

Construction/Demolition Management Plan

Pro-forma

Updated 01/01/2025 Version 3

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
06/Sep/2024	Consultation	RGP
14/Apr/2025	Submission (First Draft)	Stockdale LLP
11/Jun/2025	Submission (Second Draft)	Stockdale LLP
03/Jul/2025	Submission (Third Draft)	Stockdale LLP

Additional sheets

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

Date	Document Name	Produced By
4 th March 2025	Appendix A - Consultation Summary Report	RGP Consulting Engineers Ltd, Stockdale LLP & Building Owner
17 th September 2024	Appendix A1 - Consultation Sample Letter	RGP Consulting Engineers Ltd
4 th March 2025	Appendix A2 - Consultation Map	Stockdale LLP
4 th October 2024	Appendix A3 - Public Consultation Response Table	RGP Consulting Engineers
12 th September 2023	Appendix B - Site Location Plan	Studio Jake Lai Ltd
4 th March 2025	Appendix C - Sample Neighbourhood Newsletter	Chelsea Construction Co Ltd
4 th March 2025	Appendix D - Construction Traffic Routing Map	Stockdale LLP
2 nd & 4 th April 2025	Appendix E - Tracking/Swept Path Drawing	Traffic Management London
4 th March 2025	Appendix F - Site Plan & Sensitive Receptors	Stockdale LLP
16 th June 2025	Appendix G - Structural Method Statement	Chelsea Construction Co Ltd
7 th February 2025	Appendix H – Noise and Vibration Mitigation Measures incl Background Noise Level Survey.	RBA Acoustics Ltd & Emtec Products Ltd.
February 2025	Appendix I – Dust Risk Assessments (Basement & Whole House)	Lucion Delta-Simons Ltd

January, February and March 2025	Appendix J - PM10 Monitoring	Lucion Delta-Simons Ltd
26 th April 2023	Appendix K – Asbestos Survey	HFS Environmental Ltd
March 2025	Appendix L - Evidence of Contractor's Mental Health Practices and Policies	Chelsea Construction Co Ltd

Introduction

The purpose of a 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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will consist of both planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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 where requested. Please only provide detail that is relevant to the question and provide responses that are as brief as possible.

Additional material may be appended to the main document, however large standalone files such as environmental reports must be submitted as separate files. These should be clearly referenced/linked to from the CMP.

Contact

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

Address: 13 Belsize Crescent, London, NW3 5QU.

Planning reference number to which the CMP applies: 2023/0692/P (Granted).

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

Name: Mark McEvoy

Address: Stockdale LLP, Second Floor, Shakti Building, The Tanneries, 55 Bermondsey Street, London, SE1 3XG

Email: Mark.mcevoy@stockdaleuk.com

Phone: 020 8664 6373

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.

Name: Chelsea Construction

Address: 12 Celbridge Mews, London, W2 6EU

Email: enquiries@chelsea-construction.co.uk

Phone: 020 7706 9995

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.

As Question 3.

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: Chelsea Construction

Address: 12 Celbridge Mews, London, W2 6EU

Email: enquiries@chelsea-construction.co.uk

Phone: 020 7706 9995

Site

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

The site is located east of Belsize Crecent, as per **Appendix B**.

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 seeks to provide an upper ground floor refurbishment, with new single level basement. The property forms part of a terraces row of residential dwellings with residential property to the rear.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

Task	Start	Finish
All works	September 2025	April 2027
Site set up, strip out, temporary works, new floor structures	September 2025	March 2026
Roof works	March 2026	May 2026
Basement underpinning and excavation	March 2026	June 2026
Internal fit-out	May 2026	March 2027
Landscaping	November 2026	February 2027

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows. Please note that permitted delivery times differ from this as per section 19.

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays subject to agreement with Camden
- No working on Sundays or public holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

8.00am to 6pm on Monday to Friday
8.00am to 1.00pm on Saturdays

Community Liaison

Consultation is an important part of the CMP process. Camden requires the process to:

- Be separate to any previous engagement that may have taken place during the planning process and is specifically around construction impacts
- Take place before the submission of the first draft
- Provide a copy or link to the draft CMP
- Allow a response time of 14 days
- To be followed up with newsletters, email updates etc
- To take into consideration other sites in the immediate area and how cumulative impacts with those sites will be minimised
- To demonstrate any changes to the proposed approach based on feedback
- To outline a construction working group where necessary

The Council can advise on this where necessary. Please contact the Council if there is uncertainty over the need for highways changes to deliver the site before any engagement work is undertaken.

Refer to **Appendix A**.

10. Consultation

Letters introducing the contractor and outlining the works should be sent to affected parties. Please use the letter template which is provided in the Transport guidance section. Please ensure that ward councillors are emailed a copy of the letter. Ward councillor contact details can be found on the Camden website.

Where relevant/applicable, please ensure that letters are also sent to:

- Residents
- Businesses
- Neighbouring or nearby construction sites
- Resident groups or similar
- Neighbouring planning authorities where applicable

- Transport for London if the site impacts on bus movement/infrastructure, is located on the Strategic Route Network (SRN) or Transport for London Route Network (TLRN)
- Network Rail and/or London Underground where applicable
- Emergency service where applicable

The Council can advise on the above if needed.

Please provide the following as part of the CMP submission in the appendices:

- A copy of the letter
- An address list or map showing the letter distribution area
- A summary of any responses received and any aspects of the proposed approach that has been modified to accommodate feedback.
- If a meeting has taken place to discuss construction impacts, please provide a list of attendees and minutes for the meeting.

Please provide a summary of the consultation here ie. Dates of meetings, letter drops, whether any responses were received, and where relevant material is appended.

A comprehensive consultation exercise has been carried out prior to submission of this CMP (attached hereto at **Appendix A**) to residents to ensure they are informed of the proposals even in the context of the relatively small scale of the works.

The consultation exceeds the minimum requirements set by the LBC and the project team have listened and taken on board the feedback received and have made amendments to the CMP to reflect the concerns of local stakeholders throughout.

11. Construction Working Group

For particularly sensitive/contentious sites, 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. Please ensure that adjacent or neighbouring construction sites are included as part of this.

A Construction Working Group is not considered necessary for the following reasons:

1. The proposed works are not complex.
2. The proposed works are not large scale.
3. The proposed works do not pose a significant risk to health and safety.
4. There are limited stakeholders who are better engaged with individually.
5. Significant coordination between teams is not required.
6. There are no significant environmental or regulatory challenges to consider and overcome.
7. There are no significant current/planned works that we're aware of in the immediate vicinity which would require coordination, however this will be kept under review.

Nevertheless, specific engagements are planned on a number of fronts:

First, the consultation process revealed that there is in fact one particularly interested party, an immediate neighbour. This neighbour has appointed expert representation and is being actively engaged, for instance through the party wall process. That process will allow for regular dialogue with this interested party's representatives during the course of the works.

Second, Councillor Matthew Kirk has made the project team aware that the proposed route goes past Gloucester House school. The project team has addressed this by limiting movements during healthy school hours (08:00 - 09.15 and 15.00 - 16.00) Monday to Friday, during school term time) and that the school shall be connected to arrange a meeting prior to the commencement of works.

Third, regular sessions may be organised by the Contractor/Project Manager, where any points of concern raised by anyone affected can be addressed. The frequency of these sessions will be managed appropriately depending on the number and severity of issues raised. In any event, the neighbourhood will be kept suitably informed of the progress of the works and notified in advance any potential impacts it may have upon them. This information will be relayed via a monthly newsletter (sample in Appendix issued by the Contractor, see **Appendix C**).

Fourth, a microsite will be set up online by the Client giving an overview of the works programme (to be updated as apocopate), a copy of this CMP, details of engagement sessions and any other regular updates. The location of this online microsite will be given in the first newsletter drop.

12. Schemes

Camden requires that all sites with CMPs are registered with the Considerate Constructors Scheme (CCS). Please note that Camden requires CCS site registration for the full duration of your project including additional CLOCS visits for the full duration of your project. The number of CLOCS visits should be based on your project duration and should continue throughout. A CCS site ID number must be provided rather than a company registration number.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

Please provide your site CCS registration number.

The operation of the construction site will comply with the Construction Logistics and Community Safety (CLOCS) initiative. The appointed Contractor shall also follow the Guide for Contractors Working in Camden. CCS registration will occur when a contractual date of possession of the site has been agreed with the Contractor and initial site works have commenced as defined by the Building Regulations.

13. Complaints

Please agree to maintain a complaints log which must be made available for inspection.

This will be maintained by the Contractor.

Transport

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 both by Camden compliance monitoring officers and also CCS monitors as part of your CLOCS monitoring visits through CCS 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.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

14. Name of Principal contractor:

Name: Chelsea Construction

Address: 12 Celbridge Mews, London, W2 6EU

Email: enquiries@chelsea-construction.co.uk

Phone: 020 7706 9995

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

1. The Contractor shall report to the Development Project Manager and Client monthly.
2. Any trends will be identified and remedial action implemented.
3. Half-yearly independent assessments by an independent CLOCS site monitoring team.

Where any non-compliance is identified, an action plan to address all key issues shall be produced, issued and monitored.

All operational, vehicle and drivers who are to attend site over the duration will be contacted in advance about the compliance regulations.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

16. 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, and that all drivers of vehicles over 3.5t will have undertaken safe urban driver training, and that all such vehicles will be fitted with additional driver vision aids and audible left turn alerts.

I also confirm that all suppliers will be made aware of agreed vehicle routing and delivery times as provided below.

I confirm as the client/developer and principal contractor that the CLOCS Standard has been read and understood and it is included the contract to the Contractor and Suppliers.

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

Site Traffic

17. Construction traffic routing

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes, schools/nurseries, and areas which attract high concentrations of pedestrians.

a. 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.

See **Appendix D**

b. Please provide tracking/swept path drawings for constrained manoeuvres on both approach and departure routes.

See **Appendix E**

18. Construction traffic vehicle types and delivery times

Construction vehicle movements should be restricted during the hours of 9.30am to 4.30pm on weekdays. If there is a school in the vicinity of the site or on the proposed approach and/or departure routes, then deliveries must also be restricted during the hours of 3pm and 3.30pm on weekdays during term time.

Vehicles may be permitted to arrive at site between 07.00 and 08.00 subject to agreement with Camden. Where this is not possible, vehicles should arrive at 8.00am whereby they must be immediately admitted to site. Vehicles should then be held until 09.30 before being allowed to depart. If vehicles need to wait outside the site before 08.00 then they should only do so with prior agreement with Camden. Engines must be switched off during any agreed queuing/waiting on the highway.

a. 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

Approximate total number of construction vehicle movements for works: 190

Breakdown of approximate number, type and dimensions of construction vehicles to service the site:

Total number required of each type	Average no. per week	Type	Dimensions	Average dwell time	Phase required for
85	5	Grab lorry 10m ³	Max: 8.4m (L) x 2.5m (W) x 4.0m (H)	90 minutes	Excavation
20	1	Ready mix concrete lorry	Max: 8.4m (L) x 2.5m (W) x 4.0m (H)	60 minutes	Construction
35	2	Delivery lorry – general – 17 tonne or less	Max: 8.1m (L) x 2.4m (W) x 2.5m (H)	60 minutes	Throughout the works
5	<1	Skip lorry -general - 18 tonne or less	Max: 6.7m (L) x 2.5m (W) x 3.5m (H)	60 minutes	Throughout the works
10	1	Cage tipper van/truck	Max: 3.2m (L) x 2.0m (W) x 2.0m (H)	60 minutes	Throughout the works
35	2	Transit van - deliveries	Max: 4.8m (L) x 2.0m (W) x 2.0m (H)	20 minutes	Throughout the works

The above are estimated frequencies, based on experience of similar works. Other occasional vehicle types may be required subject to specific requirements of the contractor.

b. Please specify the permitted delivery times as agreed with Camden.

HGV movements will not be permitted during the healthy school street hours (08:00 - 09.15 and 15.00 - 16.00) Monday to Friday, during school term time, without Camden Council's prior consent, HGV movements should generally and in general will be restricted as far as possible during the hours of 9.30am to 4.30pm which excludes the likely AM and PM peak hours for commuting (8am to 9am and 5pm to 6pm). HGV deliveries will also be restricted during refuse collection times.

c. 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.

The project team are unaware of any relevant construction works that are anticipated to run concurrently.

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.

Please identify the locations of any off-site holding areas or waiting points on approach to site.

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

A delivery schedule would be prepared for each phase of the works to ensure that only 1 vehicle is present at the site at any one time. Given the frequency of construction vehicle visits would be reasonably low, this would not be problematic. This would ensure that no vehicle waiting takes place outside the designated vehicle unloading area.

Deliveries will also be arranged to arrive at the site at specific times, thus allowing them to be managed effectively. Live tracking of delivery vehicles and regular updates of estimated time of arrivals further enhances effective management. No off-site holding or waiting areas are anticipated to be required and there is no space on-site to accommodate such facilities. If circumstances dictate that a delivery vehicle does need to be sent away e.g. for an extended period, there are nearby services stations and public car parks if the vehicle is permitted to use them. Should a delivery ultimately not able to be accommodated it will be cancelled without delay and rescheduled for another more suitable date and time.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres or reusing materials on site.

This has been investigated. Given the relative small scale of the development, consolidation centres are not appropriate. Materials will be reused when possible. Wherever possible, the ethos of reduce reuse, repair, recycle will be implemented.

19. Construction vehicle loading

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked. Traffic marshals must oversee all vehicle movements during site entry and exit. Marshals must control/stop all general traffic to permit this when necessary, particularly if the vehicle is reversing.

Traffic marshals, or site staff acting as traffic marshals, must hold the relevant qualifications required for directing large vehicles when reversing. This must be available for inspection during compliance monitoring visits. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required during vehicle banking/loading. Marshals should have radio contact with one another where necessary.

a. Please state whether vehicles will load from within the site boundary or from the public highway.

Appendix E Drawing 2024/8212/001 shows the proposed access and egress arrangements to / from the site. A Traffic Marshall will be employed to manage and coordinate all deliveries.

b. Please describe how the above – either site entry/exit or loading from the highway - will be managed/overseen by traffic marshals, stating the number of marshals that will be required. If marshals need to be stationed away from site to manage vehicles on approach/departure, please also detail this here.

Appendix E attached, illustrates the proposed access arrangement for vehicles to access the site. This would be undertaken in a controlled manner and will be managed by a dedicated Traffic Marshall(s) stood a safe distance on the pavement ahead of and in front of the vehicle. This position would give a clear view along the approach, towards approaching vehicles and also into the loading area. When circumstances dictate, Traffic Marshalling duties will extend the length of Belsize Crescent and at intersections to ensure smooth and safe access/egress from site.

c. 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.

As vehicles will not depart from the public highway, wheel washing should not be necessary. Regardless, the Contractor will ensure that delivery vehicles are presented in clean, tidy and professional manner. Dirty vehicles will not be tolerated and will be swiftly sent away.

Site set up

20. Site set-up and temporary highways changes

Please detail all temporary highways changes that will be required as part of the site set up – eg. Parking bay suspensions/changes to kerbside loading, temporary crossovers, lighting column relocation, gantry over the footway etc. Any accompanying drawings should be

provided in the appendix. Please note that the impact on the public highway must be minimised as far as possible.

As part of the above, any detail drawings of the site up on the public highway should be presented as a scaled plan and must:

- Use the latest highways layout
- Show vehicle loading areas/vehicle site access points
- Show any structures that are to be located on the highway
- Show all parking/kerbside impacts
- Show all street furniture that is to be impacted/relocated
- Show all relevant dimensions including footway and carriageway widths

The following - where applicable - can be shown as part of the above or separately if preferred:

- Vehicle tracking into and out of site
- The site set up and any associated temporary traffic management measures must conform to the Safety at Street Works and Road Works Code of Practice.
- Numbers and locations of traffic marshals
- Scaffolding plans

Please note that any load-bearing gantries located on the highway may be subject to a separate assessment by our structures team. This will be advised upon when the CMP is reviewed by Camden.

a. Please list all relevant changes below and/or reference drawings in the appendix.

Appendix E attached illustrates the proposed arrangements.

The front of the site will be securely hoarded and a raised covered walkway installed over the footpath to allow pedestrians to pass safely underneath. The total width of the footway is 2400mm and front supports shall be set back 450mm from the front edge of the kerb, leaving a remaining footway width of 1950mm for pedestrians to pass through. The oversailing hoarding is required to house a conveyor belt which removes excavated spoil from the site onto a waiting muck-away lorry.

In our consultation with the neighbourhood, we initially planned to suspend 3nr residents parking bays however as a result of concerns expressed by the community about reduction in available residents parking and in discussion with Camden we came to understand that the neighbourhood would be impacted less by a timed Temporary Traffic Regulation Order (TTRO).

Therefore, in lieu of bay suspensions, we would be grateful for confirmation of LBC's agreement to a TTRO covering 3nr bays (15m total) outside the site (13 Belsize Crescent partially overlapping 11 and 15 Belsize Crescent), to be in effect during the controlled hours for CPZ CA-B (Monday to Friday, 9am to 6.30pm and on Saturdays 9am to 1.30pm). During this period, the parking bays should be reserved for vehicles needed for works at 13 Belsize Crescent. The method of implementing this being a single yellow line with a timed no loading restriction (SYL + single kerb markings), coupled with an agreement that traffic movements for 13 Belsize Crescent can contravene the restriction. We would use barriers to prevent others from using it during site operating hours.

Further, our project team have confirmed that we are unlikely to need parking on Saturdays. Therefore, we could return the bays to residents' parking on Saturday mornings if there is a mechanism to allow this to happen. (Please note that we would be reluctant for the bays to be completely uncontrolled on Saturday mornings as they are likely then likely become a magnet for those that do not live in the area, which would likely be of concern to residents).

To accommodate a TTRO approach to construction, delivery vehicle dwell times would be slightly longer than average as per the updated table supplied in response to Question 18(a). Slightly increased dwell times would be required to accommodate a wait and load/unload delivery strategy, in lieu of the use of skips which would have been present overnight at times, which in turn would require the bay suspensions we are trying to avoid.

To help ensure the kerbs and surrounding vehicles are protected from damage, temporary kerb protection will be applied along with appropriate safety barriers around the TTRO zone during working hours.

Separately, and not directly linked to this application, we have been in discussion concerning adding back residents bays on single yellow lines elsewhere in the street to further mitigate loss of residents parking. We have discussed that two residents bays could be added adjacent to number 33 Belsize Crescent [here](#). This will be included in the TTRO application. The existing car club bay would not be relocated.

Finally, there is some schedule uncertainty concerning exact start date. We have nominated a start date of October 2025 for the TTRO and would propose to manage a slightly earlier or later start with short term temporary bay suspensions if necessary. Similarly, if works extend beyond 18 months, at that point work on site is likely to be concluding light fit out work and we would manage deliveries with short-term bay suspensions or parking permits.

b. Please confirm whether or not the footway will remain accessible to pedestrians during installation of temporary structures on the highway. If this is not possible then please state how pedestrian safety will be maintained during this period, providing details of any associated traffic/pedestrian management, including provision of safe crossing points.

The footpath will remain accessible.

21. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and can be provided using individual bay suspensions for up to 6 months, or a temporary traffic restriction (TTR) for periods exceeding 6 months. Information regarding parking suspensions can be found [here](#). For periods greater than 6 months, or for any other changes to existing parking/loading/traffic restrictions on the highway, a Temporary Traffic Restriction (TTR) will be required. Please refer to the CMP guidance document which outlines the TTR process.

Please state clearly the number and type(s) of bays that will require individual suspension or removal using a TTR.

Please also state whether separate, short-term closures are anticipated for crane operations, utilities works etc.

This information can be presented as a drawing if preferred.

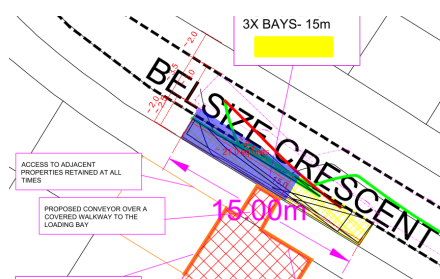
Timed Temporary Traffic Restriction - Refer to the response provided in Question 20(a).

Parking – risk of carriageway obstruction.

The potential risk associated with the carriageway being obstructed and public vehicles being unable to pass by easily due to a delivery vehicle protruding beyond the parking bays when parked has been considered.

Measurement software and the image below shows the following:

- Total width of road from curb to curb 7500mm.
- Width of parking bay (Site side) 2000mm.
- Width of parking bay (opposite side) 2000mm
- Width of carriageway 3500mm.



The largest delivery vehicle will be a Grab Lorry (2500mm wide) and, when parked, will protrude 500mm into the carriageway beyond the bay demarcation, leaving 3000mm of space available for public vehicles to pass. We understand that, as an example, Veolia use Mercedes-Benz Econic trucks for rubbish removal which are 2500mm wide, meaning 500mm of passing space remains (250mm either side). A typical UK car is approximately 1800mm wide and therefore these can continue to pass freely too. We also acknowledge that some HGVs up to 3.25m wide (unrelated to the site works) may use the road which will constrain the carriageway further.

In order to minimise disruption in the local community bay suspensions on the opposite side of the road will not be required and shall only be applied for if it becomes absolutely necessary.

Notwithstanding, following is intended:

- a) In addition to limiting vehicle movements during healthy school hours (08:00 - 09.15 and 15.00 - 16.00) Monday to Friday during term time, the contractor will seek to avoid receiving large vehicles during waste collection times (Monday mornings).
- b) Traffic Marshalls will be employed to manage construction vehicle movements top and bottom of Belsize Crescent.
- c) Neighbours will be kept informed in advance of any particularly large vehicle movements, allowing them to plan accordingly.

Should Camden receive complaints of the road being obstructed and/or vehicles having to service the site by having to mount the footway, it is agreed that this matter will be revisited. Therefore, the approach to loading is to be kept under review and revisited if deemed necessary by Camden.

22. Motor vehicle/cyclist/pedestrian diversions

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure

that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar alternative facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide details of any diversion routes here, or present these in a drawing if preferred. All motor vehicle diversion routes should be presented in the form of a drawing showing the relevant signage.

No diversion routes necessary

23. 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.

Overall the extent of utility supply will not change.

Statutory utility connections will be disconnected and reconnected in new locations at the site boundary by Statutory Undertakers. In addition to the Contractor, the process will also be managed by the CIBSE registered Services Consultant.

The sharing of excavations and traffic management will be implemented where possible.

Environment

24. 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 subject to agreement with Camden
- No working on Sundays or Public Holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

Where noise or vibration from the construction of the proposed development exceed the significant observed adverse effect levels or at the reasonable request of the council, works (where reasonably practicable) shall take place on a 2 hours on/off basis. For example:

- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00
- ON - Saturdays 11:00 - 13:00.

Where quiet periods are not practical due to engineering reasons the contractor will consider the provision of alternative quiet spaces.

Working hours will be

8.00am to 6pm on Monday to Friday

8.00am to 1.00pm on Saturdays

25. Please include a site plan detailing the location of the works and any nearby sensitive receptors

See **Appendix F**

26. Where applicable, please describe the methods to be used for the demolition, ground works and piling phases. Include the type of plant likely to be used onsite

Refer to **Appendix G**

27. Please describe the mitigation measures to be incorporated during the demolition and construction works to prevent noise and vibration disturbances from the activities on the site.

Refer to **Appendix H**

28. Please confirm that the works will follow the guidance included in 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction.

Confirmed

29. For medium or large developments, please provide details describing arrangements for the monitoring of noise and vibration levels, including instrumentation, locations of monitors and trigger levels where appropriate. Small sites can be asked to implement a monitoring strategy due to the sensitivity of the local environment.

Contractor shall ensure that all monitoring data is available for inspection and review by the council and should include noise, vibration and dust monitoring data.

We may request to provide a real-time monitoring data to be published if requested by the community working group.

Please refer to the Camden Guidance for additional information on monitoring requirements.

The site has been assessed as small. However, monitoring for noise, dust and vibration will be undertaken, per **Appendix I, J and K**.

30. For large developments, please confirm if a S61 application will be submitted once the contractor has been appointed. Please see the Camden guidance for information on how to apply for extended working hours.

This is not a large development. We nonetheless plan to submit a S61 Application.

31. If required, please provide an Air Quality Assessment (AQA) and/or Dust Risk Assessment (DRA).

To establish if an AQA is required, please refer to Camden's [Air Quality Planning Guidance](#) document (section 3) and the Council's 'Air quality assessments in planning applications' [webpage](#).

Please attach the AQA and/or DRA as an appendix to this proforma.

Refer to **Appendix H**

AQAs and/or Dust Risk Assessments (DRA) should be undertaken at planning application stage for all major developments and follow the methodology outlined in the GLA's [The Control of Dust and Emissions During Demolition and Construction SPG](#). This may not be required for smaller developments, but a DRA will be as part of the CMP assessment. The risk assessment must take into account the proximity of all human and sensitive local receptors (e.g. schools, care homes, health centres etc.) relative to the site boundary, as detailed in the SPG.

Please attach the AQA and DRA as an appendix to this proforma.

The GLA guidance confirms that Air Quality (Dust) Risk Assessments apply only to “major” developments, notwithstanding this point an Air Quality (Dust) Risk Assessment is attached hereto which has established the result of the assessment is low impact.

The highest dust impact risk identified by the DRA is ‘Low Risk’. Therefore, real-time PM monitoring is not required. However, baseline monitoring has been undertaken using a real-time particulate monitor with indicative MCERTs certification, and it is proposed that monitoring will continue once the project commences with one indicative MCERTs monitor until the works are encapsulated and particulate matter concentrations have substantially decreased.

It is proposed that during works a trigger level of $190 \mu\text{g}/\text{m}^3$ PM_{10} , measured as a one-hour mean, will be in place. An email will be sent to the site manager if the trigger level is breached so that necessary site actions to reduce emissions can be made.

32. 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 the AQA have been addressed by completing the GLA mitigation measures checklist. (See [Appendix 7 of the SPG document](#).)

Proposed measures are set out within the Air Quality (Dust) Risk Assessment is attached hereto as **Appendix H**. It should be noted that the risk assessment concluded low impact consequently air quality monitoring is not required, notwithstanding this point however a proposed a protocol has been detailed.

The Dust Risk Assessment outlines a number of measures to mitigate the impact risk identified. In addition to measures outlined in the Dust Risk Assessment however, the following 'highly recommended' measures for 'Low Risk' sites from the GLA SPG will also be applied:

- Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.
- Display head or regional office contact information.
- Machinery and dust causing activities to be located away from receptors.
- Avoid site run-off.
- Ensure all on-road vehicles comply with requirements of the London Low Emission Zone.
- Ensure all vehicles switch off engines when stationary – no idling vehicles.
- Think about implementing a Travel Plan that supports and encourages sustainable travel.
- Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.
- Ensure an adequate water supply on the site for effective dust/particulate matter mitigation.
- Use enclosed chutes and covered skips.
- Reuse and recycle waste to reduce dust from waste materials.
- Avoid bonfires and burning of waste materials.
- Ensure water suppression used for demolition operations.
- Only manual or mechanical techniques will be used for demolition.
- Bag and remove any biological debris or damp down such material before demolition.

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.

Refer to **Appendix H**. Namely:

- Careful selection of site preparation and construction methods and plant used to minimise noise at source as far as reasonably practical;
- Use of electric and electro-hydraulic plant and equipment where practical;
- Saw cutting of the perimeter at an early stage to reduce structural links;
- Switching off engines when not in use;
- Locating noisy machinery which must run continuously away from noise sensitive receptors, ideally in a suitable acoustic enclosure
- Regular maintenance and servicing of plant and equipment;
- Closing off openings when breaking the concrete slab and carrying out other works within the lower ground floor/basement and using acoustic rolls and barriers
- Mixing concrete on site wherever possible (instead of pumping concrete)
- Use of non-percussive tools and equipment where practical;
- Off-site steel and services prefabrication to limit the welding and cutting of materials on-site;
- Hydraulic construction to be used in preference to percussive techniques where practical;
- Off-site prefabrication to be used, where practical
- All plant and equipment to be used for the works will be properly maintained, silenced where appropriate and operated to prevent excessive noise and switched off when not in use and where practicable;
- Plant will be certified to meet relevant current legislation and BS5228 standards;
- All trade contractors to be made familiar with current legislation and the guidance in BS5228
- Noise complaints will be reported to the contractor and immediately investigated.

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.

The site will be hoarded thus preventing dirt or dust spreading on the highway. Attendant Labourers will sweep the site and any affected public areas daily. The site will also encapsulated – window and door openings will be kept shut at all times.

Real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' sensors will be required for all sites with a high OR medium dust impact risk level, as established by the air quality assessment. If the site is a 'high risk site, **four** real time dust monitors will be required. If the site is a 'medium risk site', **two** real time dust monitors will be required.

The dust monitoring must be utilised in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of sensors, monitoring locations,**

equipment specification, and trigger levels) must be submitted to the Council for approval during the CMP process. 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.** The Council encourage proactive planning when strategizing the dust monitoring regime to reduce unwanted delays.

A minimum of three-months of baseline air quality monitoring data must be collected prior to the commencement of works on site. A summary report must be provided to AirQuality@Camden.gov.uk, following the baseline monitoring period.

Monthly dust monitoring reports must also be provided to the Council detailing: onsite activities during each monthly monitoring period, dust mitigation measures utilised, 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 the 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.

Using the above information, please provide details on the air quality monitoring strategy for the proposed development

As the assessment is low risk, formally this is not applicable. However, we have proposed a monitoring strategy nonetheless, see **Appendix I**.

Note, Month 3 data report will be provided in due course and certainly before the date of commencement of the site work.

36. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of Camden Council. The developer shall keep an up-to-date list of all NRMM used during the

demolition, site preparation and construction phases of the development on the online register at:

<https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V6):

<https://www.london.gov.uk/sites/default/files/2024-05/NRMM-Practical-Guide-Accessible-May2024.pdf>

Current requirements

(i) Any development within Greater London – NRMM used on the site of any major development will be required to meet Emission Stage IIIB as a minimum.

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Emission Stage IV as a minimum.

(iii) NRMM register - The site and all in-scope machinery (37-560kW) must be registered on the [GLA's NRMM Website](#).

(iv) Generators - Generators are required to meet Emission Stage V across the whole of London. When bringing a generator to site, you must ask your supplier for a Stage V generator. If a suitable Stage V solution is not available for the site, you will need to apply for an exemption.

From 1st January 2025

(v) All development sites in Greater London required to meet Stage IV - The CAZ, Opportunity Areas and Greater London zones will no longer have different emission standards. All NRMM on all sites within Greater London will be required to meet Stage IV as a minimum. Generators will continue to be required to meet Stage V.

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

- a) Construction time period (mm/yy - mm/yy): June 2025 – December 2026
- 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.

37. 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/resources-1>

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.

Given that the number of daily visits to the site is small, there is not anticipated to be waiting vehicles. Therefore the likelihood of encountering pollution risks associated with engine idling will be low. Engine idling will not be permitted, except if required to power the vehicle to load/unload. Site Manager and Traffic Marshall duties include ensuring that this does not occur.

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

Asbestos survey is per **Appendix K**. Asbestos containing materials (ACM) have been identified. 3nr low risk items and 7nr very low risk items. Mixture of Crocidolite, Chrysotile and Amosite. All ACMs scheduled for removal by Contractor.

39. 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.

Strict codes of conduct will be established and maintained by the Site Manager who will be required to lead by example. Registration with Considerate Constructors Scheme. Trusted, reputable and reliable supply chains due diligence. Smoking will not be accepted unless within designated areas (out of sight from the public). Bad language will be dealt with a verbal and written warning and eventually leading to dismissal if required. Shouting is prevented by proper noise suppression and visual cues and signalling by plant operators. All operatives and visitors will be required to abide by the standards set by the Construction Skills Certification Scheme.

40. The CMP Planning Site Inspector conduct site inspections, which may be scheduled (planned) or unscheduled (unplanned) visits. Ensure the site accessible and available for these inspections. Non-compliance with the agreed CMP plan or failure to meet CMP requirements may result in a deduction from the bond payment, please confirm that you understand these requirements.

Confirmed

Mental Health Training

41. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the “Building Mental Health” charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining Mates In Mind, which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

Confirmed, an appropriate number of trained Mental Health First Aiders will be available on site.

The Contractor takes a proactive approach to Mental Health, well-being and operative misconduct regarding bad behaviours, bullying and harassment. Below is how they manage these aspects:

- Site specific induction identifying support services available, misconduct, Fitness for work, no smoking and safety non-conformance.
- NCRs for misconduct (Non-Conformance Reports issued to subcontractors requiring corrective action).
- Engagement with support services available for our operatives and supply chain (Mates in Mind & Lighthouse).
- Internal corporate policy for bullying and harassment, endorsed by our senior management and displayed on our site notice board.
- Internal corporate policy for Fitness for work (drug and alcohol/ fatigue management), endorsed by our senior management and displayed on our site notice board.
- Mental Health first aider internal to the company.
- Mental health awareness week discussion, visits of all on-going projects.

This year, the Contractor has organised a "Chelsea Construction - Fly the Flag Day" for Mental Health on all their projects and have their management team trained in Mental Health Awareness accompanied with their internal Mental Health First aider.

Evidence of the above is included in **Appendix L**.

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 the failure to ensure compliance with the CMP will be taken very seriously by the Council including draw down of funds from the construction management bond payment and possible formal enforcement in line with the CMP Guidance.

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.

Print name ...MARK MCEVOY BSc(Hons) MRICS MCIOB.....

Position...PROJECT MANAGER.....

Date ...25 JUNE 2025.....

Please submit to: planningobligations@camden.gov.uk

End of form.

Updated 01/01/2025 V3.0