

# Construction/**Demolition** Management Plan

pro forma

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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
22/09/2023	01	James Gibson
14/02/2024	02	James Gibson
10/05/2024	03	A Crawford

## Additional sheets

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

Date	Version	Produced by

# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG) 6: Amenity** and **(CPG) 8: Planning Obligations**.

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will be 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.

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The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

**IMPORTANT NOTICE:** If your site falls within a Cumulative Impact Area (CIA) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

The CIA Checklist (editable pdf) can be found at

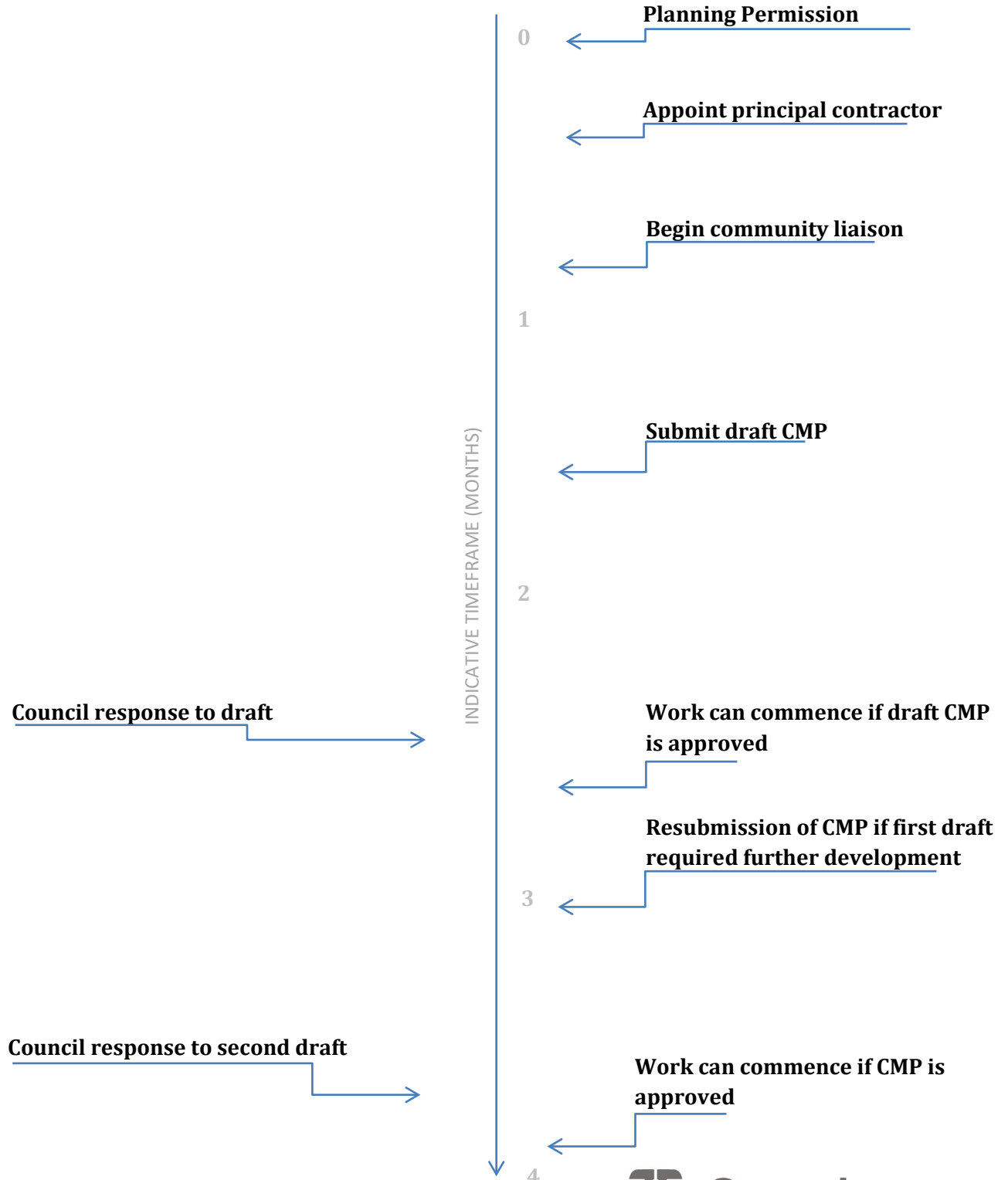
<https://www.camden.gov.uk/about-construction-management-plans>



# Timeframe

## COUNCIL ACTIONS

## DEVELOPER ACTIONS



# Contact

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

Address: Heybridge Car Park, Castle Road, London NW1 8TD

Planning reference number to which the CMP applies: 2023/3595/P

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

Name: James Gibson

Address: 15 Bermondsey Square, London, SE1 3UN

Email: jamesgibson@campbellreith.com

Phone: 07890641743

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Andy Crawford

Address: Colemans, Shady Lane, Great Barr, Birmingham, B44 9ER

Email: andy.crawford@coleman-group.co.uk

Phone: 07817 263134

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: Andy Crawford

Address: Colemans, Shady Lane, Great Barr, Birmingham, B44 9ER

Email: [hadleyst@coleman-group.co.uk](mailto:hadleyst@coleman-group.co.uk)

Phone: 07817 263134

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: Andy Crawford

Address: Colemans, Shady Lane, Great Barr, Birmingham, B44 9ER

Email: [andy.crawford@coleman-group.co.uk](mailto:andy.crawford@coleman-group.co.uk)

Phone: 07817 263134



# 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. Please fill up [Cumulative Impact Area \(CIA\) checklist form](#) if site fall within the CIA zone (Central London)

The Site covers an area of approximately 0.15 hectares (ha) located at Hadley Street in Kentish Town, London. The Site is centred on an approximate National Ordnance Survey Grid Reference of 528745E, 184498N and a postcode of NW1 8TD. The Site lies within the jurisdiction of the London Borough of Camden (LBC).

The Site is bound to the north by Castle Road, to the east by Heybridge tower, to the south by Lewis Street and to the west by Hadley Street. The Site is occupied by a single storey concrete covered car park associated with the residential development adjacent to the east. The sloped vehicular entrance to the car park from Castle Road is located in the north east corner of the Site and the southern and western Site boundaries encroach into adjacent pavement and road. The car parking at the lower ground level is approximately 1.50 metres (m) below ground level.

A Site Location Plan is appended (Drawing Ref: 14041-CRH-XX-XX-FG-G-7000\_P1\_SiteLcn)

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 proposal is to remove the single storey podium structure behind Heybridge. Site set up will include putting hoarding up along Hadley Street, Lewis Street and the Castle Road entrance to secure the site. A combination of the hoarding and existing trees may require footpath closure on Hadley St and Lewis St during installation. Vehicular access to the Site will be from Castle Road to the north of the Site.

A temporary site accommodation building for the workers will be located behind the Hadley Street hoarding. This may require temporary suspension of the parking bays on Hadley St to install and remove at the beginning and end of the project.

Nearby residential dwellings in adjacent Heybridge tower and on Castle Road, Hadley Street, Lewis Street will be sensitive to dust, noise and vibration.

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

It is anticipated that, following discharge of pre-commencement planning conditions, the key stages of the demolition programme will be as summarised below.

- Contractor appointment – Autumn 2023;
- Set up hoarding and site compound – December 2023;
- Main site demolition works – January – April 2024;
- Site secured until the main development starts in winter 2025/26.

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 08:00 – 18:00 on Monday to Friday
- No work on weekends or Public Holidays

This is Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out, and the proposed working hours will be considered on a case-by-case basis.

If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden.

Demolition activities are to take place during the above working hours. Demolition works would take account of the close proximity of neighbours and noisy working hours would be agreed in conjunction with LBC and neighbours. No noisy works are to take place outside the hours of 09:00-17:00.

# Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

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## Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

**The Council can advise on this if necessary.**

## 10. Sensitive/affected receptors

Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

Nearby residential dwellings in adjacent Heybridge tower and on Castle Road, Hadley Street, Lewis Street and Hartland Road.

## 11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways set up plans in advance with Camden if there is any uncertainty with this.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Early consultation on the potential impacts of the demolition were presented to residents at a drop-in event and in newsletters throughout July 2023:

- 18 July, 4:30pm to 7pm: drop-in session on the estate which presented the proposed demolition of the parking structure, and outlined key impacts of the demolition on residents.
- August 2023: a newsletter was sent to residents summarising the information presented at the drop-in session.

You can view the materials on the resources page of our website:

<https://www.camdensmallsites-castle.co.uk/resources>

All local stakeholder groups and Ward Councillors relevant to the estate were informed of the drop-in sessions. The feedback gathered was shared with the team preparing this DMP and has informed our early proposed mitigation strategy for noise, dust, and vibration, particularly for the closest residents in Heybridge and on Castle Road.

In the coming months we plan to build on this early engagement with the following consultation programme:

- Phase 1: targeted engagement with those most impacted
  - o This will involve sending letters, surveys, and carrying out a door knocking exercise to the most impacted residents listed in (10) above, sharing a draft of the DMP and gathering their feedback. The information gathered here will also help us understand who needs respite during the most disruptive works and if they have any specific needs we should address.
- Phase 2: community engagement on DMP
  - o Once the DMP has been adjusted with feedback from Phase 1, we will share the updated DMP with Planning and wider local residents and stakeholders on and around Castle Road estate.
  - o We will send a newsletter outlining key points from the DMP, and advertising a drop-in session where residents can come along, learn more about the proposed DMP and share feedback.
  - o We will also introduce the idea of the Neighbourhood Forum at this event, advertising how people can attend and the frequency of ongoing communications with residents throughout demolition.

After these two phases of consultation, the final DMP will be updated and sent to Planning for approval. We will then share the final outcome with residents in a newsletter and begin our ongoing engagement programme led by the demolition contractor. This will involve drafting and distributing monthly newsletters, running monthly Neighbourhood Forum meetings, providing and staffing respite space when needed, fortnightly office hours for resident queries, sharing notices if any unexpected late or disruptive works take place, and responding to queries through the inbox and phone line.

Ward Councillors and key local stakeholder groups will be informed and have the opportunity to comment at every stage of consultation.

## 12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

We will set up a Neighbourhood Forum for this site, which will meet monthly and be open to all residents in the area. Camden will coordinate the forum, and the demolition contractor's community liaison will present updates and answer any resident questions. We will:

- Advertise the forum each month in monthly newsletters to all residents in the area
- Run an in-person meeting of the Neighbourhood Forum once a month, most likely at Castlehaven Community Centre, or another nearby venue within a five-minute walk of the site. If there is demand, we may run this as a hybrid meeting so residents can also join virtually if they wish.
- Provide a summary of what was discussed at each month's Neighbourhood Forum in the monthly newsletter to residents.

Any follow-up questions after each Neighbourhood Forum will be responded to by Camden and the demolition contractor via email or phone, or in-person if requested.

## 13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. 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. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

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.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

Considerate Contractor site ID: SRO35207

The Guide for Contractors Working in Camden has been read and understood, and will be complied with.

#### **14. Neighbouring sites**

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

See appended Neighbouring Sites Plan. Following a search on the Camden planning portal an existing construction site was found in the local area at 152-156 Kentish Town Road – planning application number 2016/1372/P (yellow pin on plan). Construction traffic from our site does pass this construction site as it is routed along Kentish Town Road.

In terms of construction impacts:

Traffic – additional traffic from our construction site will be relatively low. High existing traffic levels along Kentish Town Road. Therefore cumulative traffic impacts from our construction site will not be significant.

Dust and Noise – 152-156 Kentish Town Road is located approximately 300m north east of our site. Prevailing wind direction is south westerly. Duration of the works on our site is short (only 4 months). The two zones of influence from each site for dust and noise impacts don't intersect due to distance and 152-156 Kentish Town Road's location up-wind. Furthermore dust and noise impacts are being mitigated on our site so impacts from Hadley St site will not be significant.

# Transport

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your CLOCS monitoring visits through CCS and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

15. Name of Principal contractor:

Coleman & Company Ltd.

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



The following measures will be instigated for checking compliance with the CLOCS standard:

- Scheme will be registered with CCS.
- The Colemans Site Manager will be responsible for ensuring the CLP is complied with.
- Hauliers' credentials will be verified by the Contracts Support team prior to supply chain orders. Minimum requirement for operators shall be FORS Silver. Supply chain shall be issued with letter confirming CLOCS requirements.
- Site Manager will maintain a movement log for HGV intended traffic movements for the following day. All movements to be informed a day in advance.
- To comply with NRMM, all applicable plant & machinery certificates/information will be checked by the Contracts Support team prior to delivery to site.
- Noise, dust, and vibration data will be collated from real time monitoring stations positioned on the site boundary. The stations will send alerts for the project teams review and action if threshold limits are exceeded.
- Idling will be actively discouraged. Telematics are fitted to plant to monitor.
- Dedicated Traffic Marshal (undertaken CLOCS-approved Site Access Traffic Marshal training) shall control site vehicle access/egress Marshal shall also be responsible for:
  - Clear Dash, Safe Cab Checklist
  - CLOCS Requirements: Compliance Check
- Project management support team (HSEQ, Contracts Manager, Transport Manager) shall audit implementation of CLOCS standard and CLP when visiting site. Non conformances will be raised via the company non-conformance report (CGMS F082) to ensure items raised are closed out effectively.
- A project complaints log (CGMS F303) will be implemented and overseen by the Project Manager. Complaints will follow Colemans complaints procedure (CGMS P066) to ensure items raised are closed out effectively.
- CLOCS/CLP compliance information will be included within the project progress report, reviewed in the monthly project progress meeting attended by duty holders.
- Any road related accidents connected with movements applicable to the project will be fully investigated and reported on in the project progress meeting.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Colemans, acting as Principal Contractor, can confirm that compliance with the CLOCS standard has been included.

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

## Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

**18. Traffic routing:** *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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.

Traffic movements from the north will approach the Site via Kentish Town Road, Prince of Wales Drive, Castlehaven Road and Castle Road. Traffic movements from the south will approach the Site via Kentish Town Road and Castle Road.

Traffic movements will depart the Site to the north via Castle Road and Kentish Town Road and to the south via Castle Road, Castlehaven Road, Hawley Road and Camden Street.

Vehicle approach and departure routes are shown on the appended plan, drawing number: 14041-CRH-XX-XX-FG-G-7004-P1\_TrafficMovements.

One way systems (Camden Rd/Pratt St/Bayham St/Camden High Street) will be adhered to.

No HGVs will approach the Site via Royal College Street.

Low Loader movements will use the approach via the North Circular: A502, Prince of Wales Rd, Castlehaven Rd, Castle Rd. All movements will be under a movement order submitted to Transport for London. The same route will be used when leaving the site.

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

Toolbox talks will be held for demolition personnel and briefings will be made for all delivery drivers to identify agreed routes for demolition traffic and to inform drivers of the existing operational context of the adjacent streets and the likely presence of pedestrians and cyclists.

Haulage companies will be issued with route information as identified in the CLP in advance of attending site, in conjunction with the CLOCS compliance letter for suppliers. The Project Manager will ensure suppliers are updated as regards any changes to the route during the works.

**19. Control of site traffic, particularly at peak hours:** *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

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

There will be a combination of HGVs for material removal/input to Site and cars/vans for demolition staff. HGV movements are expected to be most intense throughout the middle stages of demolition, tailing off towards the final weeks. Car/van movements are expected to be constant throughout. It is envisaged that during the peak demolition period there would be approximately 5 to 10 HGV deliveries (10 to 20 movements) in a single day. Estimated overall forecast movements are likely to consist of: 8 x 7.5t delivery vehicles; 90 x 18t tipper wagons to remove aggregates; 25 x 18t tipper wagons to deliver aggregates (delivery and collection of aggregates will use the same transport where practical to reduce journeys); 2 x low loader movements; 90 x <3.5t general car/van movements.

b. Please specify the permitted delivery times.

Camden's standard delivery hours are 9:30am - 4:30pm on weekdays and between 8:00am – 1:00pm on Saturdays. Vehicles may arrive at 08:00 where they should be held until 09:30 before departing. However, owing to the proximity of a Primary school on Hartland Rd south of the Site that will use Castle Rd, deliveries will be scheduled between 09:30 – 15:00.

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.

See appended Neighbouring Sites Plan. Following a search on the Camden planning portal an existing construction site was found in the local area at 152-156 Kentish Town Road – planning application number 2016/1372/P (yellow pin on plan). Construction traffic from our site does pass this construction site as it is routed along Kentish Town Road.

In terms of construction impacts:

Traffic – additional traffic from our construction site will be relatively low. High existing traffic levels along Kentish Town Road. Therefore cumulative traffic impacts from our construction site will not be significant.

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

Refer to appended plan 14041-CRH-ZZ-XX-DR-C-6175.

e. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

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

Not applicable.

f. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

Deliveries will be minimised as much as possible as follows:

- Due to constraints on site and to alleviate delivery movements for welfare cabins, Colemans are to utilise available unoccupied premises adjacent to the work site for the purposes of site welfare and office.
- Skips will be filled before being removed from site and full skips exchanged for empty skips on the same exchange to minimise unnecessary movements.
- Deliveries will be planned and scheduled to avoid unladen deliveries/collections where practical.
- Workers will be encouraged to undertake vehicle sharing and use of public transportation links to minimise number of car movements. Items of company kit or consumables will be brought in rear of vans to avoid separate deliveries.

g. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

No vehicles or plant will be left idling unnecessarily. Should any emissions of dark smoke occur (except during start up) then the relevant machinery will be stopped immediately, and any problem rectified before being used. Engines and exhaust systems will be regularly serviced according to manufacturer's recommendations and maintained to meet statutory limits/opacity tests.

The Site Manager will monitor idling and hold TBTs to discourage the practice. Telematics for plant will allow management team to monitor periods of idling.

**20. Site entry/exit:** *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

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

a. Please detail the proposed site entry and exit points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

The Site entry and exit point would be from Castle Road in the north east of the Site. Please refer to the appended Site Plan (Drawing Ref: 14041-CRH-XX-XX-FG-G-7002\_P1\_SitePlan).

b. Please describe how the entry and exit arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

At least one traffic marshal/banksman will be available at the Castle Road entrance to oversee vehicle movements.

Low Loader movements will have at least 2 traffic marshals, there will also be an escort vehicle with the low loader.

Parking bay suspensions won't be required as delivery and off load time won't take any longer than 30 mins. A traffic marshal will always be present with the low loader and the escort vehicle.

c. Please provide tracking/swept path drawings for vehicles entering/exiting the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Refer to appended plan 14041-CRH-ZZ-XX-DR-C-6175.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

A hard standing road surface will be retained for vehicle movements. A road sweeper will be used to help maintain the public highway and internal road surfaces. A wheel wash facility will only be used to control the transmission of mud from site vehicles where vehicles may need to access excavated ground. It is proposed that due to insufficient space on site, in this scenario, an area will be allocated for manual jet washing of tyres within a bunded hard standing area with local drains protected and wet vacs used to collect run off.

**21. Vehicle loading and unloading:** *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

This section is only relevant if loading/unloading is due to take on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

a. Please provide the location where vehicles will stop to unload. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Vehicle loading and unloading location would be in the north east of the Site. Please refer to the appended Site Plan (Drawing Ref: 14041-CRH-XX-XX-FG-G-7002\_P1\_SitePlan).

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process. Please note that deliveries should pause where possible to allow passage to pedestrians.

At least one traffic marshal/banksman will be available at the Castle Road entrance to oversee vehicle movements.



## Site set up

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Please note that Temporary Traffic Restrictions (TTRs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

### 22. Site set-up and occupation of the public highway

Please provide detail drawings of the site up on the public highway. This should be presented as a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised.

Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

Preference is to keep pavements open however Lewis St may require hoarding on the pavement to allow space to demolish the podium. The Hadley St pavement may require temporary closure to allow the removal of the fence and construction of hoarding on the retaining wall. Hoarding to be chamfered on the Hadley St/Lewis St corner.

b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set up. Alternatively this can be shown as part of the above drawings if preferred. Please note that this must conform to the [Safety at Street Works and Road Works Code of Practice](#).

Not applicable.

### **23. Parking bay suspensions and temporary traffic orders**

Parking bay suspensions should only be requested where absolutely necessary and these are allowed for a maximum period of 6 months only. Information regarding parking suspensions can be found [here](#). For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a [Temporary Traffic Restriction \(TTR\)](#) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal obligations as a highways authority. 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.

A space cannot be suspended for convenience parking, a [trade permit](#) is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

Due to constraints on site and to alleviate delivery movements for welfare cabins, Colemans are to utilise existing available unoccupied premises adjacent to the work site for the purposes of site welfare and office.

It is not envisaged that any parking bay suspensions will be necessary along Castle St for large vehicles to access the site.

## **24. Motor vehicle/cyclist diversions/pedestrian diversions**

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users must be considered as part of this. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind/partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

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 temporary 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, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

Preference is to keep pavements open however Lewis St may require hoarding on the pavement to allow space to demolish the podium. The Hadley St pavement may require temporary closure to allow the removal of the fence and construction of hoarding on the retaining wall. Hoarding to be chamfered on the Hadley St/Lewis St corner.

## **25. Services**

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and

programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

Not applicable.

# Environment

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

28. Please list all noisy operation and the construction methods used, and provide details of the times that each of these are due to be carried out.

The following demolition activities have been identified as the main sources of noise and vibration:

- Separating the podium structure from Heybridge and northern boundary wall;
- Breaking down the slab; and
- Taking down the podium and sorting and removing materials.

The preference is for noisy works to only take place between the hours of 09:00-17:00.

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Was not requested by the LPA. Noise monitoring will be undertaken during construction.

30. Please provide predictions for noise levels throughout the proposed works.

Demolition noise levels audible at the site boundary will not exceed the Camden maximum threshold noise level of 75 dB [measured over a 10-hour averaging period (08:00 – 18:00)].

The noise monitoring equipment will continuously upload measured data to a secure online system accessed through a web portal. The web portal will be configured to send alert emails to the site manager when the noise trigger levels (outlined in paragraph 35 below) are exceeded.

Colemans are presently engaging with supply chain partners to conduct a S61 prior consent application, which will detail predicted noise levels.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

The permitted hours of work are set out in Section 3.6. Where working is required outside these hours, this is to be agreed with LBC.

The Contractor must control and limit noise and vibration levels, as far as reasonably practicable, so that residential dwellings and other sensitive receptors are protected from excessive noise and vibration levels arising from demolition activities.

The Principal Contractor will establish background baseline noise surveys in order to formulate acceptable noise levels for each specific site.

The recommendations relating to the impact of any operations will comply with the guidance set out in BS 5228 Code of practice for noise and vibration control on construction and open sites parts 1 and 2. The Contractor and site operatives will observe best practicable means to ensure minimal impact of demolition noise levels.

Noise levels will be monitored prior to demolition commencing and at regular intervals during the works especially when potentially noisy activities are occurring close to sensitive receptors. In addition nearby residents will be notified when particularly noisy works are to be undertaken and that such works will be subject to noise and, if required, vibration monitoring.

Drop heights are to be minimised and chutes are to be used where possible. Silencers or mufflers are to be fitted to plant and machinery as appropriate.

Plant known to emit noise strongly in one direction shall, where possible be orientated so that the noise is directed away from sensitive receptors.

Consideration will be given to temporary screening or enclosures for static noisy plant and equipment to reduce noise emissions and plant should be certified to meet any relevant EC Directive standards.

The quietest possible plant that can reasonably practicably be obtained will be used for each demolition task. Non-percussive demolition techniques will be considered. No diesel/petrol powered generators will be permitted to run overnight. Existing site 240v supply to be utilised for CCTV.

Any cutting tools shall be well maintained and kept sharp to reduce frictional noise. All necessary lubrication shall be carried out in a timely fashion to reduce noise.

Loading and unloading of vehicles, dismantling or equipment such as scaffolding or moving equipment or materials around the Site will be conducted in such a manner as to minimise noise generation.

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

The Colemans project team have substantial experience of undertaking demolition projects within residential areas. Colemans work closely with reputable and experienced supply chain partners that specialise in environmental noise management and the requirements of BS 5228:2009, from a perspective of S61 applications and installation of environmental monitoring equipment. The stipulated controls proposed as part of the application are embedded within RAMS, the project DEMP, project induction and objectives which are briefed to the workforce. Regular TBTs are also undertaken on environmental best practice.

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.

Limit the area(s) of working so that vehicles are confined within an area that can be subjected to appropriate dust control;

Dust suppression systems will be utilised during cutting, crushing or grinding of material;

Material stockpiles will be enclosed at all times and dusty materials will be dampened using water sprays and/ or sheeted during dry weather;

Stockpiles will be located as far as possible from sensitive properties and ecological receptors, taking account of the prevailing wind direction;

Remove loose materials as soon as possible;

Visual checks for windblown dust will be undertaken.

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.



Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the Site;

Ensure the trailers of the vehicles leaving the Site carrying materials are covered to prevent escape of materials during transport;

Vehicles carrying loose aggregate, fill materials or contaminated materials to and from the Site should be sheeted at all times;

Vehicles should be kept clean through the use of wheel washers as appropriate, particularly on departure from the site onto the public highway. In instances where space restrictions prevent wheel washers, consideration of alternative mitigation should be applied;

Ensure there is an adequate area of hard surfaced road between the area of works and the Site exit, wherever size and layout permits;

Avoid dry sweeping of large areas. Use water-assisted dust sweeper(s) on the access and local roads to remove, as necessary, any material tracked out of the Application Site. This may require the sweeper being continuously in use.

35. For medium or high impact risk level sites, please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

### Dust

Air quality monitoring is proposed for a three-month baseline period prior to the commencement of the demolition works and throughout the duration of the demolition works, utilising two real-time MCERTs approved PM<sub>10</sub> monitors located in the southwest and northeast corners of the demolition site. The dust (PM<sub>10</sub>) trigger levels will be:

- 15-minute mean exceeding 250µg/m<sup>3</sup>;
- One-hour mean exceeding 190µg/m<sup>3</sup>;
- Number of 24-hour mean concentrations exceeding 50µg/m<sup>3</sup>; and
- Period mean exceeding 40µg/m<sup>3</sup>.

An alert system will be set up to inform the environmental consultant and site operators of any exceedances of the trigger levels should they occur. Monitoring is to be conducted in accordance with IAQM Guidance on Monitoring in the Vicinity of Demolition and Construction Sites.

### Noise and Vibration

The noise and vibration monitoring strategy for the proposed demolition works is outlined in the appended Noise and Vibration Monitoring Strategy (Noise Consultants Limited, 2023). Continuous, live, unattended noise and vibration monitoring will be carried out at monitoring locations representative of the nearest noise sensitive receptors (NSRs) which are identified as:

- Noise Monitor 1 (NM1) (microphone and sound level meter (SLM) logger) and Vibration Monitor 1 (VM1): Heybridge Tower to the immediate east of the site; and
- Noise Monitor 2 (NM2) (microphone and SLM logger): 71 – 75 Castle Road to the north of the site.

The following 'trigger levels' will be in place onsite which the Contractor is to comply with:

- Level 1 Alert (72 dB measured over a 1-hour averaging period) - 50% of hourly noise exposure has been exceeded. Works may tentatively continue but site manager should investigate if noise mitigation and best practicable means is being properly employed.
- Level 2 Alert (75 dB measured over a 1-hour averaging period) - 100% of hourly noise exposure has been exceeded. Works should be paused for the remainder of the hour and not recommenced until noise issue has been investigated and mitigated.
- Level 3 Alert (75 dB measured over a 10-hour averaging period) - Indication that, should works continue at current noise level, the daily threshold will be exceeded. Noisy works should stop immediately.

The following vibration limits will be complied with:

- Activities causing continuous vibration <0.5hrs per working day – 1.0 mm/sec PPV for residential premises & 3.0 mm/sec/PPV for commercial premises
- Activities causing continuous vibration >0.5hrs per working day – 1.0 mm/sec PPV for all premises

Where the relevant noise and/or vibration trigger is exceeded, an automated alert will be sent to appropriate staff members, including the on-site supervisor, enabling an investigation process to be undertaken. Where the source of the noise and/or vibration (and the exceedance) is found to relate to the demolition works, appropriate mitigation measures will be implemented where practicable.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy [The Control of Dust and Emissions During Demolition and Construction 2014 \(SPG\)](#) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

An Air Quality Assessment has been undertaken and is provided within the appended Air Quality Dust Management Plan undertaken by ACCON (file reference: A5002 - Hadley Street Demolition AQDMP).

The summary dust risk level for the demolition works without mitigation is 'Medium'.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

Please find the completed checklist within Section 4 and Appendix 3 of the ACCON Air Quality Dust Management Plan, appended to this DMP (file reference: A5002 - Hadley Street Demolition AQDMP).

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

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

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

**specification, and trigger levels) must be submitted to the Council for approval.** Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site.** Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM<sub>10</sub>) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

**Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.**

Two real-time dust monitors were installed on-site for three months between 3<sup>rd</sup> October 2023 and 3<sup>rd</sup> December 2023.

Monthly baseline air quality monitoring reports have been submitted to [AirQuality@camden.gov.uk](mailto:AirQuality@camden.gov.uk).

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

Contractor to have rodent control measures in place throughout duration of works.

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

An asbestos survey was carried out on 26/07/2023. No high or medium risk materials were identified. Low risk Asbestos Containing Materials comprising putty sealant was identified at the wall vents on the flat roof. Recommendations were to remove under controlled conditions.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

Training will take the form of a site induction and toolbox talks. The training will include general public relations and the need for exemplary courtesy and behaviour of all site staff towards the general public. 2 way radios are provided to site workers to mitigate the need to shout instructions. A dedicated smoking area and etiquette rules for use will be implemented with consideration to nearby occupied premises to avoid uncontrolled congregation on public footpaths and disturbance from general break time chatter.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

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

Direct link to NRMM Practical Guide (V4):

[https://www.london.gov.uk/sites/default/files/nrmm\\_practical\\_guide\\_v4\\_sept20.pdf](https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf)

**From 1<sup>st</sup> September 2015**

**(i) Major Development Sites** – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

**(ii) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

**From 1<sup>st</sup> September 2020**

**(iii) Any development site** - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

**(iv) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

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

- a) Construction time period? 07/05/2024 – 15/08/2024.
- 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: Yes
- 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: Yes
- 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: Yes

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: <https://idlingaction.london/business/>

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

No vehicles or plant will be left idling unnecessarily. Drivers and machine operators will receive TBT's on the topic of idling.

NRMM will be well maintained. Should any emissions of dark smoke occur (except during start up) then the relevant machinery will be stopped immediately, and any problem rectified before being used.

Engines and exhaust systems will be regularly serviced according to manufacturer's recommendations and maintained to meet statutory limits/opacity tests.

Use of diesel or petrol powered generators will be avoided by using mains electricity or battery powered equipment where possible. Colemans utilise HVO to power site plant, unless the manufacturer has expressly prohibited the use of HVO, or a practical hybrid/solar/eclectic option is available as a more sustainable alternative.

## Mental Health Training

44. 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.

Colemans are presently a Silver supporter of ‘Demolisten’, a mental health charity for the demolition industry from Demolition Hub and Mates in Mind.

Supporting management personnel who visit and support the project are nominated Mental Health first aiders or have received training on mental health awareness.

• SYMBOL IS FOR INTERNAL USE



# Agreement

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

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

**Signed:** .....

**Date:** .....

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

**Position:** .....

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

**End of form.**

V2.9