**Construction/ Demolition Management Plan**

pro forma

**Contents**

**Revisions 3**

**Introduction 4**

**Timeframe 6**

[**Contact**](#_Contact) **7**

[**Site**](#_Site) **9**

[**Community liaison**](#_Community_Liaison) **12**

[**Transport**](#_Transport) **14**

[**Environment**](#_Environment) **26**

**Agreement 31**

# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **26.10.22** | **1.0** | **Annie Foster** |
| **09.01.23** | **2.0** | **Annie Foster** |
| **14.02.23** | **3.0** | **Annie Foster** |

**Additional sheets**

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

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| --- | --- | --- |
| **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](https://www.clocs.org.uk/) (**CLOCS**) Standard and the [Guide for Contractors Working in Camden.](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6)

Camden charges a [fee](https://www.camden.gov.uk/documents/20142/1269042/3.+Construction+and+Demolition+Management+Plans+-+updated+Implementation+Support+Contribution+levels.pdf/6375c32e-9c58-91f0-219f-268269143a6c) 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 CMPdoes 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**](https://www.camden.gov.uk/apply-for-building-control-camden)**.**”

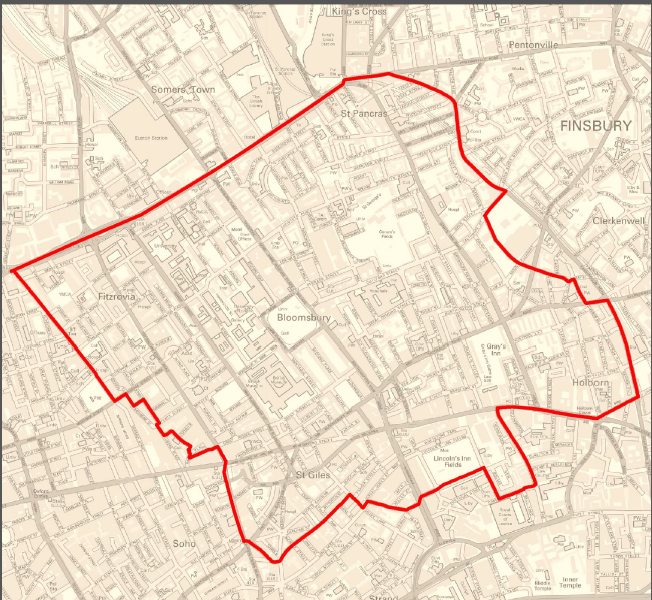
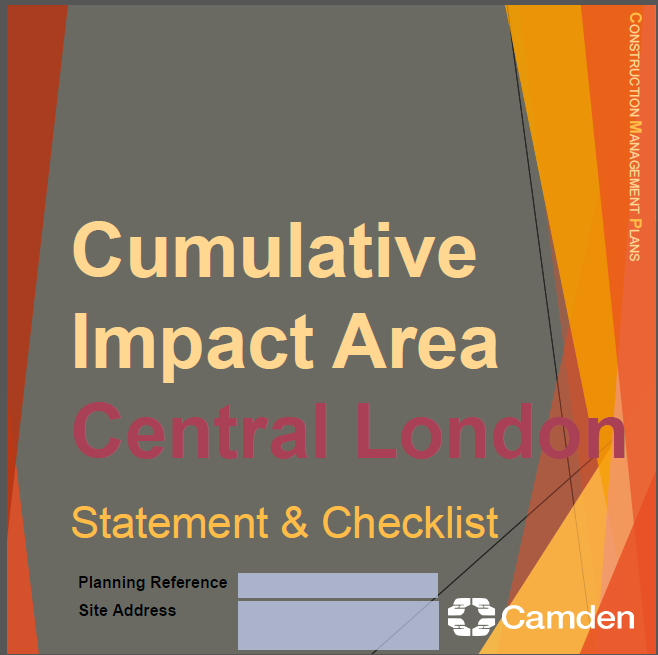
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

**Planning Permission granted**

**0ommunity liaison**

**Appoint principal contractor**

**Begin community liaison**

INDICATIVE TIMEFRAME (MONTHS)

**1ommunity liaison**

**2ommunity liaison**

**3ommunity liaison**

**Council response to draft**

**Submit draft CMP**

**Work can commence if draft CMP is approved**

**Resubmission of CMP if first draft required further development**

**4ommunity liaison**

**Council response to second draft**

**Work can commence if CMP is approved**

# Contact

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

Address:

163 Sumatra Road London NW6 1PN

Planning reference number to which the CMP applies: 2018/4477/P

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

Name: Annie Foster on Behalf of Magnet Investments Ltd

Address: 853 High Road London N12 8PT

Email: annie@sterling1.co.uk

Phone: 0208 446 9001

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: Annie Foster

Address: As above

Email: As Above

Phone: As Above

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

Name: Annie Foster

Address: As Above

Email: As Above

Phone: As Above

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: Annie Foster

Address: As Above

Email: As Above

Phone: As Above

# 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 was purchased by Magnet Investments in September following a long and complex planning history pertaining to the previous owner. The site is a mid terraced property which was formerly a single dwelling located on a residential road. Following excavation of the basement and other internal works there was a frontal collapse in Feb 2018 and the building currently has very little substance to it. The party walls were underpinned and planning provides for the site to be rebuilt into 4no.2 bed apartments. Please see Appendix 1 for the site location plan. It is located in the middle of a residential road forming Victoria – era styled terrace housing fronting Sumatra Road. It is located close to commercial and retail opportunities as well as public transport.

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 development is on a small scale – a single dwelling. An engineer has been appointed and the construction itself will consist of – in the initial few weeks- more underpinning for the basement and following this the delivery of the steels for the internal framework. We foresee (possibly) having to suspend two parking spaces for six weeks at the front of the building in order for steels to be delivered. Following this most contractors will come to site via public transport.

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).

Please see the Gantt Chart provided – Appendix 2. We anticipate the program being complete within 60 weeks from commencement and we intend works to commence at the earliest convenience of Camden Council (following the signing of the s106 and acceptance of the CMP) but would in any event anticipate the works to be complete in January 2024,

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 Working hours are as per Camden’s legislation which we will adhered to.

# 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.).

The immediate neighbour’s, (no’s 161 & 165) may be affected by the initial contract works of the basement construction and steel frame being inserted. These neighbour’s are being kept fully abreast of the situation via our Party Wall surveyor. We were waiting for this CMP to be approved but letters have now been sent out and if we receive responses, we will let you know and inform you of how we intend to deal with them. Upon your recommendation letters will be sent to 161, 165, 153,155,157,159,167,169, 171 & 173 Sumatra Road Please see the attached letter outlining our details and our intentions for the site. (Appendix 3)

**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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

We don’t believe we fall under a ‘large site’. As mentioned in the previous question a Party Wall Surveyor has been appointed to make arrangements for a satisfactory Party Wall Agreement. However, maintaining neighbourly relations is vital to a smooth running project. As such details will be sent to the neighbours listed in the previous question. Further details in relation to the development will be posted on the hoarding outside the property pertaining to site manager contact details and any other relevant staff members. The board will also indicate as to the duration of the project.

**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.

While the site has had a chequered history we don’t believe it to be particularly sensitive. However, as per the last question I have sent/will be sending letters to the houses adjacent (Appendix 3) explaining who we are, our intentions and our contact details.

**13. Schemes**

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](https://protect-eu.mimecast.com/s/RhAACROA3cPkr7OT9fD9T?domain=ccscheme.org.uk/) for the full duration of your project including additional [CLOCS visits](https://protect-eu.mimecast.com/s/PK6ZCVAG3FjLlOZCzThUa?domain=ccscheme.org.uk/). Please provide the CCS site ID number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6). Please confirm that you have read and understood this, and that you agree to abide by it.

We have downloaded the Guide for Contractors Working in Camden and have registered the site with CCS; our Site ID is: 134760. A complaint book will also be on site to record the name of the complainant, date and time and nature of complaint. This will be reviewed to ensure we are not repeating any mistakes and to ensure that any complaints are promptly resolved.

**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.

We have reviewed the area and we are not aware of other construction sites that will impact upon this site or the neighbours’ therefore we can foresee no cumulative impact.

# 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:

Magnet Investments Ltd

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

Deliveries will be scheduled to arrive after 9:30am as we are aware that there are two junior schools in the area and so children may use the path to walk to school. We shall endeavour to ensure all deliveries are outside of busy periods. All delivery drivers will be asked to sign a delivery form with their company name and registration number as well as date & time of delivery. An application for two parking spaces to be suspended may be submitted as well as a banksman to guide in the delivery. All deliveries/drivers will be informed of the best route to site and any road closures that we are aware of. We shall ensure that any driver directly employed by us will have undergone a Safe Urban Driver training course and if their vehicle is over 3.5t then they will have blind spot equipment fitted to their vehicle. The contractor that we employ will be subject to their own standards.

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:

Confirmed.

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.

All contractors will be emailed plan/map of the area surrounding the site which will clearly indicate in red the best route to and from the site. Vehicles will approach the site from West End Lane before turning into Sumatra Road and accessing the site. Site traffic will leave by continuing to follow Sumatra Road until it intersects with Mill Lane and, depending on their destination at that point, can turn left towards Shooters Hill or right towards Finchley Road. (Appendix 4)

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.

All relevant information regarding deliveries including the map of best routes will be emailed to delivery companies prior to delivery date.

**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

There is no intention to have any deliveries during peak hours. We anticipate, but not limited to:

* + Week 1 – 3 nr flat bed lorries delivering scaffolding.
  + Week 2 – 3 skip lorries, 1 flat bed collecting scaffold,  1 flat bed delivering temporary works
  + Week 3 – 3 skip lorries, 1 flat bed collecting scaffolding,
  + Week 4 – 3 skip lorries, 1 flat bed collecting scaffolding
  + Week 5 – delivery of temporary works for underpinning, delivery of materials
  + Week 6 – delivery of materials

We will review this following the initial programme of works.

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.

N/A

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

The route is too restrained for things such as 3 point turns and therefore, having provided a Banksman, we feel a swept path analysis would be ‘overkill’ for such a small project. That said, all deliveries will approach the site and park on the left – as indicated by our banksman- in two (potentially) suspended parking bays. On leaving the site they will do so, guided out by the Banksman, continuing their journey following the route as indicated on the map. (Appendix 4)

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.

As the development is so small, and space is so limited, all deliveries will be planned in order to reduce the impact on the local residents and so there will be no reason to have a holding area.

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.

The site can only be accessed by road for deliveries. All individual contractors will, so far as is possible, travel to site via public transport. As mentioned in part d of this question, all deliveries will be planned during the agreed working hours and out of rush hour times as far as is possible.

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).

When deliveries happen they will be in to (potentially) suspended parking bays – there will be no engine idling with the exception of the two days when we may have a crane on site and they may have to have the engine idling in order to operate the machinery.

**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.

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.

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.

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.

**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.

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.

Access for pedestrians and particularly VRU’s will always remain the priority throughout the build and the pavement shall be kept clear except for times of deliveries which will be guided onto site and pedestrians ‘held’ until it is safe for them to walk. Alternatively a traffic marshall will ensure the safety of pedestrians, cyclists and other street users.

**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.

N/A

**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)](https://www.camden.gov.uk/temporary-traffic-restrictions) 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 - including 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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

Most contractors will arrive via public transport, any subcontractors who will need a van on/near site will apply for a trade permit. This will be in constant review and if we feel that we require dedicated spaces then we will apply for parking bay suspension of 2 parking bays which are permit holder bays directly outside the property.

It is now thought that three bays will need to be suspended in week 1 with 2 bays suspended in weeks 2-9.

**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 the proposed occupation of the public highway.

N/A – There is no intention to use the public highway for storage or welfare facilities.

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.

N/A

**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.

N/A

**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.

There is scaffolding and a secure hoarding currently at the front of the building and this is to be retained and maintained. This does not protrude onto the public footpath.

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.

N/A

**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.

As the site is/was an existing house it has all utilities connected. These will be separated into the four individual dwellings nearing completion of the works and this will not impact the highway.

# Environment

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](https://www.camden.gov.uk/about-construction-management-plans)**).**

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

Estimated: Piling Rig – first four weeks

Breaking up of concrete with Diggers – first four weeks

General hand held breakers and sawing/drilling for the duration of the project

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.

N/A

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

Once the piling contractor has been appointed then they will be able to provide us with this information.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

Hoarding and sheeting is already in place and will be retained and replaced if necessary to prevent noise. We will use the HSE guidance on noise in the work place and ensure that all employees have the necessary choice of equipment limiting the amount of noise exposure.

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

We have taken measures within the design stage to reduce the use of noisy machinery as far as is possible. Using the guidance from the HSE all employees will be advised on noise mitigation as per BS 5228:2009. Sub contractors will ensure the safety of their own employees in this area.

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 a focus on both preventative and reactive mitigation measures.

While/if there are activities which create dust then a hose pipe will be used and, if necessary, with a spray attachment to ensure the dust doesn’t ‘travel’. Sheeting and hoarding surrounds the site to mitigate further migration.

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.

As there are no vehicles within the site it is unlikely that there will be any transfer of dirt. However, contractors will regularly brush the pavement. Should the highway become polluted, dirty or overly dusty then it will be hosed down ensuring that we are within the environmental legislation and best practice for run off water into the drains.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Contractor has a noise level meter and aims to keep general noise within 85 – 95db but during the weeks of piling and craning in the steels this may – on occasion – be exceeded. Once the piling contractor has been appointed then they will provide anticipated readings for both noise and vibration. The hoarding surrounding the building will proved much of the noise insulation.

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)](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/control-dust-and) (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](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwjk8qS10KXvAhWQQRUIHWToAWcQFjABegQIAxAD&url=https%3A%2F%2Fwww.london.gov.uk%2Fsites%2Fdefault%2Ffiles%2Fgla_migrate_files_destination%2FDust%2520and%2520Emissions%2520SPG%25208%2520July%25202014.pdf&usg=AOvVaw06DJ0urJ7JWa8G5jmd_p8N). **Please attach the risk assessment and mitigation checklist as an appendix**.

As the property has already been demolished and cleared we feel the dust risk is exceptionally low and therefore, having taken on the site, post planning, we feel this to be an unnecessary requirement.

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.)

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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 an 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.**

Dust suppression measures will be taken with extraction at the tip of the tool, disc cutter, wall saw/ breakers or low level dust suppression with the use of water spray and so a dust monitor will not be required.

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 has already been cleared and dug out, so the previous owner, to our knowledge, cleared out all rodents. Contractors will monitor the situation and we will employ the services of a pest controller should it be required.

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

As the site had already been cleared prior to the current ownership this is not relevant.

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.

A large welfare/ facility has been built at the rear of the site, this includes a lounge/dining area and a separate WC with running water. A designated smoking area will also be marked out. This is in line with schedule 2 of the Construction (Design and Management Regulations) 2015

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:

1. Construction time period (mm/yy - mm/yy): 01/23-21/24
2. Is the development within the CAZ? (Y/N): N
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
4. Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: It will be
5. 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: Yes
6. 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: Yes

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 the 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.

All contractors will, by and large, be arriving to site via public transport. Deliveries/delivery drivers will be instructed on where to park as per previous questions and requested to turn off their engines.

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.**

V2.8