

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10.12.2021	Revision 00	Patalab Architects
16.06.2022	Revision 01	Deacon and Jones LLP
19.12.2022	Revision 02	Deacon and Jones LLP

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](#)."

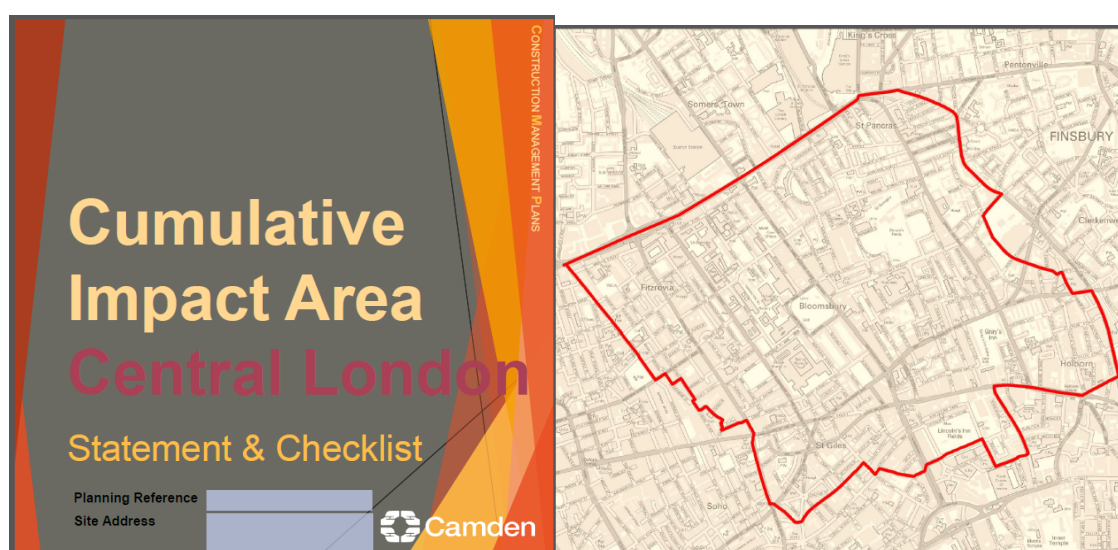
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

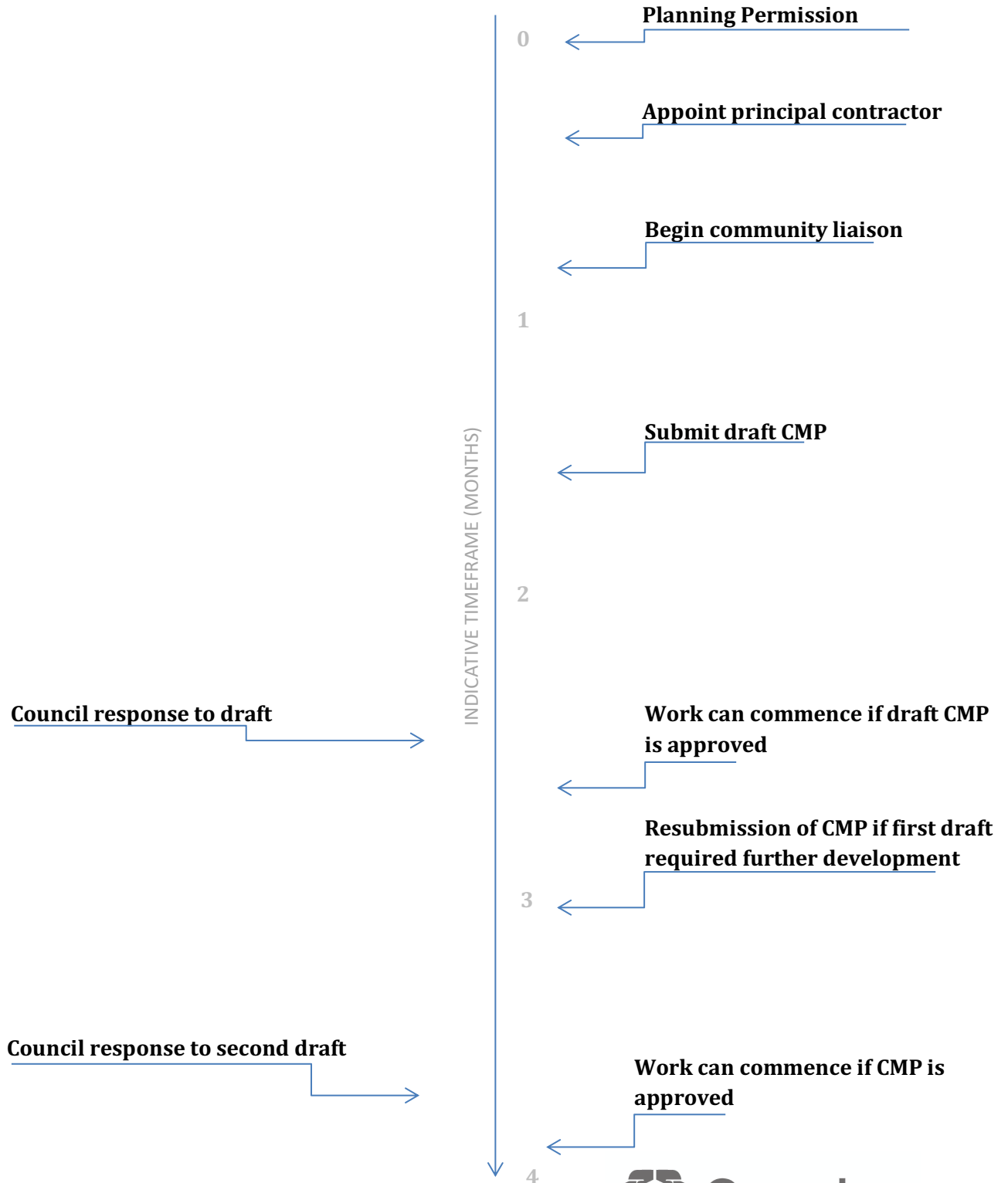
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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: 34 MEADOWBANK, LONDON. NW3 3AY

PLANNING REFERENCE NUMBER TO WHICH THE CMP APPLIES: 2021/6074/P

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

Name: RICHARD BUSSEY, DEACON AND JONES LLP

Address: 34-36 GRAYS INN ROAD, LONDON, WC1X 8HR

Email: richard.bussey@deaconandjones.com

Phone: 07976402326

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

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: TBC

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: TBC

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.

AS ATTACHMENT NO.1 **REV A**. THE PROPERTY IS NO. 34 MEADOWBANK, A MID-TERRACE HOUSE THAT FORMS PART OF A 1970'S ESTATE. ACCESS AT THE FRONT IS VIA A PEDESTRIAN ONLY ROUTE, WITH A COMMUNAL GARDEN TO THE REAR.

A BASEMENT AND GROUND FLOOR REAR EXTENSION IS PROPOSED AS PART OF THESE WORKS.

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 PROPOSED WORKS INCLUDE THE EXCAVATION OF A SINGLE STOREY BASEMENT UNDER THE ENTIRE FOOTPRINT OF THE EXISTING BUILDING AND PART OF THE REAR GARDEN UNDER THE NEW GROUND FLOOR EXTENSION, GROUND FLOOR EXTENSION AND REPLACEMENT OF WINDOWS AND DOORS. **IT IS INTENDED THAT THESE WORKS WOULD BE CONSTRUCTED SIMULTANEOUSLY WITH THE WORKS APPROVED IN PLANNING APPROVAL REFERENCE 2021/4142/P**

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).

AS ATTACHMENT NO.2 **REV A** – INDICATIVE AND SUBJECT TO PROCUREMENT OF 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

AS STANDARD CAMDEN WORKING HOURS AND WORKING HOURS DICTATED BY THE ESTATE
MANAGEMENTS COMPANY, THE MEADOWBANK COMPANY, "GUIDANCE FOR RESIDENTS
USING CONTRACTORS DOCUMENT" – COPY ATTACHED

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.).

NO'S 33 AND 35 MEADOWBANK AS IMMEDIATE ADJACENT NEIGHBOURS.

NO'S 32, 15-22, 27 -31, 36-39, 46-51 AND 52-8 MEADOWBANK IS WIDER AFFECTED NEIGHBOURS

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.

TO BE HELD FOLLOWING INITIAL CONSULTATION WITH THE ESTATE MANAGEMENT COMPANY, ESSKAY (known as MEADOWBANK COMPANY), AS REQUESTED AND FOR WHICH THIS FIRST DRAFT IS BEING PREPARED.

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.

IN CONSTRUCTION TERMS THE PROPOSAL IS MINOR AND SO A CONSTRUCTION WORKING GROUP IS NOT THOUGHT TO BE NECESSARY.

PRIOR TO COMMENCING THE WORKS, THE CONTRACTOR WILL PROVIDE NEIGHBOURS WITH THE DURATION OF THE PROJECT AND THEIR SITE CONTACT DETAILS. IMMEDIATE NEIGHBOURS WILL BE KEPT INFORMED OF PLANNED WORKS THAT ARE LIKELY TO CAUSE NOISE OR VIBRATION.

WE ANTICIPATE THAT A FINAL CMP WILL NEED TO BE SUBMITTED PRIOR TO THE WORKS COMMENCING AND THIS INFORMATION WILL BE INCLUDED IN THAT SUBMISSION

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.

THIS WILL BE VIA THE MAIN CONTRACTOR AND WILL BE PROVIDED ONCE THE INITIAL DISCUSSION AND CONSULTATION IS COMPLETED WITH THE **ESTATE** MANAGEMENT COMPANY **AND NEIGHBOURS** AND PRIOR TO THE FORMAL CMP BEING SUBMITTED AS PART OF THE PLANNING CONDITIONS UPON APPROVAL.

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.

THE CURRENTLY KNOWN POTENTIAL CONSTRUCTION SITES ARE LOCATED AT:

1. A BASEMENT EXCAVATION HAS BEEN APPROVED AT NO. 38 MEADOWBANK (REF 2019/6344/P) AT THE FAR END OF THE TERRACE, HOWEVER, IT IS NOT KNOWN IF OR WHEN THE WORKS WILL PROCEED. TO BE REASSESSED ONCE PLANNING PERMISSION HAS BEEN OBTAINED AND A MAIN CONTRACTOR APPOINTED.
2. A ROOF EXTENSION HAS BEEN APPROVED FOR NO. 4 MEADOWBANK (REF 2021/3646/P). TO BE ASSESSED ONCE PLANNING PERMISSION HAS BEEN OBTAINED AND A MAIN CONTRACTOR APPOINTED.

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:

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

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:

WE COMMIT TO INCLUDING ADHERENCE TO THE CLOCS STANDARD WITHIN THE BUILDING CONTRACT.

CONFIRMATION THAT THE PRINCIPAL CONTRACTOR HAS READ AND UNDERSTOOD THE CLOCS STANDARD TO FOLLOW ON AFTER THE APPOINTMENT OF A PRINCIPAL 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.

THE NEAREST PART OF THE TRANSPORT FOR LONDON ROAD NETWORK IS THE A41, WITH THE WIDEST ROUTE TO SITE IS VIA THE B509 AND PRIMROSE HILL ROAD. SITE TRAFFIC CAN OPERATE IN ONE DIRECTION, ENTERING OPPIDANS WAY / MEADOWBANK AND LEAVING MEADOWBANK / AINGER ROAD. AS ATTACHMENT NO.3

MEADOWBANK FORMS PART OF A PRIVATE ESTATE AND ARRANGEMENTS FOR DELIVERIES AND COLLECTIONS IS PROPOSED AS ATTACHMENT 4 **REV B**. ONCE THE MAIN CONTRACTOR IS APPOINTED, THE AGREED DETAILS WILL FEED BACK INTO THE FINAL CONSTRUCTION MANAGEMENT PLAN.

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 ROUTE WILL FORM PART OF THE CONTRACT DOCUMENTATION AND THE MAIN CONTRACTOR WILL HAVE AN OBLIGATION TO MAKE SURE ALL SUB CONTRACTORS SIGN UP TO THE REQUIREMENTS. A CONFIRMATION WILL BE SOUGHT BY DEACON AND JONES LLP BEFORE ANY SUB CONTRACT IS PLACED THAT THIS HAS BEEN IMPLEMENTED.

CONTRACTORS AND DELIVERY COMPANIES WILL BE ADVISED OF AND REQUIRED TO ADHERE TO THE SPECIFIED ROUTE AND ALL OTHER MEASURES DETAILED IN THE PLAN PRIOR TO JOURNEYS BEING UNDERTAKEN. ALL CONTRACTORS AND VISITORS TO THE SITE WILL BE ADVISED THAT MEADOWBANK IS A PRIVATE ESTATE WITHOUT PROVISION FOR VISITOR PARKING. PUBLIC TRANSPORT IS PREFERRED, HOWEVER, THERE IS METERED PARKING AVAILABLE IN NEARBY STREETS IF NECESSARY.

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

THIS WILL ULTIMATELY BE DEVELOPED BY THE CONTRACTOR UNDERTAKING THE WORKS BUT GIVEN THE PROPOSED METHODOLOGY OF REMOVING EXCAVATED MATERIAL AND DELIVERING MATERIALS TO THE SITE, WE FORESEE THE VEHICLES BEING USED AS LARGELY LARGE VANS – MAXI MOVERS OR TRANSIT VANS

RIGID FLATBED LORRY (10M x 2.5m x 2.4m HEIGHT – For drop off and collection of machinery only)

Period	Weekly Vehicles		Daily Vehicles		Max Dwell Time
	HGV	LGV	HGV	LGV	
Site Set Up	0	25	0	< 5	30-40 Minutes
Demolition	0	25	0	< 5	30-40 Minutes
Excavation/ Basement/ Underpinning	0	50	0	10	30-40 Minutes
Superstructure	0	40	0	8	30-40 Minutes
Fit Out	0	25	0	5	30-40 Minutes
Site Clean Up	0	20	0	4	30-40 Minutes

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.

NOT ANTICIPATED BASED ON THE ANSWER TO QUESTION 14.

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

TO FOLLOW FOLLOWING APPOINTMENT OF MAIN CONTRACTOR AND FINAL SELECTION OF VEHICLE TYPES IS KNOWN

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.

IT IS NOT ANTICIPATED THAT THERE WILL BE A NEED TO QUEUE VEHICLES GIVEN THE NATURE AND RELATIVELY SMALL SIZE OF THE CONSTRUCTION SITE

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.

WILL BE CONSIDERED BY MAIN CONTRACTOR

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).

1. ENGINES WILL BE OFF WHERE POSSIBLE
2. ALL DELIVERIES WILL BE PRE BOOKED WITH ALLOCATED SET ARRIVAL TIMES
3. DELIVERY INSTRUCTIONS SHALL BE SENT TO ALL SUPPLIERS NOTING MAXIMUM DWELL TIMES
4. A PHONE AHEAD SYSTEM WILL BE EMPLOYED WHEREBY DRIVERS CALL AHEAD TO SITE 20 MINUTES AHEAD OF ARRIVAL TO MAKE SURE THE ACCESS IS CLEAR. ANY DELAY TO THEIR ARRIVAL WILL ALLOW THE DELIVERY DRIVER TO CIRCULATE AWAY FROM THE SITE AND LOCAL AREA AHEAD OF THEIR ADJUSTED DELIVERY TIME.

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.

AS ATTACHMENT NO.s 3 AND 4

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.

1. TRAFFIC MARSHALL ON ENTRY TO MEADOWBANK FROM AINGER ROAD
2. TRAFFIC MASHALLS (MIN 2NO.) WILL MANAGE PARKING OF VEHICLES AND BE IN ATTENDANCE DURING LOADING AND UNLOADING
3. TRAFFIC MARSHALL WILL MANAGE EXIT FROM SITE

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.

TO FOLLOW FOLLOWING APPOINTMENT OF THE MAIN CONTRACTOR AND CONFIRMATION ON FINAL VEHICLE CHOICE

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.

THIS WILL NOT BE REQUIRED DUE TO PROPOSED METHODOLOGY OF THE WORKS. NO VEHICLES WIL DEVIATE FROM TARMAC/PAVED GROUND

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.

THERE WILL NO LOADING AND UNLOADING ON A PUBLIC HIGHWAY BUT THERE WILL BE LOADING AND UNLOADING ON THE PRIVATE ESTATE ROAD. WHILST NOT REQUIRED BY THIS CMP, ATTACHMENT 4 SETS OUT THE PROPOSED SITE SEQUENCING.

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.

REFER TO Q20b

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.

AS ATTACHMENT NO.4 REV B

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](#).

NOT APPLICABLE

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.

NOT APPLICABLE

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.

REFER TO ATTACHMENT NO.4 REV B

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.

NOT APPLICABLE

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.

NOT STRICTLY APPLICABLE. MEADOWBANK IS A PRIVATE ESTATE. IT IS PROPOSED, SUBJECT TO FREEHOLDER / MANAGING AGENT APPROVAL THAT, ONCE PLANNING PERMISSION HAS BEEN APPROVED AND THE MAIN CONTRACTOR HAS BEEN APPOINTED, THAT SCAFFOLD AND HOARDINGS WILL BE LOCAL TO THE SITE AS SET OUT IN ATTACHMENT NO.4

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 ANTICIPATED

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.

ABOVE GROUND DEMOLITION / ENABLING WORKS, EXCAVATING UNDERPINS, BREAKING OUT THE GROUND FLOOR SLAB, MACHINERY ASSOCIATED WITH BULK EXCAVATION.

PROGRAMME WILL BE AS SET OUT IN QUESTION 8 AND REPEATED HERE. THE IMPACTED SECTIONS OF THE PROGRAMME ARE THE DEMOLITION/ SITE PREP, EXCAVATION, BASEMENT AND UNDERPINNING

Activity	Start	Finish
Site Set Up	June 2023	June 2023
Demolition/ Site Prep	June 2023	July 2023
Excavation/ Basement/ Underpinning	July 2023	December 2023
Superstructure	July 2023	March 2024
Fit Out	September 2023	May 2024
Site Clean Up	May 2024	May 2024

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.

IT IS ANTICIPATED THAT THE PLANNING PERMISSION WILL CONTAIN A REQUIREMENT TO PROVIDE AN ACOUSTIC BACKGROUND NOISE ASSESSMENT FROM WHICH BOTH SITE LEVELS DURING CONSTRUCTION AND ANY NOISE PRODUCING EQUIPMENT AND PLANT THAT IS PROPOSED FOR THE NEW SCHEME CAN BE SET AS PART OF THE ACOUSTIC PLANNING REQUIREMENTS SUBJECT TO PERMISSION CONDITIONS.

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

TO BE DETERMINED PRIOR TO COMMENCEMENT OF THE WORKS BASED ON SATISFYING THE PLANNING CONDITIONS.

REFER TO Q31 and Q35 FOR MORE RELATED RESPONSES.

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.

IN LINE WITH CAMDEN'S MINIMUM REQUIREMENTS, NOISE AND VIBRATION REDUCTION PHILOSOPHY SHALL BE ADOPTED TO REDUCE NOISE AND VIBRATION WHEREVER IS REASONABLY POSSIBLE DURING DEMOLITION AND CONSTRUCTION WORKS.

NOISE ATTENUATION SCREENING TO BE USED IF DEEMED APPROPRIATE AND NOISE MONITORING TO BE CARRIED OUT AT THE START AND AT REGULAR INTERVALS DURING EACH TASK PERIOD. WHERE THE MEASURED NOISE LEVELS ARE MORE THAN 3 DB (A) ABOVE THE PREDICTED NOISE LEVELS OR IN THE EVENT OF A COMPLAINT OF NOISE AN INVESTIGATION SHALL BE CARRIED OUT TO ASCERTAIN THE CAUSE OF THE EXCEEDANCE OR THE COMPLAINT AND TO CHECK THAT BEST PRACTICABLE MEANS ARE BEING USED TO CONTROL THE NOISE.

TO AVOID VIBRATION TRANSFER VIA CONNECTIONS TO ADJACENT BUILDINGS STRUCTURAL BREAKS WILL BE CUT WHERE POSSIBLE. COMMUNICATION WITH NEIGHBOURING RESIDENTS PRIOR TO CONCRETE BREAKING IS ESSENTIAL SO THAT WORKS CAN BE PLANNED AND MINIMISE THE DISTURBANCE TO RESIDENTS AS FAR AS PRACTICABLE.

DURING DEMOLITION AND CONSTRUCTION IT IS INEVITABLE THAT SOME IMPACT WILL BE FELT BY THE NEIGHBOURING RESIDENTS POTENTIALLY BY WAY OF NOISE, DUST, AND VIBRATION.

THOSE MOST VULNERABLE TO THESE POTENTIAL DISTURBANCES ARE IDENTIFIED ELSEWHERE IN THIS CMP. WHILE NOISE MAY TRAVEL BEYOND THESE AREAS IT IS THOUGHT THAT NOISE WOULD LIKELY HAVE DISSIPATED TO A LEVEL TO BE NO WORSE THAN BACKGROUND LEVELS.

TO MITIGATE THE NOISE DUST AND VIBRATION IMPACT TO NEIGHBOURING PROPERTIES THE FOLLOWING MEASURES ARE PROPOSED:

1. SOLID HOARDINGS WILL BE ERECTED TO THE SITE BOUNDARY ENCLOSING THE WORK AREAS AS SHOWN IN ATTACHMENT NO. 4.
2. NON-PERCUSSIVE BREAKING TECHNIQUES WILL BE UTILISED WHERE PRACTICABLE TO CARRY OUT DEMOLITION WORKS TO MITIGATE NOISE AND VIBRATION EFFECTS. EQUIPMENT THAT DEMOLISHES STRUCTURES BY CRUSHING, BENDING, SHEARING, CUTTING OR HYDRAULIC SPLITTING WILL BE ADOPTED. WHERE APPROPRIATE AND PRACTICABLE PLANT WILL BE MUFFLED TO REDUCE NOISE.
3. STEEL FRAMING AND CLADDING IS TO BE UNBOLTED OR CUT TO DISCONNECT MEMBERS, AND REMOVED FROM SITE IN MODERATE SIZED PIECES TO AVOID UNNECESSARY CUTTING OR DISMANTLING OF INDIVIDUAL STEEL MEMBERS ON SITE.
4. THE DEMOLITION WORK FACES AND AREAS AROUND THESE WILL BE DAMPED DOWN BY FINE WATER SPRAYS TO CONTROL DUST.
5. ALL WORKS CARRIED OUT DURING LOCAL AUTHORITY PERMITTED CONSTRUCTION HOURS FOR NOISY WORK ONLY.
6. ALL SKIPS AND LORRIES REMOVING DEMOLITION MATERIAL FROM SITE WILL BE COVERED AND KEPT DAMP.

THESE PROCESSES WILL SUBSTANTIALLY MITIGATE THE EFFECTS OF NOISE, VIBRATION AND DUST ARISING FROM DEMOLITION AND CONSTRUCTION WORKS.

MECHANICAL PLANT USED FOR THE EXCAVATION WORKS WILL BE SWITCHED OFF WHEN NOT IN USE. REGULAR MAINTENANCE CHECKS AND SERVICING WILL BE CARRIED OUT.

ALL SOIL IS TO BE KEPT DAMP AND IN COVERED LORRIES UPON REMOVAL AND TRANSPORTATION.

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

TO FOLLOW ON APPOINTMENT OF MAIN CONTRACTOR

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.

A PHILOSOPHY OF THE PREVENTION OF DUST FORMATION SHALL BE ADOPTED IN LINE WITH CAMDEN'S MINIMUM REQUIREMENTS, CONSIDERING:

1. PREVENTION
2. SUPPRESSION
3. CONTAINMENT

REFER ALSO Q31

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.

DIRT AND DUST WILL NOT BE SPREAD INTO THE PUBLIC HIGHWAY.

DIRT AND DUST WILL BE CONTINUALLY CLEANED FROM THE ROUTE FROM THE HOUSE TO THE LOADING POINT

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

NOISE TO BE AGREED FOLLOWING THE BACKGROUND NOISE SURVEY POST PLANNING PERMISSION

VIBRATION WILL BE CARRIED OUT VIA A MONITORING REGIME. TARGET MONITORING WILL BE CARRIED OUT WHICH WILL MONITOR THE PARTY WALLS AND FRONT AND REAR FACADES WITH AN ACCURACY OF +/- 2MM. THE RESULTS OF THE MONITORING ARE TO BE RECORDED AND ISSUED BY EMAIL TO THE PROJECT ENGINEER, CA AND ENGINEERS FOR THE ADJOINING PROPERTIES, ON THE DAY THAT THE RESULTS ARE TAKEN. THE RESULTS ARE TO BE PRESENTED BOTH IN TABLE AND GRAPHICAL FORM WITH THE GRAPHS FOR EACH POINT

PLOTTING THE READINGS TAKEN AGAINST TIME. THE FOLLOWING ACTIONS WILL BE TAKEN IF THE TRIGGER LEVELS ARE EXCEEDED:

TRIGGER LEVEL ACTION

GREEN/AMBER IMMEDIATELY NOTIFY THE ENGINEERS - REVIEW THE SITUATION ON SITE AND REPORT BACK TO THE PARTY WALL SURVEYORS

AMBER/RED CONTRACTOR TO STOP ALL WORKS AND IMMEDIATELY NOTIFY THE ENGINEERS. CONTRACTOR AND PROJECT ENGINEER TO PUT FORWARD PROPOSALS, SUCH AS ADDITIONAL PROPPING, TO LIMIT FURTHER MOVEMENT TO AN ACCEPTABLE LEVEL.

DUST – NOT REQUIRED UNDER THIS PERMISSION BUT WILL BE SUBJECT TO THE MEASURES SET OUT IN Q31

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.**

N/A - CHAPTER 4 (AIR QUALITY (DUST) RISK ASSESSMENT) ONLY APPLIES TO MAJOR DEVELOPMENTS.

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.)

REFER Q36

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.

N/A REFER Q36

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).

THE SITE COMPRISES A MID-TERRACE HOUSE, CONSTRUCTED IN THE 1970S WITH LIMITED CAVITIES AND CONCRETE FLOORS. NO EVIDENCE OF RODENTS HAS BEEN NOTED TO DATE AND THE SITE WILL BE MONITORED BY THE CONTRACTOR DURING CONSTRUCTION. IF THE PRESENCE OF RODENTS IS SUSPECTED, A PEST CONTROL COMPANY WILL BE ENGAGED TO DISPOSE/ PREVENT FURTHER OCCURANCES OF THEM.

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

TO FOLLOW PRIOR TO COMMENCEMENT OF WORKS AS PART FO THE REFURBISHMENT AND DEMOLITION REQUIREMENTS

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.

THE CONTRACTOR WILL BE REQUIRED TO REGISTER THE SITE WITH THE CONSIDERATE CONSTRUCTORS SCHEME AND ABIDE BY THE SCHEME'S CODE OF PRACTICE.

THE GENERAL CONDITIONS OF THE BUILDING CONTRACT WILL ALSO PERMIT THE REMOVAL FROM SITE OF ANY PERSONNEL FOUND TO BREACH OF GOOD WORKING CONDUCT

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:

- a) Construction time period (mm/yy - mm/yy): ANTICIPATED AT 12 MONTHS FROM COMMENCEMENT ON SITE
- b) Is the development within the CAZ? (Y/N): NO
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): YES
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: CONFIRMED
- 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: CONFIRMED
- 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: CONFIRMED

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.

1. OPERATORS OF CONSTRUCTION VEHICLES WILL BE FORS SILVER ACREDITATION
2. VEHICLES WILL NOT BE LEFT IDLING

 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

End of form.

V2.7