then continue south down Redington Road, following the route outlined in **Appendix A**.

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.

**Appendix C** shows the location of the only required holding area associated with the site. Construction traffic will use this area along Redington Road, opposite the site, to load/unload construction goods. There is still enough space to allow traffic to pass along Redington Road when servicing is occurring. Deliveries/Collections to the site will be coordinated so there will never be more than one construction vehicle servicing the site at a given time. One parking bay will need to be suspended but this is discussed in section 24.

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.

Due to the small scale of the development use of a construction material consolidation centre or delivery of goods by water/rail are not deemed appropriate; however, all efforts will be made to order deliveries from builders merchants offering the widest range of materials to reduce traffic movements.

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).

To be confirmed by the appointed contractor, however likely to comprise delivery scheduling to ensure there is only ever one construction vehicle at the site at any one time. Given the small scale of the development this would be very feasible. The site manager will ensure all staff on site advise delivery drivers to turn their engines off while loading/unloading. Appropriate signage to this effect would also be provided adjacent to the loading area.

**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.

See Appendix C.

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.

See Appendix C.

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.

N/A

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.

It is not envisaged that any construction vehicles will enter the site. As such, wheel washing will not be required.

**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.

**Appendix C** outlines where parking and loading of construction vehicles will take place, coupled with where delivery material and excavated material will be stored, within the hoardings of the site.

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

**Appendix C** highlights the location of two traffic marshals that will be present on the footway when construction vehicles are being loaded/unloaded. These marshals will momentarily prevent pedestrians from using the footway while vehicles are servicing the site.

# 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.

**Appendix B** highlights detailing of the local highway network layout in the vicinity of the site.

## 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](#).

**Appendix D** highlights that only one parking bay (adjacent to the site) would need to be temporarily suspended to allow space for the required loading/unloading area for construction vehicles. **Appendix D** also shows the proposed temporary location of the parking space, so not to increase parking stress in the area, although the closure of one space is not expected to put significant pressure on the surrounding parking provisions. It is not envisioned that this space would need to be suspended for longer than 6-months.

## 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.

Occupation of the public highway will be limited to the loading bay, which will be used only during site operation hours.

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.

No highways works are necessary.

## 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.

No public highways diversion or disruption is anticipated.

## 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.

**Appendix C** shows the location of the site hoarding line and parking bay suspension. The suspended parking bay is proposed to be moved onto Templewood Avenue, see **Appendix C**. Traffic marshals will control/monitor use of the footways when construction vehicle loading/unloading is occurring. Apart from this, pedestrian facilities will be unaffected when loading/unloading is not occurring. All site materials and resources will be stored within the site hoarding, away from the public footway and highway, this is also shown in **Appendix C**.

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.



During construction no temporary structures will overhang/oversail the public highway.

## 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.

No changes to services are proposed to be carried out during construction.

# Environment

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

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

Mainly demolition. The demolition and construction methods proposed will be listed here once the contractor is appointed.

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.

The date of the baseline noise survey is to be confirmed following the granting of planning permission and the contractors' appointment.

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

This will be confirmed by the appointed contractors.

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.

This will be confirmed by the appointed contractors.

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

This will be a contractual obligation placed on the contractor by the client. This will be confirmed by the appointed contractors.

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.

During the main demolition phase, dust suppression will be most likely undertaken with the use of water sprinklers, however the exact details are to be confirmed by the appointed contractor.

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.

There should be no or very limited dirt/dust transferring onto the public highway as no construction traffic will be entering the site.

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

This will be confirmed by the appointed contractors.

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.**

No Assessment has been undertaken due to the limited scale of the proposed development. As such, there have been no high sensitivity receptors identified in the surrounding area. The appointed contractor is to follow the dust suppression and screening process during the demolition and construction phase of the development. Details of operation will be confirmed by the appointed contractors.

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.)

This will be confirmed by the appointed contractors.

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

Note: **real-time dust (PM<sub>10</sub>) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level.** If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval.** Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site.** Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM<sub>10</sub>) 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.**

This will be confirmed by the appointed contractors.

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

This will be confirmed by the appointed contractors.

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

This will be confirmed by the appointed contractors.

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.

This will be confirmed by the appointed contractors.

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

**From 1<sup>st</sup> 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 1<sup>st</sup> 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:

This will be confirmed by the appointed contractors.

- 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.

This will be confirmed by the appointed contractors.

• SYMBOL IS FOR INTERNAL USE

# Agreement

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

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

**Signed:** .....

**Date:** .....

**Print Name:** .....

**Position:** .....

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

**End of form.**

V2.7



## **Appendices**

Appendix A – Construction Traffic Routing

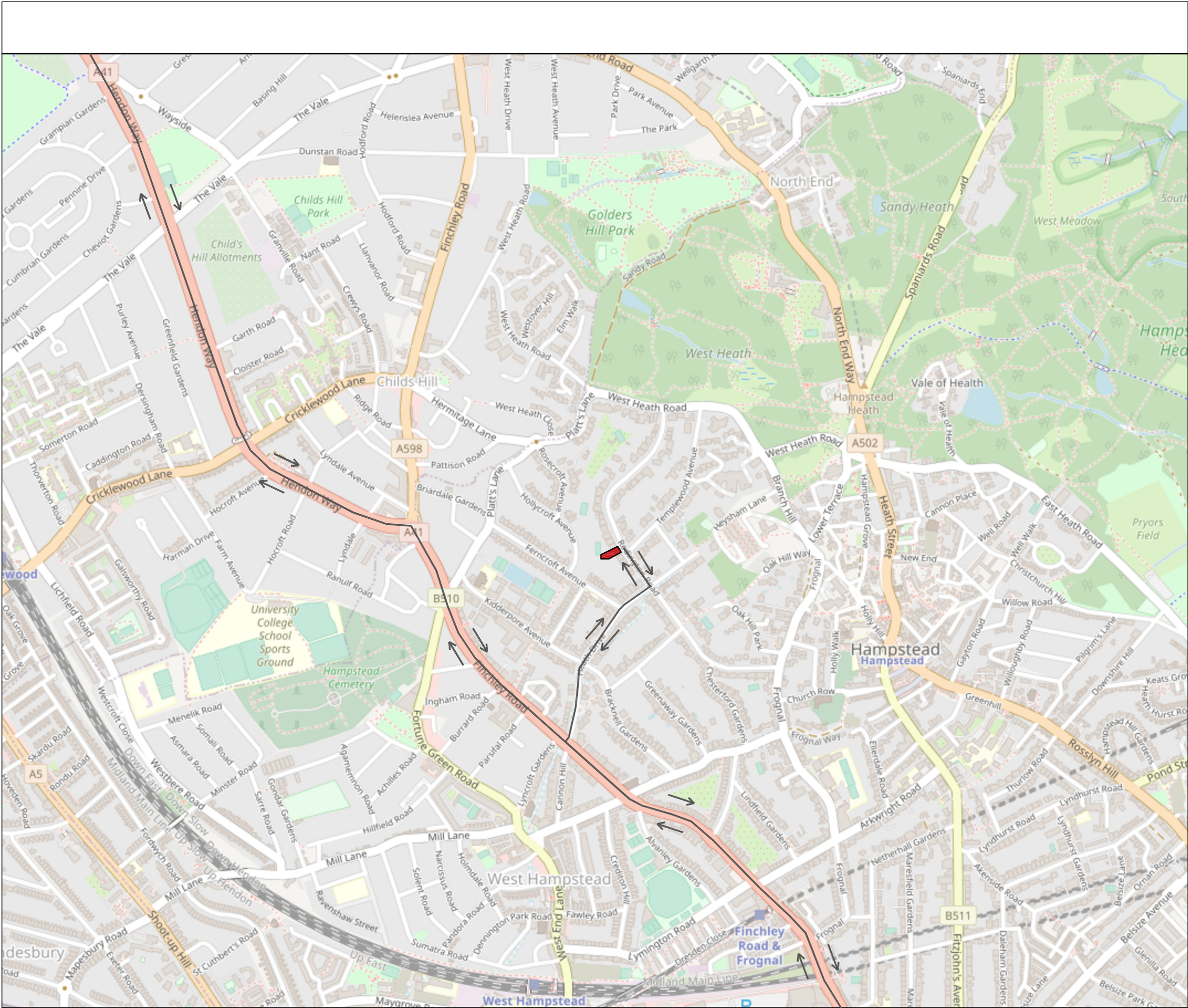
Appendix B – Construction Traffic Swept Path Analysis and Loading/Unloading Area



Appendix C – Construction Delivery Area and Traffic Marshals


Appendix D – Temporary Parking Space Closure and Proposed New Location

## Appendix A – Construction Traffic Routing



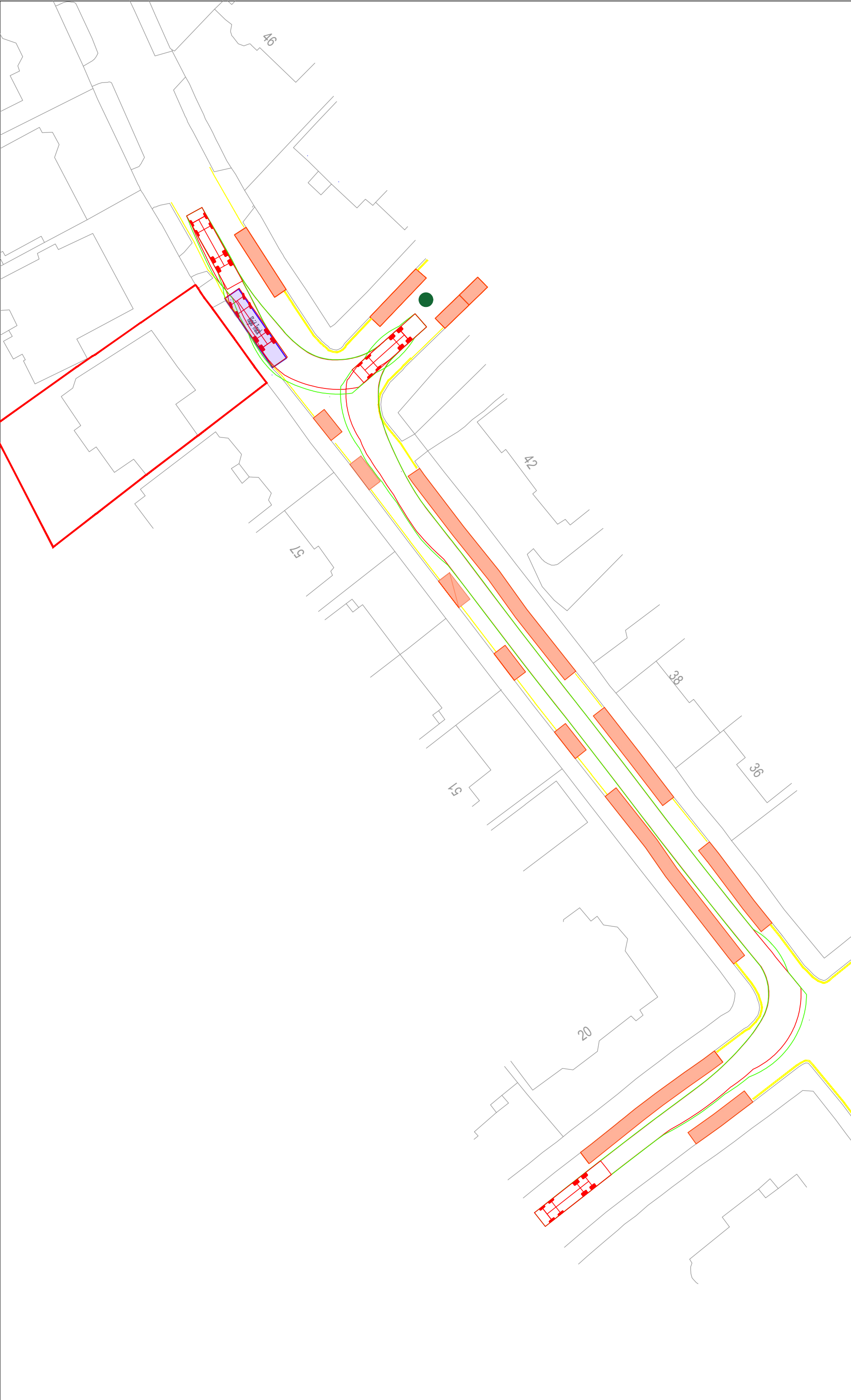
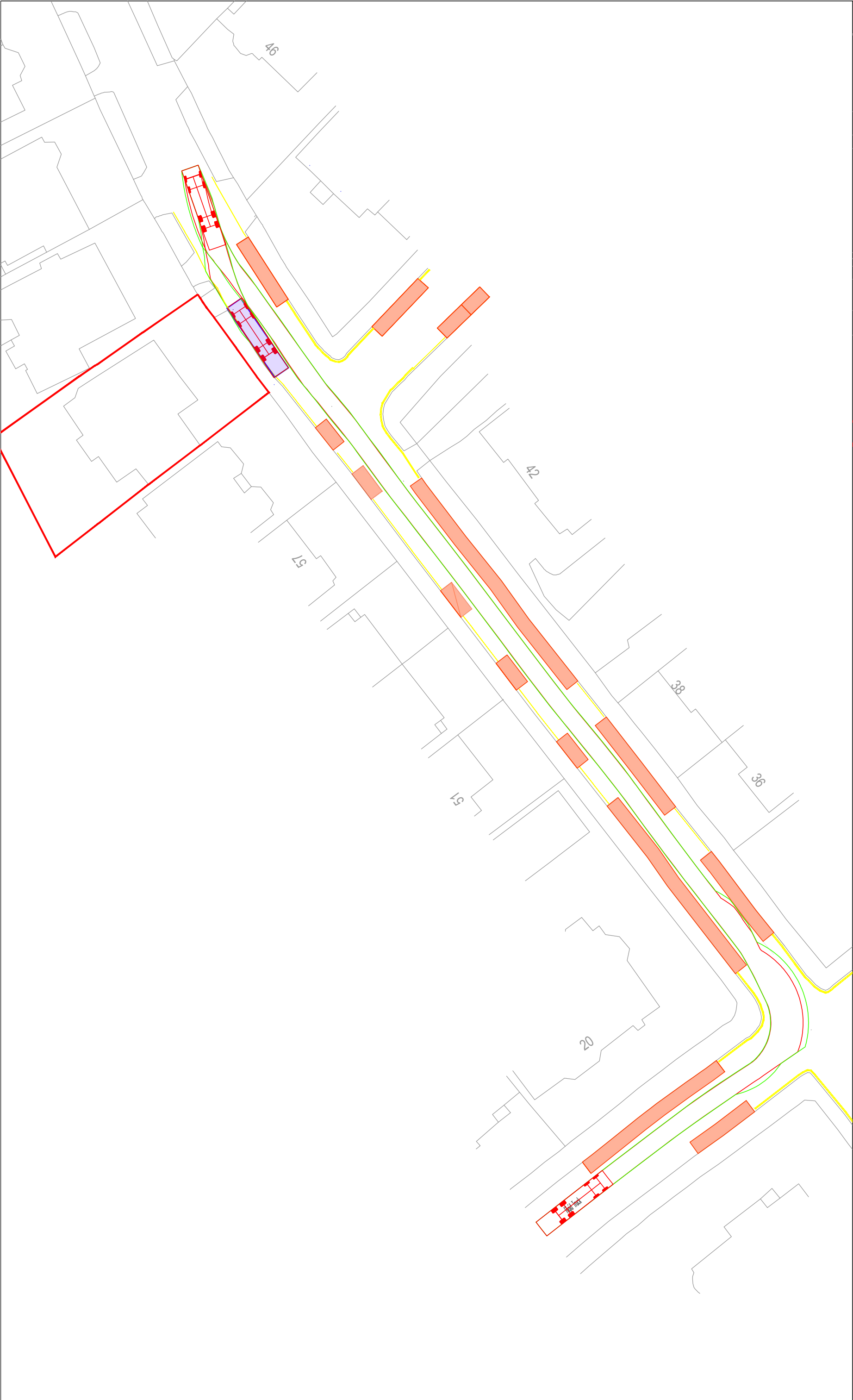


-  - SITE HOADINGS
-  - PROPOSED CONSTRUCTION TRAFFIC ROUTE

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
<div></div> <div>Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 <a href="http://www.eastp.co.uk">www.eastp.co.uk</a></div>					
CLIENT:					
ARCHITECT:					
PROJECT:  61 REDINGTON ROAD, HAMPSTEAD, LB CAMDEN					
TITLE:  CONSTRUCTION TRAFFIC ROUTING					
SCALE @ A3: NTS			DESIGN-DRAWN: CT	DATE: 08/03/2022	
PROJECT No: 3803			DRAWING No: SK01		



## Appendix B – Construction Traffic Swept Path Analysis and Loading/Unloading Area



- SITE BOUNDARY

- AREA DESIGNATED FOR LOADING AND DROP OFF

- RESTRICTED ROAD SIDE PARKING, RESTRICTED BY PARKING PERMITS

- LOCATION OF BANKSMAN TO OVERSEE VEHICLE TURNING

12

1.298

1.81

4.428

1.324

Rigid Truck

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

12,000m

2,500m

3,928m

0,412m

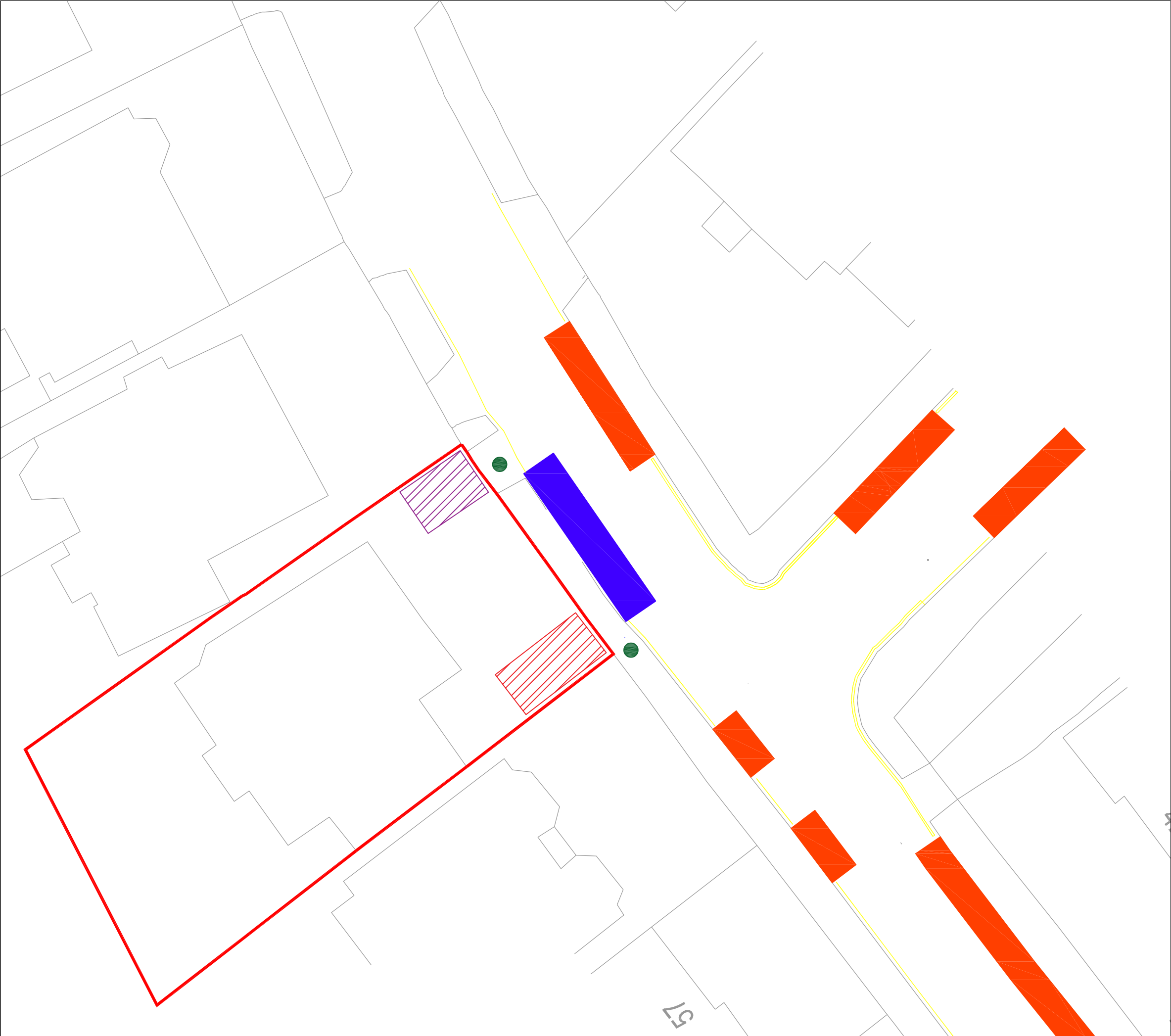
2,471m





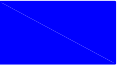
6,00s

11,900m

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
<div><div><div></div><div>EAS</div></div><div>Unit 23, The Mollings, Stanstead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 www.eastp.co.uk</div></div>					
CLIENT:					
ARCHITECT:					
PROJECT: <b>61 REDINGTON ROAD, HAMPSTEAD, LB CAMDEN</b>					
TITLE: <b>ACCESS AND EGRESS SWEEP PATH ANALYSIS FOR 12M RIDGID TRUCK</b>					
SCALE @ A2: <b>1:500</b>		DESIGN-DRAWN: <b>CT</b>		DATE: <b>03/03/2022</b>	
PROJECT No: <b>3803</b>		DRAWING No: <b>SK03</b>			

## Appendix C – Construction Delivery Area and Traffic Marshals

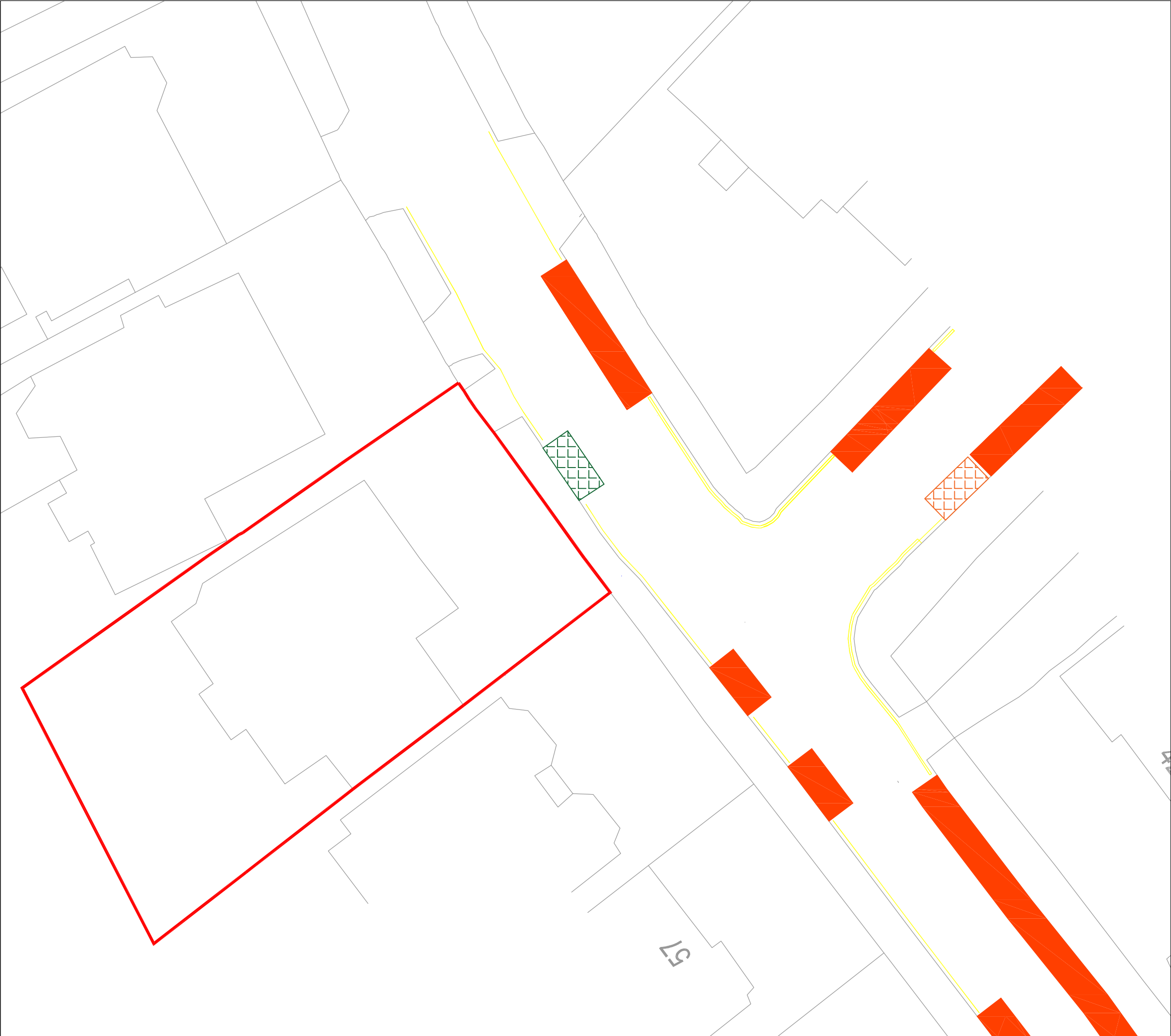





-  - SITE HOADINGS
-  - INTERNAL AREA DESIGNATED FOR DELIVERED MATERIALS
-  - INTERNAL AREA DESIGNATED FOR EXCAVATED MATERIALS AND SKIPS
-  - LOCATION OF TRAFFIC MARSHALS TO OVERSEE VEHICLE LOADING
-  - AREA DESIGNATED FOR LOADING AND DROP OFF

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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<div></div> <div>Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 <a href="http://www.eastp.co.uk">www.eastp.co.uk</a></div>					
CLIENT:					
ARCHITECT:					
PROJECT: <div>61 REDINGTON ROAD, HAMPSTEAD, LB CAMDEN</div>					
TITLE: <div>OUTLINE CONSTRUCTION LOGISTICS PLAN</div>					
SCALE © A3: 1:250			DESIGN—DRAWN: CT		DATE: 08/03/2022
PROJECT No: 3803			DRAWING No: SK04		

## Appendix D – Temporary Parking Space Closure and Proposed New Location





-  - SITE BOUNDARY
-  - LOCATION OF TEMPORARILY SUSPENDED PARKING SPACE DURING CONSTRUCTION
-  - LOCATION OF PROPOSED TEMPORARY PARKING SPACE DURING CONSTRUCTION

REV	DATE	BY	DESCRIPTION	CHK	APD
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Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG  
Tel: 01920 871777  
[www.eastp.co.uk](http://www.eastp.co.uk)

CLIENT:

ARCHITECT:

PROJECT:  
**61 REDINGTON ROAD, HAMPSTEAD,  
LB CAMDEN**

TITLE:  
**LOCATION OF TEMPORARILY SUSPENDED  
PARKING BAY AND NEW PROPOSED  
LOCATION**

SCALE © A3: <b>1:250</b>	DESIGN—DRAWN: <b>CT</b>	DATE: <b>08/03/2022</b>
PROJECT No: <b>3803</b>	DRAWING No: <b>SK05</b>	