**Construction/Demolition Management Plan (CMP/DMP) Guidance and Requirements**

**Date: 01/01/2025**

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**Any questions please contact:** **planningobligations@camden.gov.uk**

**1 Construction/Demolition Management plan Pro-Forma (CMP/DMP)**

You must submit the Construction/Demolition Management plan Pro-Forma (CMP/DMP Pro-Forma template) to planning obligations team planningobligations@camden.gov.uk for the approval of construction work. You can attach additional supporting documents as appendices within the pro-form or as a separate files. The purpose of the **CMP/DMP** 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.

CMP approval would take six to twelve weeks depending on the nature of work and geographic locations. It takes three to four weeks to provide feedback on the first CMP submission and each revision requires two weeks for further review and comment.

Please note medium and large-scale construction projects, as well as small to major demolition sites, are required to conduct baseline air quality monitoring for a minimum period of three months prior to the commencement of site activities. This requirement ensures that pre-existing air quality conditions are established, providing a reference point for ongoing monitoring and compliance. For further details, please refer to the air quality guidelines.

Pro-forma available at: <https://www.camden.gov.uk/about-construction-management-plans>

**2 Community liaison guidance: guidance for developers and contractors**

We expect you to consult with the local community before submitting your draft Construction Management Plan (CMP) to the Council. If you do not include evidence of the consultation with your submission or we are not satisfied with the level of liaison undertaken, we will not review the CMP.

**A: Before you submit your CMP/DMP to the Council**

1. **Who to consult:**
* Neighbouring residents, business, schools and organisations that will be affected by the demolition and construction of the development.
* This should be proportionate to the scale of the development and should include as a starting point:
	+ All the properties along the street on which the site is located and those who back onto and front the site.
	+ Ward councillors – you can [find your ward councillor](http://democracy.camden.gov.uk/mgMemberIndex.aspx?FN=WARD&VW=LIST&PIC=0) on our website.
	+ It may also be necessary to consult with Transport for London, Network Rail, and/or London Underground. We can advise on this if necessary.
1. **How to consult:**
* Send letters and / or emails allowing at least 14 days to comment on the proposals.
* If you are required to form a Community Working Group please see the Pro-Forma.

**3. What to include in your letter:**

* A statement making clear that the consultation is about the CMP.
* A summary of the key details of the construction process and a copy of the CMP, or a link to a website where the CMP is available to view and download.
* The deadline for comments and your contact details.

**4. Incorporating consultation feedback in your submitted CMP:**

* Review all comments received and where possible make changes to the CMP to address the concerns raised.
* When submitting the CMP to the Council, include a consultation document as an appendix outlining:
	+ Who was consulted.
	+ A summary of the comments received.
	+ How the CMP has been amended / mitigation measures put in place in response to comments received. Where the CMP has not been amended, an explanation of the reasons for not making changes.

**B: Ongoing engagement during construction works**

The Council expects ongoing engagement with neighbouring residents, businesses and organisations during the course of the works. Experience demonstrates that this can have a significant effect in reducing the number of complaints received during the construction process.

Ongoing engagement should include but is not limited to:

* **Looking forward updates/ newsletters** – outlining what is taking place on site in the next two weeks (i.e. type of work, the number and size of vehicles) and contact details for any concerns or comments. Ideally these will be sent fortnightly to affected residents, by letter or email, and displayed on notice boards on the hoarding outside the site
* **Any revisions to the CMP** – you should undertake further consultation with residents if it becomes necessary to do so during the course of the development.

**3 Construction Working Groups: guidance for developers and contractors**

Medium and major development sites are required to form a construction working group, even some of the minor development sites when there is a high level of neighbour’s interest in the developments.

A well-coordinated Construction Working Group (CWG) can vastly improve the relationship between the local community and the development. The following is a set of principles that the London Borough of Camden consider should be adopted:

**Meeting attendees**

Prior to the first meeting (at least 14 days in advance), details of the proposed Construction Working Group should be sent to anyone consulted on the initial CMP (also those who subsequently made comments during the consultation process) and the Ward Councilors.

The proposed working group needs to be functional – if significant interest was shown during the preparation of the CMP then the developer / contractor may seek to limit the CWG to a workable number. Meetings however should always be open to the public.

Invitees to be included as members of the CWG should include:

* Ward Councilors
* Those representing a group of residents (e.g. residents association, an estate manager)
* Those who own/occupy nearby buildings identified as potential receptors of noise or dust. Nearby schools / institutions
* Other construction sites or businesses in the locality whose operations may conflict with the construction (e.g deliveries)

In addition, attendees from the appointed contractor is essential.

**Chairing of meetings**

A Chair for the meetings should be appointed as soon as possible. It is recommended that the Chair should:

* Be independent of the owner / developer / contractor.
* Be approved by the majority of attendees (not including those representing the owner/developer/contractor); with such arrangements reviewed on the same basis as when necessary.
* Have prior experience of chairing similar meetings.
* Should no suitable candidate initially come forward, the owner / developer should seek to appoint from outside of the CWG attendees, and if necessary to pay for a professional service to chair the meeting (the choice of such a chair should be agreed with the CWG). It is advised that such a person has experience of planning or construction projects.

**Frequency of meetings**

The frequency of meetings should be agreed by the CWG. However we would expect a minimum of once a month. Experience however indicates that a well-run development with an engaged CWG tends to meet more in the very early stage of development (sometimes once every two weeks) with the frequency of meetings becoming less as the build commences. CWG members and residents should be notified at least 14 days in advance of a meeting as to the time and location of the meeting, with the confirmed agenda circulated within 7 days of the meeting.

**Format of proceedings**

Meetings should be ‘round table’ discussions providing the opportunity for all participants to be involved including in the setting of the agenda and the content / format of any written reports. Action notes / minutes should be kept of the meeting. The proceedings should follow the following process:

* Introductions
* Actions from previous meeting
* Report on the progression of work – supported with a written summary and made available in hard copy for attendees – the summary should produce information graphically (and where relevant express this against any targets in the approved CMP) in an easy to understand format. The summary should include:
	+ activities undertaken on site
	+ amount and type of deliveries
	+ air quality/noise monitoring data
	+ complaints received and actions taken
	+ updated delivery programme
* Open discussion on issues since the last meeting and any actions to be undertaken.
* Contractor to report any possible future exceptional works that may be required and seek approval of the CWG.

Depending on the scale and nature of the CWG, it may be advisable to appoint an independent ‘Programme Officer’ to deal with the day to day administration and communication.

Questions – Contact planningobligations@camden.gov.uk

**4 Considerate Constructors Scheme**

Camden requires that all sites with CMPs are registered with the Considerate Constructors Scheme (CCS). Please note that Camden requires [CCS site registration](https://www.considerateconstructors.com/for-contractors-and-suppliers/registration/) for the full duration of your project including additional [CLOCS visits](https://protect-eu.mimecast.com/s/PK6ZCVAG3FjLlOZCzThUa?domain=ccscheme.org.uk/) 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.

**5 Transport**

This section of the CMP covers all aspects that relate to the site set up and any temporary highways changes that are required to deliver the works. It also includes sections around the control of site traffic, and the quality operations that Camden requires from all operators of vehicles that service CMP sites within the borough.

This section should be produced in conjunction with the principal contractor once appointed. A dedicated transport consultant should be used where temporary highways changes are complex.

Camden expects a very high standard of any works that take place on the public highway. As such some or all of the following documents may be referred to as part of the CMP review in terms of approved temporary measures.

**Relevant policies**

[Camden Planning Guidance](https://www.camden.gov.uk/planning-policy-documents)

[Camden Transport Strategy](https://www.camden.gov.uk/transport-strategies-and-plans)

[Camden Local Plan](https://www.camden.gov.uk/documents/20142/4820180/Local%2BPlan.pdf/ce6e992a-91f9-3a60-720c-70290fab78a6)

**Relevant legislation**

[Highways Act 1980](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwi1-ZS_wZCKAxWyTUEAHQqcA0AQFnoECA4QAQ&url=https%3A%2F%2Fwww.legislation.gov.uk%2Fukpga%2F1980%2F66&usg=AOvVaw1B2KnNFS8ia9zrxEv8e3ly&opi=89978449)

[Road Traffic Regulation Act 1984](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwiBt_-FxZCKAxXaa0EAHRNzK2EQFnoECCUQAQ&url=https%3A%2F%2Fwww.legislation.gov.uk%2Fukpga%2F1984%2F27%2Fcontents&usg=AOvVaw2nlGU10jZBPJYn_VnK-hlo&opi=89978449)

[The Road Traffic (temporary restrictions) Procedure 1992](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwi-o_CUyLGKAxVua0EAHbo_NqYQFnoECDAQAQ&url=https%3A%2F%2Fwww.legislation.gov.uk%2Fuksi%2F1992%2F1215%2Fcontents%2Fmade&usg=AOvVaw39_6MVGmpJW-e16HSJ1fkk&opi=89978449)

[New Roads and Street Works Act 1991](https://www.legislation.gov.uk/ukpga/1991/22/contents)

[Traffic Management Act 2004](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwjX0J30wZCKAxXxXUEAHahaAtoQFnoECB0QAQ&url=https%3A%2F%2Fwww.legislation.gov.uk%2Fukpga%2F2004%2F18%2Fcontents&usg=AOvVaw1OVaoRaD7iDOFbkuMXFp2Z&opi=89978449)

[The Traffic Signs Regulations and General Directions 2016](https://www.legislation.gov.uk/uksi/2016/362/contents/made)

[Safety at Street Works and Road Works 2013](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/321056/safety-at-streetworks.pdf)

[Equalities Act 2010](https://www.gov.uk/guidance/equality-act-2010-guidance)

**Relevant standards/guidance**

[Traffic signs manual](https://www.gov.uk/government/publications/traffic-signs-manual)

[Construction Logistics and Community Safety (CLOCS)](https://www.clocs.org.uk/page/clocs-standard)

[TfL Temporary Traffic Management handbook](https://content.tfl.gov.uk/temporary-traffic-management-handbook.pdf)

[Association for Road Traffic Safety and Management Guidance on the use of portable signals and temporary crossing facilities](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwih9fubvZCKAxVtZ0EAHd4NLI0QFnoECB0QAQ&url=https%3A%2F%2Fartsm.org.uk%2F&usg=AOvVaw17JbbHJcZs3tmnLSH4BOXO&opi=89978449)

[Wheels for Wellbeing: A guide to inclusive cycling](https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf)

[London Cycling Design Standards](https://content.tfl.gov.uk/lcds-chapter1-designrequirements.pdf)

**Engagement**

**Transport for London (TfL)**

Camden requires agreement with TfL over any proposals which impact on bus operations and/or bus assets, and also any impacts on signals and/or network capacity. Camden can advise on the relevant contacts.

If the site is on or adjacent to the TLRN (red route), please provide details of discussions with TfL and relevant approvals in the relevant sections of the CMP. Please note that TfL are the highways authority for such routes and all permits will be issued by them. Camden will only sign off a CMP for a site that is on the TLRN once all of TfL’s requirements are met.

**London Underground (LU) and Network Rail (NR)**

Where a site is likely to impact on LU or NR premises or assets, or the operation of their services, Camden will require written confirmation that the relevant agreements are in place prior to the CMP being signed off.

**Emergency services**

Where a site is likely to impact emergency services premises or assets, or the operation of their services, Camden will require written confirmation that the relevant agreements are in place prior to the CMP being signed off.

**Third party utilities providers including BT and Royal Mail**

Responsibility for any impact on any third party assets located on the public highway remains the responsibility of the applicant, and Camden may require written confirmation/agreement with asset owners as relevant prior to signing off the CMP.

**Site set up and logistics - general considerations**

**Refuse collections and statutory services including fire access**

All proposals that impact on the public highway will need to demonstrate how the above will be maintained. Please be aware that refuse vehicle access is not a guarantee of HGV access as Camden’s full size refuse vehicles use rear wheel steering, and in some locations smaller vehicles with narrow tracking width that a conventional HGV.

**Fire escape routes/shared access routes**

Written confirmation will be required to support any agreements with neighbouring sites that have any private access/fire escape routes.

**Footway closures and crossing points - zebras vs temps**

Footways must only be closed when then is no alternative. A walkway should be used in the carriageway to maintain pedestrian access. Where this isn’t possible, safe crossing points must be provided. Camden reserves the right to require the use of temporary zebra crossings. Temporary signals are generally not acceptable for long-term use.

**Footway widths**

A minimum footway width of 1.2m must be maintained, including pinch points, however the aim should be to maintain 1.5m wherever possible. Footway widths cover the main section of the footway and do not include top of kerbstones. Camden reserves the right to require greater minimum widths in areas of high footfall.

**Road closures and diversion signage**

All applications for full and directional closures must be accompanied by a diversion sign plan. For long term closures, permanent style signage will be required that is either attached to existing street furniture or mounted on NAL blocks to be located on the footway.

**Hoarding**

Hoarding lines must minimise the occupied area of footway, and must minimise blind corners and areas that may encourage anti-social behaviour as far as possible. Where hoarding is to occupy the public highway, drawings showing all projections must be provided.

**Scaffolding and gantries**

Drawings showing both plan and elevation views must be submitted as part of the CMP for any scaffolding that is to be located on the public highway. These must show the distance from the front edge of the kerb and the remaining footway space.

Please note that Camden will require a structural assessment of any load bearing gantries that will public access underneath for which there is a separate cost.

**Loading areas/pit lanes**

Loading should take place from within the site boundary as far as possible. Where this isn’t possible and loading needs to take place from the highway, the size of any formal loading areas should be minimised as far as possible. The general permitted width of a pit lane is 3.5m between the kerb and inside edge of any barriers used to segregate the loading area from the public highway. Please note that Camden reserves the right to refuse the use of solid hoarding to act as a border between the loading area and the highway in favour of more space efficient means such as bull barriers, water filled barriers etc.

Please note that any lifting that is to take place from the highway, whether in the form of a crane, goods hoist, or vehicle mounted hi-ab, a formal loading area will be required that adequately segregates the loading area from the public highway. Any formal loading area that is segregated from the highway is regarded as part of the construction site and is bound by HSE regulations.

Please also note that any loading areas that obstruct dedicated cycle facilities will be required to permit cycle access through the loading areas at peak times 08.00 - 09.30am and 4.30 - 6.30pm Monday to Friday. Where loading areas are to occupy the full width of the carriageway, two way cycle access must be provided adjacent to the loading area wherever possible.

**Private roads/public rights of way across private land**

CMPs will also be secured for sites where access is via a private road. Consultation must be undertaken with the appropriate land-owner(s).

**Heritage and protected assets**

Camden will request evidence that the relevant engagement has taken place with Camden Conservation team and Heritage England where proposals may impact on any such assets.

**Security and counter terrorism**

Camden will require such considerations in areas which are sensitive from a security perspective.

**Other asset owners on the highway eg. Royal Mail, BT and other telecoms providers**

Service covers in footway

**Cycle hangars**

Cycle hangars must be relocated to the nearest available location which will need to be agreed with Camden. There is a cost associated with this that will be directly payable to the provider. Camden can advise on this process as necessary.

**Electric Vehicle Charge Points (EVCPs)**

EVCPs must be relocated to the nearest available location which will need to be agreed with Camden. Please note that the costs associated with the relocation of EVCPs is significant and the lead times for the works can be subject to UKPN availability. Please be aware that the operators may require compensation payment for lost revenue for any periods of time where the charge point is unavailable. Please approach Camden to discuss the above where necessary.

**Disabled parking bays, car club bays, dockless bike/scooter bays, business and diplomatic bays.**

All of the above must be relocated to the nearest available location which will need to be agreed with Camden.

**Footway/bus stop advertising panels**

Changes to the locations of footway advertising panels will require planning permission and will be subject to the usual relevant timescales. Where advertising panels are to be removed/obscured then compensation and/or storage charges may apply.

**Santander cycle hire docking stations**

Changes to the locations of cycle docking stations will require agreement with TfL and also planning permission, and will be subject to the usual relevant Planning system timescales. Where docking stations are to be removed/provision reduced then compensation and/or storage charges may apply.

**Site welfare**

Welfare accommodation is expected to be provided within the site boundary as far as possible. Where this isn’t possible then Camden expects this to be provided immediately adjacent to the site, and Camden reserves the right to require that this is placed on a gantry to allow public access underneath. Please note that where welfare units cannot be located immediately adjacent to the site, planning permission will be required.

**Traffic marshals and training**

Camden requires that all site staff acting in the capacity of traffic marshals hold the relevant qualifications, and have the correct equipment for controlling traffic on the public highway. Marshals should be given adequate breaks, particularly in extreme weather conditions.

**Abnormal loads**

Should follow the normal approvals process and should be referenced in CMP. Camden may require further detail surrounding abnormal loads depending on the circumstances, and also reserves the right to request additional measures beyond those required under the statutory approvals process.

**Trees**

Tree felling will only be considered as an absolute last resort. Camden will require compensation for the loss of any trees as a result of construction activity that will be calculated by tree and parks team. Any tree pruning or other tree related works will be at the discretion of Camden’s tree team. Please discuss with Camden if necessary.

**Lighting columns and lux levels**

Any proposed lighting column relocations will require a the lux levels to be maintained and the permission for any such relocations will be at the discretion of Camden’s street lighting team. Please note that there will be a separate cost for the relocation and reinstatement of any lighting columns that need to be removed. Works timeframes will be subject to UKPN lead times. Please discuss with Camden as necessary.

**Drawings**

It is recommended that a transport consultant is used to produce drawings where temporary impacts/changes to the highway are needed as part of the site set up. Drawings should be produced using CAD and should be provided in PDF format.

All proposed temporary traffic management layouts must conform to the [Safety at Street Works and Road Works Code of Practice.](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/321056/safety-at-streetworks.pdf?msclkid=a893e373b71511ecbbcec198d43962d8)

Camden reserves the right to request that an independent road safety audity (RSA) is undertaken on any proposed temporary highways layout.

**Parking bay suspensions and temporary Traffic Restrictions (TTRs)**

TTRs may be applied for once the consultation exercise has been undertaken, however TTR applications won’t be processed until the CMP is signed-off. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

Please note that there is a 6 - 8 week period required for the application processing and statutory advertisement period as part of the TTR writing process which is in addition to the CMP review period.

The highways changes will be delivered once the advertisement period for the TTR has concluded. Please note that there is a separate cost for any highways works which are to be delivered as part of the TTR. These will be subject to the nature of the proposed changes. A cost estimate can be provided upon request.

Please note that TTRs will not be processed for bay suspensions for a duration of less than six months, and that [individual suspensions](https://www.camden.gov.uk/parking-bay-suspensions) should be used in such instances.

For periods of between 6 – 18 months a section 14 (2) TTR may be used, however it should be noted that these cannot be extended. For any periods that exceed 18 months, a section 15 (1) order must be used. Please see the [Camden website](https://www.camden.gov.uk/temporary-traffic-restrictions) for further details.

Please note that parking bays cannot be suspended for convenience parking, and that [trade permits](https://www.camden.gov.uk/trade-permits) are available for trade vehicle parking. Bay suspensions may only be used to allow materials to be stored on the public highway if permitted by the Street Works team.

**Submitting a TTR application**

Once the temporary highways layout has been agreed with Camden and the CMP has been discharged, the following is needed to submit a TTR application:

* CMP discharge notice
* Completed [TTR application form](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwj69t-w4oWIAxV8XEEAHSQOMFcQFnoECAgQAQ&url=https%3A%2F%2Fwww.camden.gov.uk%2Fdocuments%2F20142%2F2205905%2FCamden%2BApplication%2BPack%2Bfor%2BTemporary%2BTraffic%2BRestrictions.pdf%2F867bb302-1d43-ccf3-7aa0-9640690c7515&usg=AOvVaw3lH-aaMpC-CSfMrYCHNd-G&opi=89978449)
* TMO drawing

The completed TTR application form and TMO drawing should be produced as follows:

**Completing a TTR application form**

Please ensure that the following detail is provided:

PART A: Please provide details of the relevant person, bearing in mind that this will be on public display outside the site.

PART B: Please note that for all changes that need to be in place for more than 18 months then a S15 (2) order will be needed. Please note that a S14 can only be in place for 18 months and cannot be extended.

PART C: Summarise the works – ie. Creating a loading area to service the site etc.

PART D: Please list all of the streets which will be affected by the temporary changes.

PART E: Please provide a start date as advised by Camden, and please provide an end date based on the duration of the order that is being applied for. An estimated end date should still be provided for a S15 (2) order even this isn’t confirmed.

PART F: Please leave blank as this applies to utilities works.

PARTS G, H and I should be completed as requested.

**Producing a TMO drawing**

A TMO drawing is separate to any of the site set up drawings that have been produced as part of the CMP approvals process.

The purpose of a TMO drawing is to describe the proposed changes and to show their exact location the highway.

In order to illustrate this, it is necessary to show both the existing restrictions that are to be suspended/removed and the new, temporary restrictions to be introduced using the TTR.

These should be labelled on the drawing as “remove paid-for/permit holder bays/disabled bays” - “introduce timed loading restriction/full time loading restriction/clearway markings ” etc etc.

Dimensions showing the extent of the changes must also be provided, as well as dimensions of the proposed changes. It may be helpful to show the restrictions that are to be removed (ie. Parking bays) in grey, and the new restriction (ie. Double yellow lines) in colour on the same drawing. All dimensions must be provided in relation to a datum line.

A datum line can either be a building line or a perpendicular kerb line. Please see below example drawing where the datum is shown by the pink line, and all changes are referenced from this point.



**6 Environment Health**

Contractors are expected to comply with applicable environmental legislation, together with specific local requirements imposed by Camden Council.

**Time of operations:**

Time of operations and ancillary works which are audible at the site boundary shall normally be carried out between the following hours:

Mondays to Fridays - 08.00 – 18.00

Saturdays - 08.00– 13.00 (subject to agreement with Camden)

No work on Sundays and Bank Holidays.

For developments located within the cumulative impact area there will be an assumption of no working at weekends – any proposals for weekend working will be considered on a case by case basis.

**NB** The above is the Camden’s standard times. However, the times operated should be specific to the site and related to the type of work being carried out. There are some occasions where the times might have to be shorter and with break out schedules.

**Noise and Vibration:**

**Objectives**

Construction noise has the potential to give rise to significant adverse effects on health and quality of life. These effects shall be avoided and minimised through the control of noise and vibration at source. All contractors shall take reasonable steps to carry out the works in such a way that noise and vibration does not exceed the lowest observed adverse effect levels.

Where it is not possible to keep levels below the lowest observed adverse effect levels, the contractor shall reduce the noise and vibration from the construction activities as far as is reasonably practicable.

**CMP Requirements**

 This guidance provides practical advice on: the preparation of the CMP application including noise risk assessment; noise baseline and predictions; engagement with the relevant local authority; agreeing a suitable monitoring regime and setting noise and vibration limits; structure borne noise; respite and quiet periods; the application of best practicable means to minimise noise (and vibration).

The noise and vibration requirements that apply to each development will vary depending on the size and impact of the proposed works. As a starting point, Camden has created the following tiers of development that will indicate the specific requirements for each site.

**Large developments:** These involve the creation of 100 or more new or additional residential units or the creation/ change of use of 10,000 sqm or more floorspace.

**Medium developments:** These involve the creation of 10 or more new build residential units, or buildings where the new build floorspace to be created is 1000 sqm or more.

**Small/other developments:** All developments that are not considered medium or large.

The council reserves the right to ‘upgrade’ any site to a higher level.

1. **Noise Risk Assessment**

It is recommended that all **developments** undertake the risk assessment included in page 14 of the ‘London Good Practice Guide: Noise & Vibration Control for Demolition and Construction’.

The guide provides advice to assist developers and contractors in applying the appropriate level of noise and vibration control on their site.

1. **Noise Baseline**

Baseline monitoring may be required for **medium** and **large developments**. If a baseline noise survey has been undertaken as part of the planning process, and the monitoring location and duration is deemed acceptable by Camden; the survey can be re-submitted as part of the CMP.

Further guidance on typical ambient noise levels in an area can be obtained from the “England Noise Map Viewer” - <http://extrium.co.uk/noiseviewer.html>

1. **Noise Predictions**

Construction noise predictions at nearby sensitive receptors may be required for **large developments**. If the information required to undertake the calculations is not available at the time of the CMP submission, a S61 Consent application will be required before the works can start.

1. **Engagement with Camden’s Noise Officer**

Camden’s officers are available to discuss noise and vibration requirements. Relevant contact details will be provided by the Planning Obligations Team.

1. **Noise and Vibration Monitoring Regime**

Camden encourages all sites to implement a noise and vibration monitoring strategy to aid the contractor in managing noise and vibration impacts adequately.

Semi-permanent noise and vibration monitoring will be required for **medium** and **large developments**. **Small size** developments may require monitoring, depending upon the scope and nature of the works and the type of sensitive receptors impacted by the works.

It is suggested that any monitoring strategy should be agreed with the local authority prior to being implemented.

1. **Noise and Vibration Limits**

The daytime noise levels at residential buildings that are considered the LOAELs and SOAELs for construction noise are set out below.

0800-1800 hours LOAEL: 65 dB (LAeq,T)

0800-1800 hours SOAEL: 75 dB (LAeq,T)

The following upper vibration guidance levels, as measured at the worst-affected floor of the relevant property, are recommended to provide an initial indication of the risk of disturbance:

* 1 mm/s Peak Particle Velocity (PPV) for occupied residential and educational buildings;
* 3 mm/s PPV for occupied commercial premises where the activities are not of an especially vibration sensitive nature or for potentially vulnerable unoccupied buildings; and
* 5 mm/s PPV for other unoccupied buildings.
1. **Structure-borne Noise**

Internal works within adjoining buildings that share structural elements have the potential to excite the wall and floor of the receiving building. The prediction and mitigation of structure-borne noise is extremely complex and is unlikely to be practical in the type of schemes covered by CMPs.

In developments where structure-borne noise is likely to extend for a significant period of time, contractors will consider the implementation of quiet periods or the provision of alternative quiet spaces.

1. **Quiet periods and Respite**

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.

1. **Application of best practicable means to minimise noise and vibration**

**General Measures**

Best Practicable Means (BPM) as defined in Section 72 of the CoCP Part A shall be employed at all times to reduce noise and vibration to a minimum and will be consistent with the recommendations of BS 5228-1+A1:2014.

THE CONTRACTOR will employ BPM and ensure the timing, duration and phasing of construction activities are programmed to minimise the effects of noise and vibration on sensitive receptors where practicable and reasonable. In addition to the BPM measures noted in Appendix A the following mitigation will be employed as far as reasonably practicable:

* + - The contractor and their subcontractors will ensure that the following BPM guidelines will be applied and followed, and any possible noisy activities will be planned to take place during normal working hours. The site-specific noise and vibration control will also be complied with, where applicable and in-place.
		- Choice of methodology/technique for noisy operations will be considered in order to eliminate or reduce noise. Where reasonably practicable, fixed items of construction plant should be electrically powered in preference to diesel or petrol driven;
		- Each item of plant will comply with the European Commission Directive 2000/14/EC (The EU Directive on Noise Emission by Outdoor Equipment). United Kingdom Statutory Instrument (SI) 2001/1701;
		- Whenever possible fabrication will be undertaken off site;
		- Noisy plant will be kept as far away as possible from sensitive areas (and may need localised acoustic and visual screening);
		- As far as reasonably practicable the noise from reversing alarms will be controlled or limited. This will be undertaken through following a hierarchy of techniques:
		- The site layout will be designed to minimise reversing;
		- Banksmen will be utilised to avoid so far as reasonably practicable the use of reversing alarms; and
		- Reversing alarms will incorporate where reasonably practicable features such as broadband signals to reduce the level of noise.
			* All plant, equipment and noise control measures applied to plant and equipment will be maintained in good working order and operated such that noise emissions are minimised as far as reasonably practicable. Every effort will be made to plant, equipment or items fitted with noise control equipment found to be defective, not be operated until repaired;
			* Where demolition and other breaking out activities are necessary consideration will be given to use of alternatives to percussive or impact breaking equipment/methods. Wherever it is practical to do so, pulverisers (munchers) will be used to carry out the bulk of demolitions, achieving a much quieter method of undertaking the activity;
			* The movement of delivery materials outside of normal working hours will be kept to a minimum and handled in a manner that minimises noise;
			* Shutting down equipment when not in use;
			* Handling materials in a manner which minimises noise;
			* Fixed items of plant including pumps; generators; compressors; concrete batching plant and wastewater plant will be situated within suitable noise enclosures if plant does not already have sufficient built-in noise attenuation.

**Site Specific Measures**

The site-specific noise and vibration control measures will also be complied with, where applicable and in-place. Site specific measures will include the following:

* + - * All static plant shall be screened or enclosed.
			* Noise barriers will be used when practicable and will not have any openings that face noise sensitive receptors.
			* All portable noise barriers will be inspected before works begin.
			* Electrically powered plant will be utilised where practicable.

The following actions will be implemented in relation to vibration for the specific activities:

* + - * Inform residents in advance of works likely to create high levels of vibration.

In all cases prior warning and explanation of activities likely to generate perceptible vibration will be provided to residents with the aim of minimising complaints.

1. **Noise and Vibration Reports**

Monitoring data and interpretive reports are to be produced on a monthly basis and shall include a summary of the construction activities occurring, the data recorded over the monitoring period, any complaints received, any periods in exceedance of agreed trigger levels, the results of any investigations and any actions taken or mitigation measures implemented. Monitoring reports can be requested by the local authority at any time.

1. **Out of Hours Working**

Some construction activities will require extended working hours for reasons of engineering practicability, safety or operational necessity.

If out of hour works are required, the contractor is required to amend the CMP using the CMP Extension to Working Hours form for the proposed construction works.

In the case of work required in response to an emergency or which, if not completed, would be unsafe or harmful to the works, staff, the public or the local environment, the local authority will be informed as soon as reasonably practicable of the reasons for the works and their likely duration.

**7 Air Quality**

**Background:**

Construction and development activity produces local air pollution which poses a particular risk for those in close proximity to construction sites or areas of high development. Construction activity is responsible for 9% of nitrogen oxide (NOx) emissions, 45% of particulate matter (PM10) emissions, and 13% of fine particulate matter (PM2.5) emissions in Camden. In the context of construction emissions, ‘dust’ is also used to refer to PM10.

**Construction and demolition methods**

Crushing, cutting, grinding, drilling and breaking concrete and other materials produces airborne particulates, while excavation, earthworks, and open-air storage of rubble or demolition waste can lead to wind-blown dust, adding to local air pollution levels. The movement of on-site construction machinery can also reanimate dust, which has settled on surfaces, to become airborne again, spreading into the local area where it poses a risk to nearby residents as well as construction workers themselves. The selection of construction and demolition methods, and the comprehensiveness of mitigation measures, has a significant influence on the magnitude of air pollution emissions and health risk.

**Construction machinery (non-road mobile machinery, NRMM)**

Construction and development projects typically involve the use of large machines such as excavators, piling rigs, and cranes, which are all typically powered with diesel engines (emitting diesel particulates, sulphates and NOx). Due to the scale of many construction sites, this machinery is often employed for a significant period of time, resulting in the prolonged emission of air pollutants over multiple years.

**Generators**

Generators used on construction sites are considered as NRMM and so are regulated alongside other types of construction machinery. Generators are used to power lighting, welfare cabins and other site facilities, and are almost always diesel powered although alternatives exist (such as connecting to mains electricity). Although generators comprise a relatively small portion of the overall number of pieces of construction machinery, they are responsible for a disproportionate amount of air pollution because of their inefficiency and extended running hours. Generators are often over-sized and operate below their intended capacity which greatly increases the amount of air pollution produced.

Construction generators are now 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.

The site and all in-scope machinery (37-560kW), including generators, must be registered on the [GLA’s NRMM Website](https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm#nrmm-register-56658-title).

**Air Quality Assessments (AQA) and monitoring**

[An AQA](https://www.camden.gov.uk/air-quality-assessment) is an assessment of the impact a proposed development and its construction will have on the concentrations of certain pollutants in its local area. It determines what mitigation measures will be needed to protect future occupants and limit impact on local air quality.

* AQAs and Dust Risk Assessments (DRA) are a requirement for the majority of CMPs submitted. The criteria for an AQA can be found on [Supplementary planning documents - Camden Council](https://www.camden.gov.uk/planning-policy-documents).
* The AQA should be undertaken at planning application stage following the methodology outlined in the GLA’s [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).
* Should the AQA and DRA conclude that the dust impact risk level is either high **OR** medium, real-time dust (PM10) monitoring using ‘MCERTS Indicative’ sensors will be required onsite.
	+ The dust monitoring **must commence a minimum of three months prior to the implementation of the planning permission** (i.e., before works commence on-site) to collect baseline ambient air quality data and must continue throughout the entire duration of the activities covered by the planning permission to which the dust monitoring requirement is attached.
	+ **The three-month baseline monitoring period is a mandatory requirement for all high and medium risk sites.** This process can commence before the submission of the CMP to the Council, provided the strategy has been agreed with Camden Council’s Air Quality team.
	+ If the AQA has classified the site with a high-risk dust impact, then four real-time dust monitors will be required. If the site is a medium-risk, two real-time dust monitors will be required.
	+ Dust monitoring locations should be retained throughout the development to maintain the comparability of data and to minimise data loss.
	+ Monthly dust monitoring reports must be sent by email in PDF format to the recipients listed above, and this must commence from the outset (i.e., during the baseline monitoring period).
	+ More information on dust monitoring, mitigation, and reporting can be provided upon request.

**8 CMP Enforcement**

Camden Council adopts a robust, multidisciplinary approach to the management and enforcement of Construction Management Plans (CMPs). This is facilitated through a dedicated Construction Management Forum, which brings together officers from various departments across the Council to ensure a coordinated and consistent approach.

To strengthen compliance, the Council has dedicated officers within the Planning Enforcement Team. Their role is to respond to complaints regarding CMPs and to conduct proactive site visits to monitor adherence. The CMP Planning Site Inspector undertakes a program of proactive site inspections specifically to assess development sites against their approved CMPs. There is a set program for the type and number of visit, this includes several categories of visits, which are as follows;

* CMP Planned Inspections – full site inspection to assess compliance against the CMP. Unplanned/Compliance inspections – these are usually unannounced and are undertaken at regular intervals following a full site inspection. The purpose of these inspections is to ensure that developments sites are maintaining compliance for the duration of works.
* iii) Routine Inspections – unplanned site visit to investigate the status of works/actions from inspections or a specific condition of the CMP.
* iv) Reactive Inspections – a site inspection in response to a request to visit a development site. This could be to assess a potential breach or complaint received. These can be planned or unannounced.

Breaches of the CMP will be taken very seriously by the Planning Enforcement Team. Where avoidable breaches of the CMP are identified, the Council reserves the right to draw down funds from the construction management bond payment. The amount drawn down will be increased in the case of repeated avoidable breaches or where a serious breach has taken place. A serious breach is defined as harmful impact to amenity, air quality, road safety or risk to life. Where works commence without a CMP being signed off, where there are ongoing avoidable breaches or where severe breaches have taken place the Planning Enforcement Team will review whether all works on site should cease until such time as the issues have been addressed to the Council’s satisfaction. As the CMP is secured via a S106 Legal Agreement, injunctive action will be an option to the enforcement team where it is considered necessary.

**9 Submission of CMP addendum**

The CMP is a live document and as such you may be required to submit the an addendum to the CMP in the event that there are changes to agreed and approved document, or where detail has yet to be agreed where a main works site set-up may be more complex than the set-up during the demolition phase. In all such instances there will be a separate discharge process.

**10 CMP Contributions**

You must pay the CMP contribution before the commencement of the development. The amount of contribution should be mentioned in Section 106 legal agreement. You should receive the payment request from the Planning obligation team, you can request the invoice if you didn’t receive one with a unique payment reference number.

CMP Implementation Support Contribution: Current charging rates from **01 September 2024.**

|  |  |
| --- | --- |
| **Scale/type of construction** | **Indicative charge** |
| ***Low impact sites / small developments**** Under 10 homes or 2,000 sqm other uses
* Up to 16 weeks of construction
 | £4,194.00 |
| ***Medium impact sites/ medium size developments**** Basements/ 10-50 homes, 2000-4999sqm other use
* From 16 - 50 weeks of construction
 | £10,116.00 |
| ***High impact sites / large developments**** 50-499 homes/ 5,000-9,999sqm other uses
* 50 weeks plus of construction
 | £30,513.00 |

This Implementation Support Contribution is secured as part of Section 106 agreements and applies to all development schemes that are required to provide a CMP.

Standard charges for different types of development are set out in the table above which will normally be sought from most developments. However where additional work is required to mitigate impacts due to the specific circumstances of a development of the constraints of a site this will be charged at £130 per hour of the officer time (including VAT).

In determining whether a bespoke fee will be needed (as opposed to the indicative charging rates above), the following factors will be considered:

* Potential cumulative impacts
* Particularly large sites involving greater levels of construction
* Schemes that include basements and other significant excavation
* Proximity to sensitive receptors (e.g. residents, schools)
* Highly constrained sites (e.g. access)
* Whether a development involved significant amounts of demolition
* Likely complaints follow up requirements based on opposition to the scheme during the planning process
* Likelihood of complaints due to building method e.g. piling.

**11 CMP - Construction Impact Bonds**

You should pay the CMP bond payment contribution before the commencement of the development, usually, it’s secured through the Section 106 legal agreement. You should receive the payment request from the Planning obligation team, you can request the invoice if you didn’t receive one with a unique payment reference number. The Council will refund the outstanding balance once the development is completed.

Construction activity can cause disruption to daily activities, however a well-run site that responds to the concerns of residents can greatly improve the situation. While most sites deal quickly and robustly with complaints from residents, and reinforce the requirements of the Construction Management Plan with site operatives, there can be situations where this does not occur and officers in the Council are required to take action.

Camden Planning Guidance (Developer Contributions) states that

*“In respect of developments raising particularly complex construction or management issues where the Council will have to allocate resources to monitor and support delivery of obligations the Council may require payment of an upfront financial bond which the Council can draw upon if needs be.”.*

The securing of a bond has received significant support, it fosters a confidence with residents that there is a clear incentive for contractors to abide by the CMP.

**Bond Refund and Drawdown**

The bond will be fully refundable upon the satisfactory completion of the works unless deductions have been made. Deductions from the bond may be made in the following circumstances:

* **Avoidable breaches of the CMP**: The applicant fails to take action to ensure full compliance resulting in avoidable breaches of the CMP. Such deductions may be increased for repeated breaches or where they are considered severe (i.e. harmful impact to amenity, air quality, road safety or risk to life).
* **Failure to Remediate Issues**: The applicant fails to take reasonable action to address issues identified by the Council after receiving formal notice. Partial or full charges will apply for any breach will cover its reasonable and proper costs in connection with and/or arising from the carrying out of actions required under the Construction Management Plan.
* **Failure to Submit the Construction Management Plan (CMP)/ Unapproved Commencement of Work**: The applicant does not submit the required CMP resulting in construction work commences without the prior submission and approval of the Construction Management Plan (CMP).
* **Damage to Public Realm or Highways**: Where construction activities have resulted in levels of damage beyond those expected to the level of the development as a direct result of failure to comply with the CMP.

**Amounts**

|  |  |
| --- | --- |
| **Development Typology** | **Indicative bond level** |
| Low impact/small developments – contentious sites – for example below 10 residential units/2,000m2/work programme <16 weeks. | £8,000 |
| Medium impact/medium developments - Sites identified likely to cause conflicts with neighbouring properties and complex access arrangements - for example sites with Basements/10-50 residential units/2000-4999m2 /work programme 16 - 50 weeks | £16,000 |
| High impact sites/large developments – Controversial sites with clearly identified issues - for example sites of >50 residential units/>5,000m2/work programme >50 weeks | £32,000 |

**Refunding of the Construction Impact Bond**

Once the Council is notified that the site has been completed through a Certificate of Practical Completion, the Council will repay the site owner the balance of any unspent amount from the bond (typically within 28 days).

Any questions please contact:**planningobligations@camden.gov.uk**