**Construction/Demolition Management Plan**

pro forma

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **22/02/24** | **00** | **Sam Breaks** |
| **24/06/24** | **01** | **Sam Breaks** |

**Additional sheets**

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

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **15/12/23** |  | **S01\_Chester Road Site Logistics Plan** |
| **17/01/23** |  | **S01\_Chester Road\_Site Logistics Plan Enabling Works** |
| **29/05/24** |  | **Dartmouth Park Hill Traffic Signage** |
| **27/01/24** |  | **001 Site Services Layout Ground Floor** |
| **27/01/24** |  | **Chester Road Incoming Utilities** |
| **26/06/23** |  | **CHR\_Acoustic Design Statement Rev1** |
| **03/02/24** |  | **445584- 01 (00) RSK – Dust Risk Assessment and Management Plan – 2 Chester Road, Camden** |
| **15/02/24** |  | **Construction Vibration Assessment – 2 Chester Road** |
| **26/06/23** |  | **CHR\_Acoustic Design Statement Rev 1** |
| **06/06/24** |  | **CRH TTR Letter** |
| **11/06/24** |  | **Consultation area for revised logistics plan** |

# Introduction

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

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

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

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety](https://www.clocs.org.uk/) (**CLOCS**) Standard and the [Guide for Contractors Working in Camden.](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6)

Camden charges a [fee](https://www.camden.gov.uk/documents/20142/1269042/3.+Construction+and+Demolition+Management+Plans+-+updated+Implementation+Support+Contribution+levels.pdf/6375c32e-9c58-91f0-219f-268269143a6c) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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.

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

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

If your scheme involves any demolition, you need to make an application to the Council’s Building Control Service. Please complete the “[**Demolition Notice**](https://www.camden.gov.uk/apply-for-building-control-camden)**.**”

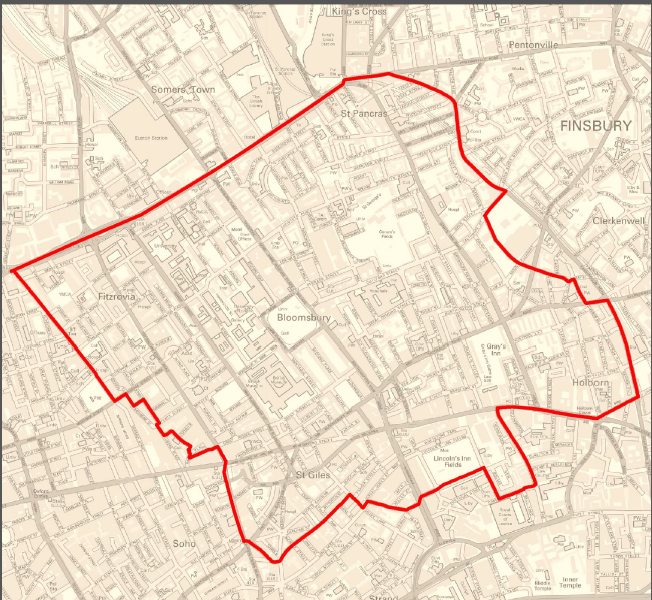
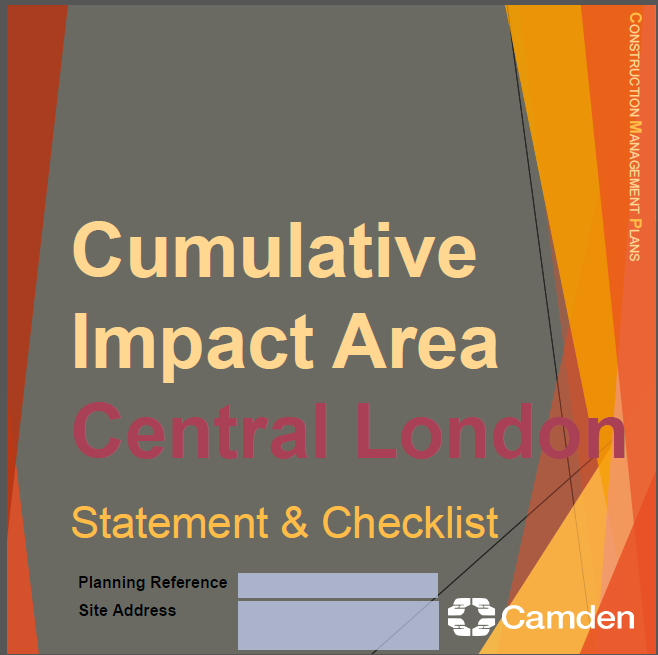
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

**IMPORTANT NOTICE:** If your site falls within a Cumulative Impact Area (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

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Planning Permission granted**

**0ommunity liaison**

**Appoint principal contractor**

**Begin community liaison**

**Work can commence if CMP is approved**

**Council response to second draft**

**Submit draft CMP**

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

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

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

# Contact

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

Address: Chester Road Hostel, 2 Chester Road, London, N19 5BP

Planning reference number to which the CMP applies: 2020/3461/P

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

Name: Sam Breaks

Address: Morgan Sindall, 10th Floor, 1 Eversholt Street, NW1

Email: sam.breaks@morgansindall.com

Phone: 07970661812

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: Sam Breaks

Address: Morgan Sindall, 10th Floor, 1 Eversholt Street, NW1

Email: sam.breaks@morgansindall.com

Phone: 07970661812

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: Monica Paul

Address: Morgan Sindall, 10th Floor, 1 Eversholt Street, NW1

Email: Monica.Paul@morgansindall.com

Phone: 07977354264

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: Sam Breaks

Address: Morgan Sindall, 10th Floor, 1 Eversholt Street, NW1

Email: sam.breaks@morgansindall.com

Phone: 07970661812

# 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](https://www.camden.gov.uk/about-construction-management-plans) if site fall within the CIA zone (Central London)

The site is located at 2 Chester Road, at the junction of Chester Road and Dartmouth Park Hill. Deliveries will enter site via Gate 1 on Chester Road and Exit Via Gate 2 on Dartmouth Park Road.

The development consists of a new building with 50 new temporary homes for families, with ancillary areas, staff room and office. The building will be 3 and 4 storeys in height.

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).

This CMP covers all the remaining work phases of the project; substructure through to fitout and hard landscaping. Also includes the site set up and the site logistics implementation.

The remaining works of the project consist of reduce level dig to form the foundations and the construction of 3 buildings consisting of 50 new temporary accommodation units.

The nature of the surrounding highways of the site poses as a particular challenge. Chester Road is a single lane, one way road with vehicles parked on either side. This road will form part of the entry route for deliveries onto site during the Enabling Ground Works. Given the narrow nature of the road, only 12m rigid deliveries will be permitted, with 4 parking bay suspensions for the enabling works period.

For the main works, once the enabling works is complete, a pit lane is proposed on Dartmouth Park Hill for delivery vehicles. This pit lane will be served by the crane and will remove the construction traffic from Chester Road.

There is an existing dwelling that abuts the North Elevation of site, 85 Dartmouth Park Hill Road. This will be segregated from site by a physical hoarding line. There is also an existing walkway to Colva Walk that abuts the North Elevation of site that will be closed off during construction. There are also 3 schools within the vicinity of site that have been taken into consideration below. Further specific receptors are clarified in the associated Section below.

Morgan Sindall are aware that the local residents are frustrated by previous and existing developments in the area. There has been a prolonged period over the past 5+ years where the residents have been negatively impacted by these developments and their lives have been made difficult.

This CMP outlines how the project will tackle those frustrations and ensure that this project will not follow suit of the other developments.

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

Site Set up: August 2024

Enabling Works: August 2024

Substructure: September 2024

Superstructure: January 2025

Fit-Out: March 2025

External Works: November 2025

Completion: March 2026

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

* 8.00am to 6pm on Monday to Friday
* 8.00am to 1.00pm on Saturdays
* No working on Sundays or Public Holidays

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.

Confirmed as above

# Community Liaison

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

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

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

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

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

**Cumulative impact**

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

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

**10. Sensitive/affected receptors**

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

Key Receptors:

* Chester Road Residents
* Colva Walk Residents
* 78-74 & 85-87 Dartmouth Park Hill Residents
* Cricks Corner Coffee Shop
* Schools in proximity with live Schemes in place:
  + Brookfield Primary School (A Camden Healthy School Street Scheme)
  + Hargrave Park School
  + St Joseph’s Primary Schools
* Whittington Hospital
  + Intended Traffic Route from site via Magdala Avenue, the main entrance to the Hospital is on this 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.

* **Second Consultation period outlined below, following the updated Logistics Plan, using a pit lane on Dartmouth Park Hill.** 
  1. Islington Council were consulted on the proposed Pitlane arrangement and associated footpath closures as the Highways Authority for this road. A site visit took place with MS and Islington on 08/05/24, which was then followed up with a drawing of the proposals discussed.
  2. Islington accepted MS’s Traffic Management Plan associated with the pitlane, the footpath closures and zebra crossing pedestrian diversion.
  3. Camden CMP team, accepted Islington’s approval but have requested the provision of a crossing point to the north of site is to remain under review and is to be revisited if requested by either LBC or LBI. (Rather than diversion to existing zebra crossing)
  4. Letter written and distributed to the local residents, highlighting the above changes to the CMP – please see copy of letter within the appendices, including the address list/map of distribution within the Zip File Appendices.
* **Responses to the letter below:** 
  1. Robert Dolata Wednesday 19th June
     + See Email Response attached: *Response to Robert Dolta*
  2. Guy N W Smith Tuesday 11th June
     + See Email Response attached: *Response to Guy N W Smith*

Both emails received from the above were responded to item by item. Clarification was provided on the pedestrian diversions using the existing zebra crossings to enable to pit lane set up.

MS to review options available regarding the temporary road signage required to facilitate the pitlane and pedestrian route diversions. Given the long-term nature of their presence, MS to review alternatives to sandbag counterweight options. There will be patrols and signage up-keep duties placed onto the traffic marshals throughout the day.

* **Whittington Hospital Construction Group**

Construction Working Group set up with Whittington Hospital to make them aware of the scheme and the Traffic Routes.

Teams’ meetings held with the hospital team and vehicles routes were explained.

Hospital team confirmed that there would be no impact on the running’s of the hospital using the intended vehicle route, however, have requested quarterly check ins to provide updates.

**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.

* Morgan Sindall Community Liaison Officer:
  + Monica Paul
  + Contact Detail: 07977354264
  + Email: [monica.paul@morgansindall.com](mailto:monica.paul@morgansindall.com)
* Community Notice board will be displayed at the site boundary updating progress, notifying up and coming works, careers information, company profile, on safety & environmental information.
* Letter Drops will also take place where required for particular construction events or anything that may require notifying the local residence
* We will register with Considerate Constructors Scheme
* Contact details will be displayed at the site boundary for information and complaints.
* There will also be a project website with live information, with the web address displayed on the hoarding.

**13. Schemes**

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](https://protect-eu.mimecast.com/s/RhAACROA3cPkr7OT9fD9T?domain=ccscheme.org.uk/) for the full duration of your project including additional [CLOCS visits](https://protect-eu.mimecast.com/s/PK6ZCVAG3FjLlOZCzThUa?domain=ccscheme.org.uk/) 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](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6). Please confirm that you have read and understood this, and that you agree to abide by it.

The Considerate Contractors Scheme will also be adopted for the entirety of works on site. Contact details will be affixed to the front site hoarding indicating details of who to contact. This contact list will include names and numbers of staff on site should neighbours / the public require the need to contact a staff member.

**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.

Morgan Sindall is aware of the Highgate New Town development. This project is approaching completion. There will be limited (if any) overlap of construction vehicles coming into the area for both projects. If there is cross over between the two projects, Morgan Sindall construction vehicles will overlap with Highgate New Town vehicles on Chester Road. Given the one-way restriction already in place on Chester Road, the flow of vehicles will be maintained, with internal site delivery holding areas off of the highway.

Morgan Sindall is also aware of the live Healthy School Street Scheme on Croftdown Road servicing Brookfield Primary School. Morgan Sindall understands the restrictions placed on the highway traffic as part of this scheme on Croftdown Road.

Whittington Hospital also has an existing project a new building for patients with poor mental health. The project is coming towards the end of its lifecycle and will be finished by March 2024, confirming no overlap with the project associated with this CMP.

Whittington Hospital also has a further on-going development within the Hospital Grounds, to which a line of communication has been opened to review potential overlap in construction traffic along Magdala Avenue and Dartmouth Park Hill Road.

# 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:

Morgan Sindall Construction

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

Minimum standard: **Bronze**

Record CLOCS on compliance for **Silver** Check:

* Driver name, Date, Time, Vehicle Registration, Vehicle operator, FORS ID no. Evidence of SUD training for drivers of vehicles over 3.5t
* Vehicles exceeding 3.5t will have the following:
  + Class V + VI mirrors
  + Working camera and close proximity sensor system with in-cab audible alarm (and rear camera for +7.5t rigid vehicles)
  + Side under-run protection (both sides)
  + Externally audible alert for vehicle turning left and reversing
  + Vulnerable road user warning signage
* Our traffic marshals will record the following:
  + Route Check
  + Last mile route taken
  + Information about any collisions which occurred on journey to site.
  + Confirm access allowed or if denied issue letter to driver.

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:

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

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)

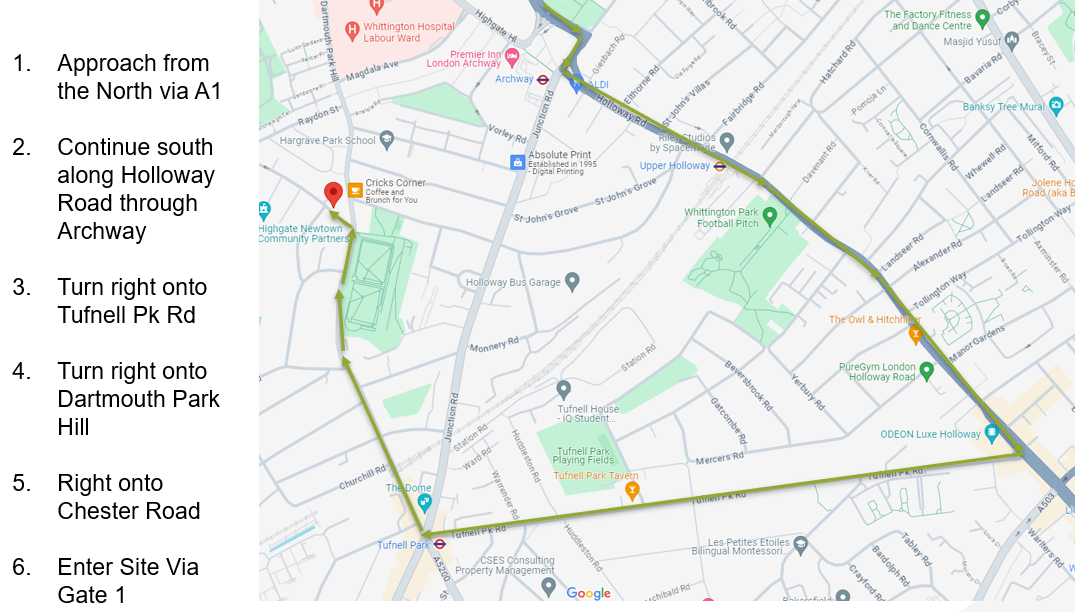
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings,museums etc.

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.

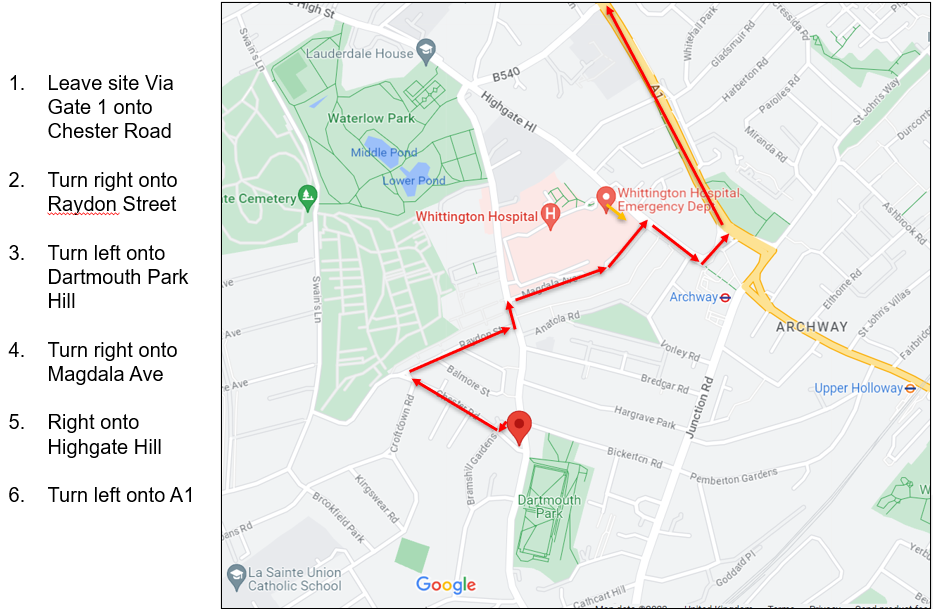
a. Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

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.

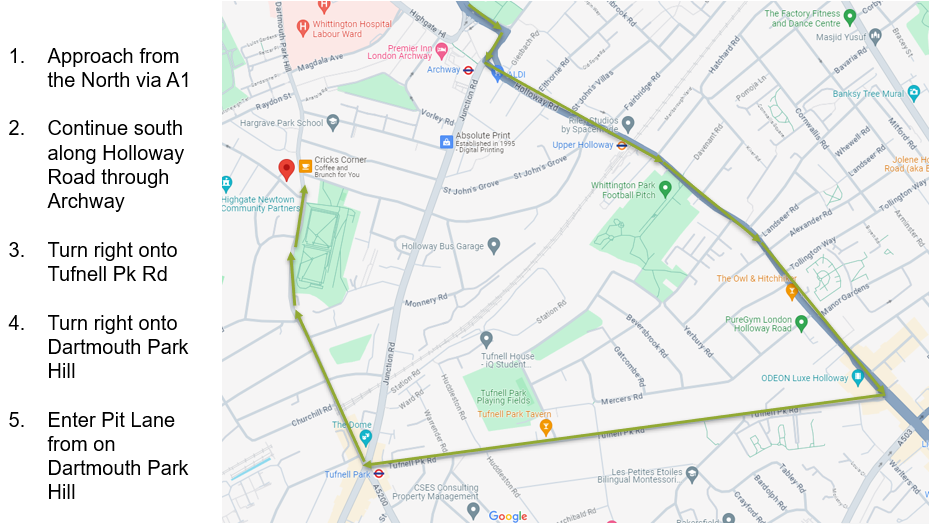
**Route to site during enabling works**



**Route away from site during Enabling Works**



**Route to site: Main Works (Pit Lane set up)**



**Route away from site: Mian Works (pit Lane set up)**

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**Whittington Hospital Consultation:**

* Vehicle route includes Magdala Avenue that the main entrance to Whittington Hospital is also on.
* Whittington Hospital have been consulted and confirmed that the construction vehicles will not interfere with the safe and efficient operation of the hospital. The Ambulance A&E entry point is via Highgate Hill and does not include Magdala Avenue.
* A line of communication has been established, with email and telephone details exchanged. On-going monitoring of the route will take place and the hospital will be in touch as the project proceeds, if required.

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

The Traffic Management Plan (TMP) will be included within the Subcontractor Orders, specifying all delivery routes.

We will also provide a driver’s induction to all delivery drivers with the TMP Routes included.

**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

**Approximate Number of Deliveries per day:**

32t Tipper: 10 deliveries/day during first 5 weeks

Skips: 1 per day for the full duration of the project

Concrete mixer: generally, 4 per day for piling works and substructure pile caps (14wks) with 10 per day on pumped pours throughout the Superstructure concrete topping pours

3.5T van: 3 per day for the duration of the project.

Artic: plant and tower crane delivery at start of project

12m Rigids: 2 delivery/day during main construction phase project

b. Please specify the permitted delivery times.

Morgan Sindall is aware of the live Healthy School Street Scheme on Croftdown Road servicing Brookfield Primary School. Morgan Sindall understands the restrictions placed on the highway traffic as part of this scheme on Croftdown Road.

Morgan Sindall are also aware of St Joesph’s Primary School and Hargrave Park School.

Deliveries will be restricted to the hours of 9.30am to 3pm on weekdays.

In line with the Camden Council guidance, vehicles will be permitted to arrive at site at 8.00am to be bought into site and off the road. They will then have to be held at site until 09:30, at which point they will be permitted to leave.

c. Cumulative effects 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.

Morgan Sindall are aware of the Highgate New Town development. This project is approaching completion, so there will no overlap of construction vehicles coming into the area for both projects.

Morgan Sindall are also aware of the Whittington Hospital Project that is also coming to an end. The mental health facility is due to be completed in March 2024.

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

Please refer to Appendices Documents:

* **S03\_Chester Road\_Site Logistic Plan Enabling Works**
* **S01\_Chester Road\_Site Logistic Plan**
* **TM Plan Dartmouth Park Hill\_Pit Lane**

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.

There will be no offsite holding areas for this project.

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.

These have been reviewed and are not suitable for the project.

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).

Traffic marshals will ensure that all engines are switched off when manually off loading and signage will displayed to reflect this.

**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.

Please refer to Appendices Documents:

* **S03\_Chester Road\_Site Logistic Plan Enabling Works**
* **S01\_Chester Road\_Site Logistic Plan**
* **TM Plan Dartmouth Park Hill\_Pit Lane**

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.

Drawing located in appendices:

* **S03\_Chester Road\_Site Logistic Plan Enabling Works**
* **S01\_Chester Road\_Site Logistic Plan**
* **TM Plan Dartmouth Park Hill\_Pit Lane**

Marshals will oversee all vehicular movements in and out of Vehicle Gates and into and off site.

The pitlane will have gates at either end that are controlled by the Traffic marshals. The marshals will also have a duty to carry out general upkeep and inspections of the associated pitlane signage and footpath closure indicators and barriers.

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.

Please refer to Appendices Documents:

* **S03\_Chester Road\_Site Logistic Plan Enabling Works**
* **S01\_Chester Road\_Site Logistic Plan**
* **TM Plan Dartmouth Park Hill\_Pit Lane**

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.

Wheel wash facilities will be engaged for the Substructure works. Prior to any vehicle leaving site, any residual mud will be removed from the tyres.

**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.

Loading and unloading taking place in a dedicated pit lane

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.

Loading and unloading taking place in a dedicated pit lane

**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.

Following the originally proposed Haul Road through site for the duration of the work, it has been agreed internally with the Camden Team that the latest proposed pitlane is the least disruptive to the local residents. The previously proposed haul road became unfeasible due to the existing trees and a subsequent entry/exit gate on Chester Road proposal required a tree removal, long term construction traffic on Chester Road and parking bay suspensions (including an EV charging point).

1. **Dartmouth Park Hill Pit Lane:**

***See Drawing: TM Plan Dartmouth Park Hill\_ Pit Lane***

There will be a dedicated pit lane on Dartmouth Park Hill for vehicles to be unloaded from. The following highway occupation elements will be implemented:

**Footpath Closure & Crossing Points**

* The west side Dartmouth Park Hill footpath will be closed from the junction of Chester Road to No.87 Dartmouth Park Hill. The site hoarding will be aligned to close the footpath at both ends to the kerb line.
* Pedestrians approaching from the south will be redirected to use the existing zebra crossing outside of No.1 Chester Road.
* Pedestrians approaching from the North will be redirected to use the existing zebra crossing outside of No.93 Dartmouth Park Hill.
* The existing crossing point outside of the Cricks Corner Café, will be shut using Strong Wall Barriers. The road will also be lined using strong Wall Barriers to prevent pedestrians from crossing at an undesignated crossing point.
* The proposed crossing point diversions have been reviewed and agreed with Islington Council (Responsible for the Highway). As requested, the above approach to the provision of a crossing point to the north of the site is to remain under review, and is to be revisited if requested by either LBC or LBI.

**Dartmouth Park Hill Parking Bay Suspensions**

* There will be 6 parking bay suspensions on Dartmouth Park Hill to accommodate the pit lane set up. These will likely be in place for around 15months.

**Pitlane Road Surface**

* In order to create a level surface as the vehicles drive onto the footprint of the existing footpath, the levels in the road will be bought up using a temporary concrete slab that will be removed.
* The existing paving slabs will either be protected or removed and replaced at the end of the works.

1. **Chester Road Entrance Gate and Scaffold Oversailing:**

***See Drawing: Chester Road \_Site Logistics Plan\_Enabling Works***

**Parking Bay Suspensions**

* There will be 4 parking bay suspensions for 12 wks on Chester Road during the enabling works of the contract. This is whilst the works are completed within the site, prior to the pitlane set up.

**2. Scaffold Loading Bay**

* There will be a scaffold loading bay oversailing the Chester Road footpath, for a length of 5m. This will form a gantry over the foot path and the scaffold standards will be based down onto the kerb edge. Pedestrians will be able to safely walk beneath the loading bay.
* Morgan Sindall will obtain an oversailing licence for the crane to service this loading bay.

**3. Tower Crane Position:**

* The tower crane will be positioned within the middle of site and will serve the pitlane on Dartmouth Park Hill and the scaffold loading bay on Chester Road. The scaffold loading bay on Chester Road will require a oversailing licence.

**4. Chester Road Gate (Enabling Works):**

* During the enabling works, the construction vehicles will use an existing vehicle access point and gate.
* There will be 4 parking bay suspensions for a period of 3 months, from 19/08/24. These will be replaced with a timed loading restriction that will permit parking and loading outside of the hours of control (6.30pm – 08.00am)
* Once the pitlane on Dartmouth Park Hill is operational, the Chester Road gate will shut.

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.](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/321056/safety-at-streetworks.pdf?msclkid=a893e373b71511ecbbcec198d43962d8)

* ***See Drawing: TM Plan Dartmouth Park Hill\_ Pit Lane***

**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](https://www.camden.gov.uk/parking-bay-suspensions). For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a [Temporary Traffic Restriction (TTR)](https://www.camden.gov.uk/temporary-traffic-restrictions) 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](https://www.camden.gov.uk/trade-permits) 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.

* 4 parking pay suspensions on Chester Road during enabling Works outside No.21 Chester Road Property – approx. 12 weeks
* There will be 6 parking bay suspensions on Dartmouth Park Hill to accommodate the pit lane set up. These will likely be in place for 18 months.
* TTRO to be applied through Camden for the approve
* S50 and Hoarding Licence to be obtained from Islington Council for Pitlane Set up and associated footpath closures

**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.

1. **Colva Walk Closure**

* Morgan Sindall is aware of the frustrations of the local residents posed by the closure of Colva Walk. However, for the reasons highlighted below and to enable to construction of this project, the walk will require closing during the build.
  + Temporary closure of Colva walk is required during construction works to enable below ground attenuation tank install and temporary welfare set up.
  + This is necessary to form the correct exclusion zone for the safety of the footpath users during excavation works for underground utilities and allow enough room for the required welfare to facilitate the construction of the new building.
  + As discussed with the Camden Team, the closure of the footpath will benefit the local neighbourhood by eliminating the existing anti-social behaviour that is occurring along the footpath. There will be CCTV covering the site perimeters that will be monitored 24hours a day.
* Upon completion of the project, Colva walk will be reopened with new paving finishes and other new hard and soft landscaping designs. This will enhance the experience of the area to the local residents and create a new outdoor space.

1. **Dartmouth Park Hill Footpath Closure & Crossing Points**

***See Drawing: TM Plan Dartmouth Park Hill\_ Pit Lane***

* The west side Dartmouth Park Hill footpath will be closed from the junction of Chester Road to No.87 Dartmouth Park Hill. The site hoarding will be aligned to close the footpath at both ends to the kerb line.
* Pedestrians approaching from the south will be redirected to use the existing zebra crossing outside of No.1 Chester Road.
* Pedestrians approaching from the North will be redirected to use the existing zebra crossing outside of No.93 Dartmouth Park Hill.
* The existing crossing point outside of the Cricks Corner Café, will be shut using Strong Wall Barriers. The road will also be lined using strong Wall Barriers to prevent pedestrians from crossing at an undesignated crossing point.
* The proposed crossing point diversions have been reviewed and agreed with Islington Council (Responsible for the Highway)

**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.

Please refer to Appendices Documents:

* **001 Site Services Layout Ground Floor**
* **Chester Road Incoming Utilities**
* New incoming services from Chester Road
  + Thames Water
  + LV
  + BT



Environment

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

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

Enabling Works: Summer 2024

Substructure: late Summer 2024

Superstructure: Autumn 2024

Fit-Out: Winter 2025

External Works: Winter 2026

Completion: Winter 2026

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.

Please refer to Appendices Documents:

* **CHR\_Acoustic Design Statement Rev 1 - April 2019**

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

Noise will not exceed 80db at the boundary and detectors will be used to monitor this in real time to allow immediate action if a breach is detected so that work methods can be changed to eliminate noise above 80db.

Vibration will not exceed the permissible level and there will be detectors at the boundary to monitor vibration to ensure this is not exceeded. Vibration predictions included.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/demolition/) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Noise will not exceed 80db at the boundary and detectors will be used to monitor this in real time to allow immediate action if a breach is detected so that work methods can be changed to eliminate noise above 80db.

Vibration will not exceed the permissible level and there will be detectors at the boundary to monitor vibration to ensure this is not exceeded. Vibration predictions included.

Alerts will be issued either via text message or email to notify the relevant person if a breach in the limit has occurred.

The pre-determined noise parameters will be included within Subcontractor orders.

An Acoustic Design Statement and a Construction Vibration Assessment have been carried out by Accredited Consultants. Within these statements and assessments, there are clear control measures in place that will be followed through the construction period.

Appendix Document:

* **CHR\_Acoustic Design Statement Rev1**
* **Construction Vibration Assessment – 2 Chester Road**

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

To be issued once subcontractor selection is completed.

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.

A Dust Risk Assessment and Management Plan has been completed by an Accredited Air Quality Consultant.

Please refer to Appendices Document:

* **445584-01 (00) RSK – Dust Risk Assessment and Management Plan – 2 Chester Road, Camden**

Below is a list of controls and measures that will be implemented on the project to prevent air pollution and dust nuisance from arising:

* Damping down of demolition areas and skips
* Cover Skips
* Wet cutting of concrete and masonry.
* Cat B extraction at point of cutting timber and dry masonry
* Dust cubes at site boundaries (internally)
* Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out.
* Wheel washing for vehicles exiting site.
* Use water-assisted dust sweeper(s) on access and local roads, to remove, as necessary, any material tracked out of the site.
* No dry sweeping of large areas.
* Sheeting to scaffolds.
* Provide information and training to the workforce.

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.

During substructure ground works, there will be a wheel washing facility in place. Prior to any vehicle leaving site, the traffic marshal will jet wash all residual mud that remains on the vehicle prior to joining the public highway.

If mud does get onto the highway, a road sweeper will be deployed to remove the mud from the road.

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.

There will be dust, noise and vibration monitors set up on site.

There will be set parameters uploaded to the monitor that will alert the necessary user that the parameters have been breached. In turn, allowing immediate action to prevent further breach.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy [The Control of Dust and Emissions During Demolition and Construction 2014 (SPG)](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/control-dust-and) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwjk8qS10KXvAhWQQRUIHWToAWcQFjABegQIAxAD&url=https%3A%2F%2Fwww.london.gov.uk%2Fsites%2Fdefault%2Ffiles%2Fgla_migrate_files_destination%2FDust%2520and%2520Emissions%2520SPG%25208%2520July%25202014.pdf&usg=AOvVaw06DJ0urJ7JWa8G5jmd_p8N). **Please attach the risk assessment and mitigation checklist as an appendix**.

Please refer to Appendices Document:

* **445584-01 (00) RSK – Dust Risk Assessment and Management Plan – 2 Chester Road, Camden**
* Please specifically refer to **Section 5: Control Measure and Mitigation (page 17)**
  + The report outlines key measure within the following areas:
    - Site Management
    - Site Maintenance
    - Operating vehicle and suitable travel
    - Operations
    - Waste Management
    - Earthworks Activities
    - Constriction Activities
    - Track Out Activities
    - Paving Activities

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.)

Confirmed

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

Note: **real-time dust (PM10) monitoring with MCERTS ‘Indicative’ monitoring equipment will be required for** **all sites with a high OR medium dust impact risk level**. If the site is a ‘high impact’ site, 4 real time dust monitors will be required. If the site is a ‘medium impact’ site’, 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM10) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

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

The site has been deemed as a **Medium** Dust Impact site and will therefore have 2 dust monitors positioned on the hoardings in the following locations.

* Locations:
  1. Adjacent to Pitlane Exit and within the vicinity of the Crick’s Corner Café and the outdoor eating area
  2. Midway down the Chester Road Elevation

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

The site welfare facilities will be inside the boundary of the site. These will be cleaned twice daily and any food debris removed, the facilities will be monitored by the site team and visiting SHEQ advisors and if at any time a rodent infestation is suspected a pest control contractor will be engaged to deal with the issue.

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

Date of Asbestos Survey: August, 2013

Demolition has been completed

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.

All operatives and site staff will undergo a comprehensive site induction where all the above will be discussed with clear site rules to tackle the issues.

Smoking will be in a designated area within the site hoarding away from Non-smokers with the necessary fire precautions in place.

Bad language is tackled in the induction and not tolerated with anyone offending being removed from site immediately.

v

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

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

Direct link to NRMM Practical Guide (V4):

<https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf>

**From 1st September 2015**

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

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

**From 1st September 2020**

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

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

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

1. Construction time period (08/24 - 03/26):
2. Is the development within the CAZ?: N
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above?: Y
4. Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Y, Registered under: Chester Road Hostel, 2 Chester Road, London, N19 5BP
5. Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Y
6. Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Y

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.

Delivery drivers and Subcontractors will be instructed to switch off engines when they arrive in their order, delivery instructions and site induction. This will be controlled by the Traffic Marshals on the road.

**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](https://protect-eu.mimecast.com/s/7freC6X1OCQGl9Qsp5pDD?domain=buildingmentalhealth.net)” charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining [Mates In Mind](https://protect-eu.mimecast.com/s/vZGHC71ZPu3Wj63cW0EAl?domain=matesinmind.org/), 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.

Morgan Sindall will have trained mental health first aiders on site and will sign up to the Building Mental Health charter.

Mental First Aiders:

* Monica Paul

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:** Sam Breaks

**Date:** 03/06/2024

**Print Name:** Sam Breaks

**Position:** Project Manager

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

**End of form.**

V2.9