

# Construction/**Demolition** Management Plan

pro forma

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## Contents

Revisions	3
Introduction	4
Timeframe	6
Contact	7
Site	9
Community liaison	12
Transport	14
Environment	26
Agreement	31

# Revisions & additional material

Please list all iterations here:

Date	Revision	Produced by
02.02.24	Original	N.Norval
29.03.24	Rev 01	N.Norval
14.11.24	Rev 02	I.Wilken
26.11.24	Rev 03	I.Wilken

## Additional sheets

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

Date	Revision	Produced by

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# 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 kind 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 Cyclist 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 in relation to the construction of the development. 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 for 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 is completed electronically and submitted as a Word file to allow comments to be easily documented. These should be clearly referenced/linked to form the CMP.** Please only provide the information requested that is relevant to a particular section.

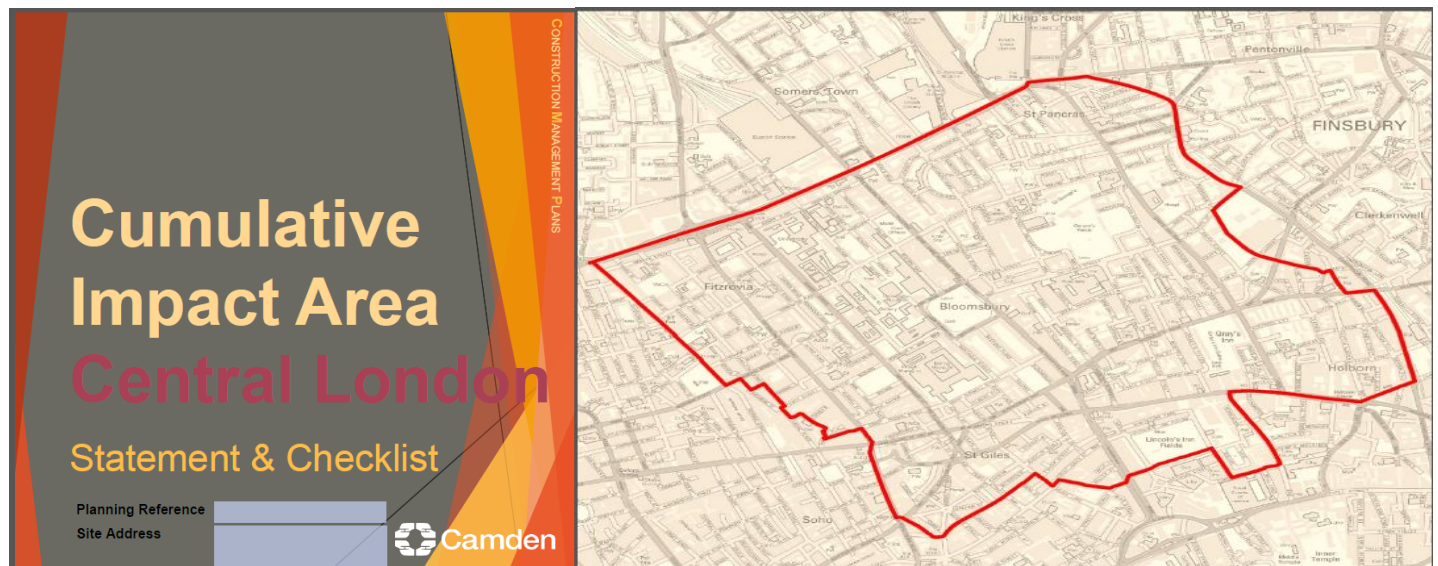
implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

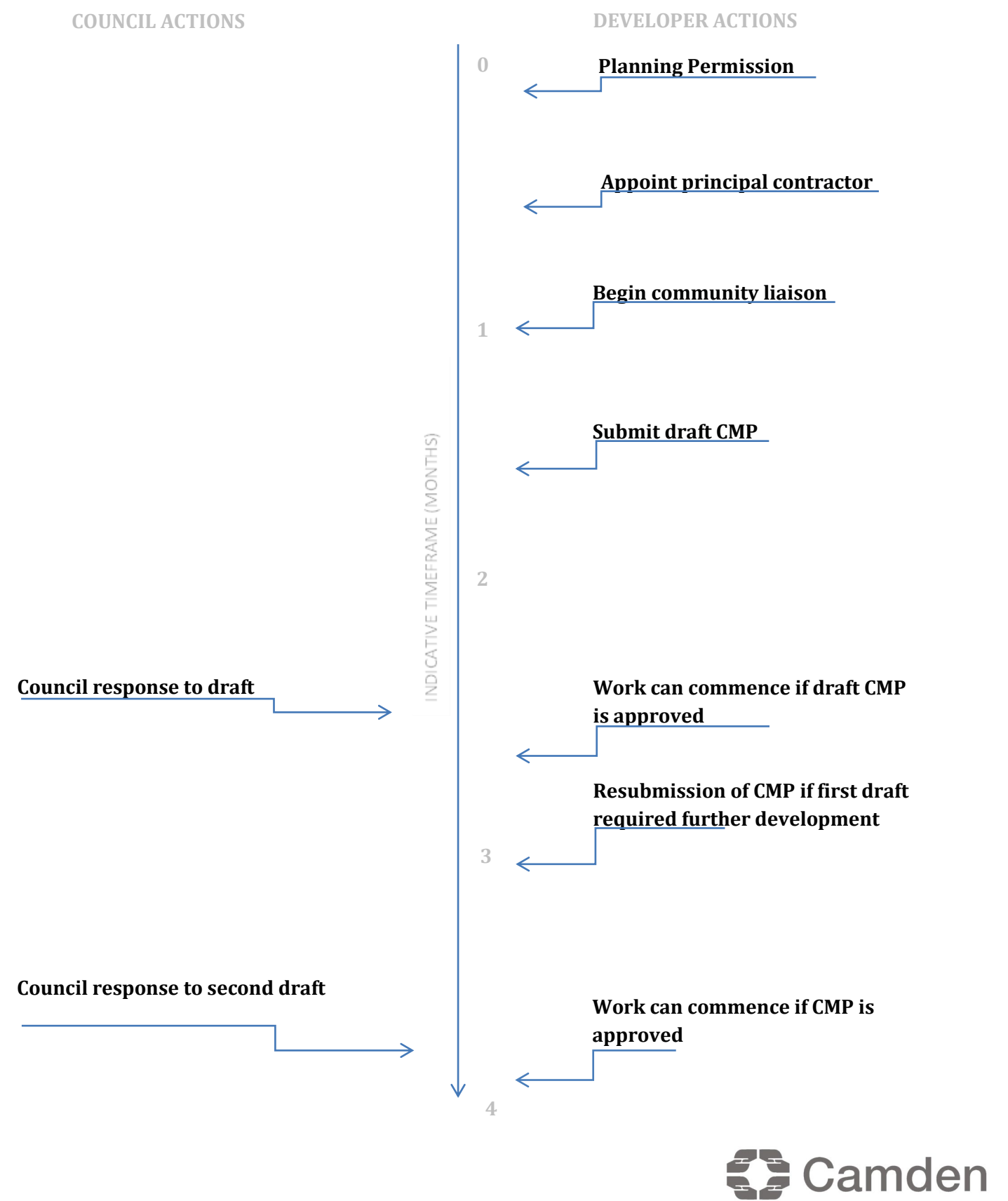
**IMPORTANT NOTICE:** If your site falls within a Cumulative Impact Area (CIA) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

The CIA Checklist (editable pdf) can be found at

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



# Timeframe



# Contact

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

Address: [31 Ferncroft Avenue, London, NW3 7PG](#)

Planning reference number to which the CMP applies: [2020/0905/P](#)

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

Name: [Ingmar Wilken of XUL Architecture](#)

Address: [33 Belsize Lane, London, NW3 5AS](#)

Email: [i.wilken@xularchitecture.co.uk](mailto:i.wilken@xularchitecture.co.uk)

Phone: [0207 431 9014](#)

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 residents and businesses.

Name: [BJ of Bleriot Construction Ltd](#)

Address: [Bleriot Construction Ltd, 2 Overlord Close, Broxbourne, Hertfordshire EN1 07TG](#)

Email: [Bj@bleriot.co.uk](mailto:Bj@bleriot.co.uk)

Phone: [01992 467 901](#)

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

Name:

Address:

Email:

Phone:

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: [Mark Catherall of Bleriot Construction Ltd](#)

Address: [Bleriot Construction Ltd, 2 Overlord Close, Broxbourne, Hertfordshire EN1 07TG](#)

Email: [mark@bleriot.co.uk](mailto:mark@bleriot.co.uk)

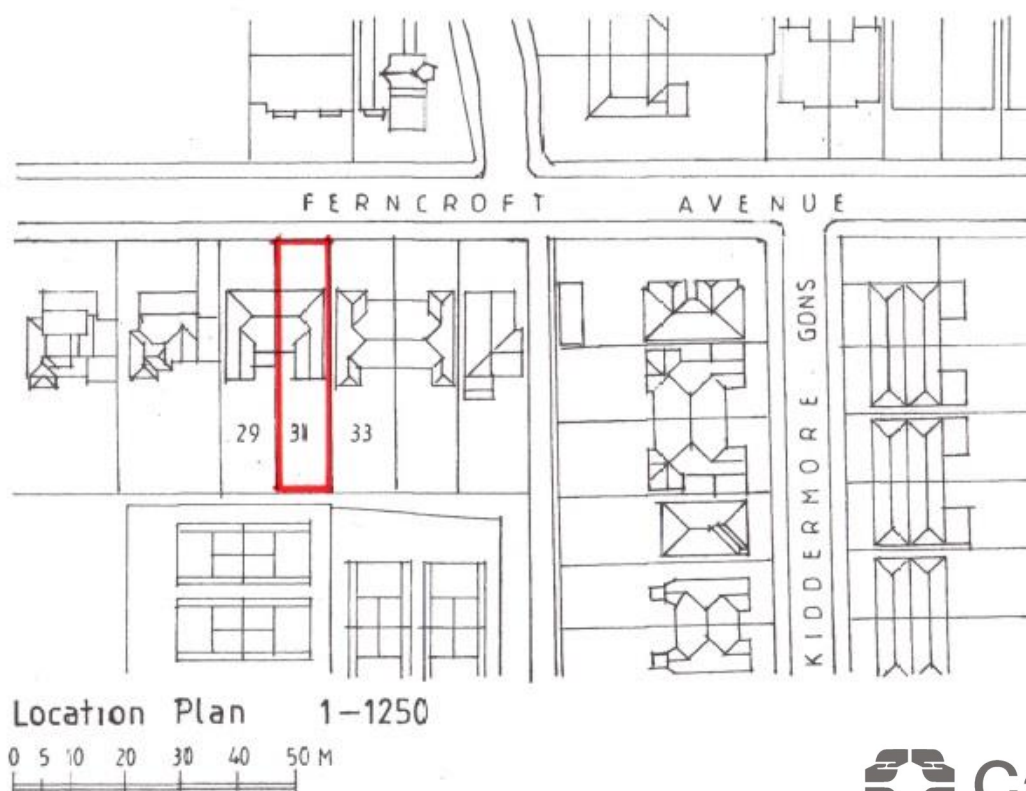
Phone: [01992 467 901](tel:01992467901)

## 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 project is located at 31 Ferncroft Avenue within the Redington and Frognal Conservation area (Not within the CIA zone) A existing 4 storey semi-detached substantial residential property which we propose extending the existing basement/lower ground floor including the infill of an existing garage car ramp and building front lightwell as well as a double-storey rear extension.

There is a permit only parking bay directly in front of the property and a single yellow line.





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, proximity to residential dwellings etc).

The proposed works consist of:

- Minor internal alterations
- Extending the existing basement/lower ground floor
- Infill of an existing garage car ramp
- Building front lightwell
- Building a Double-storey rear extension.

One of the main challenges will be how soil/muck is removed during the excavation phase.

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

As planning approval has yet to be granted, the programme below provides an indication of the duration of each phase of the works, the programme will be updated with the dates envisaged for each phase of works once planning permission has been granted and the date for works to start on site has been determined.

Activity	Weeks	Workers on Site
Site Preparation, building Regulations and Health & Safety Documentation	2	3
Demolition	4	5
Excavation	8	8
Concrete footing, Slab and Retaining Walls	6	8
Building Structure	10	6
Internal Fit out	10	6

Total Estimated Construction Period 40 Weeks/ 10 Months

9. Please confirm the standard working hours for this 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

We can confirm that the hours of construction, will be restricted as follows:

- Between 8am and 6pm, Mondays to Fridays inclusive
- Between 8am and 1pm, Saturdays (except Noisy Works)
- No work on Sundays and 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.

# 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 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 should be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of 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.).

We anticipate that No. 29 Ferncroft Avenue is likely to be most affected, followed by No. 33 (consisting of 5 flats by the same owner) and then No. 28 across the road

## 11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with residents **prior to submission of the first draft CMP**.

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

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

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

Contact with various landowners, residents, local representatives, and the emergency services will be maintained throughout the project informing them of the construction process. The site's construction team will deal with any queries and provide immediate response to any issues raised.

The appended letter (see Appendix 1a, 1b, 1c) and CMP, requesting that they review the plan and put forward any comments and suggestions has been sent to:

The Owner/ Occupier  
28 Ferncroft Avenue  
London

The Owner/ Occupier  
29 Ferncroft Avenue  
London

The Owner/ Occupier  
Flat 1  
33 Ferncroft Avenue  
London

The Owner/ Occupier  
Flat 2  
33 Ferncroft Avenue  
London

The Owner/ Occupier  
Flat 3  
33 Ferncroft Avenue  
London

The Owner/ Occupier  
Flat 4  
33 Ferncroft Avenue  
London

The Owner/ Occupier  
Flat 5  
33 Ferncroft Avenue  
London



## 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 community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison 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.

The site is not particularly sensitive, contentious, or located near high levels of construction activity. However, it does become necessary to set up a Construction Working Group.

The Project team inc. the chosen main contractor will send out a letter drop to the nearest neighbours regularly, the first of which ensure to ensure that they have the site managers contact details in case of any problems.

Potentially a WhatsApp group could be set up to allow for quick and easy communication between the site and the neighbours.

## 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.

The site must be registered with the Considerate Contractors scheme and pass the 2 inspections resulting in receiving the Considerate Construction Certificate at the end of the project.

The main contractor will also follow the guidance in Camden's two documents noted above.

## 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.

The Main Contractor responsible for the project will make all reasonable efforts to coordinate the scheduling of any construction traffic movements with other nearby developments.

At the start of the project, the site manager should make himself known to each development and exchange details to maintain communication and schedule activities as required.

# 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 regarding 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:

Once the project has been tendered for and a contractor chosen, this information will be added to the CMP and the information submitted to the council as we as the local residents.

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

All supply chain enquiries will be issued with clear requirements that compliance with the CLOCS standard is mandatory on this contract.

Traffic Marshalls will be fully trained in the required CLOCS operating standards and will be empowered to refuse access to the general site area if the vehicle or its driver is found to be in a material breach of contract.

The contractor should plan to use the checking and monitoring process within the CLOCS standard.

### 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 can confirm that we have read and understood the CLOCS Standard. The appointed main contractor will have to include the requirement to abide by the CLOCS Standard in all orders to their supply chain.

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)

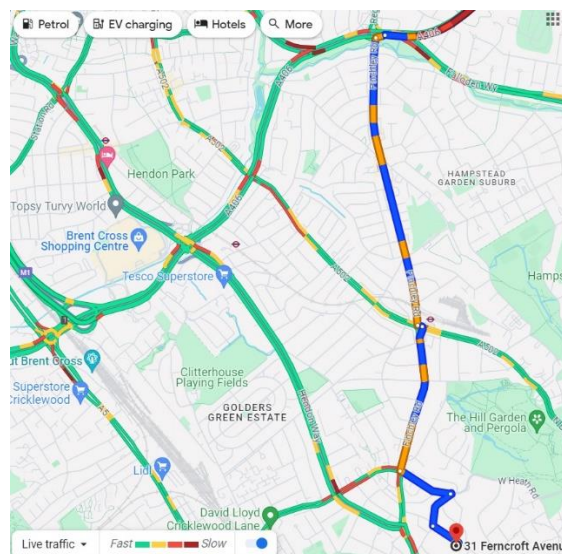
Routes should be carefully considered and risk assessed, considering the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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.

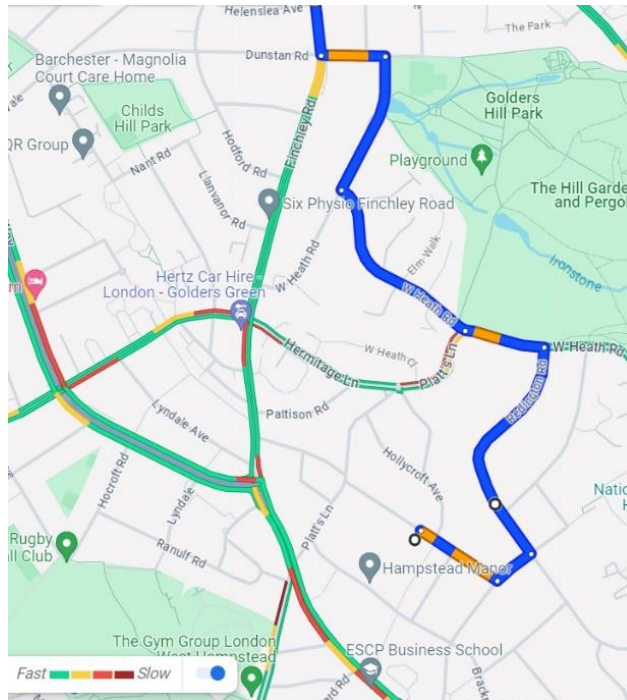
### Ingress to Site



Coming from The A406 North Circular Road, turn left onto A598 Finchley Road and continue and turn left onto Hermitage Lane, right onto Platts Lane, left onto Ferncroft Avenue and site would be on your left.



## Egress From Site



When leaving site, continue straight on Ferncroft Avenue, left onto Heath Drive, left onto Redington Road, left on West Heath Road, right onto A598 Finchley Road and continue onto the A406 North Circular Road.

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

A copy of this CMP will form part of the documentation provided in the construction contract.

The contractor will be required to pass the CMP information to each sub-contractor & Suppliers. The maps of the site access and egress routes mentioned above will be issued to all suppliers and Sub-contractors.

**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

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

The following list provides details of the type of vehicles that will need to gain access to the site during the construction process:

- **Skip Lorry Vehicle:** 4 wheels, 20tonne, 6.1m x 2.3m
- **Concrete Mix & Deliver Vehicle:** 8 wheels, 32 tonne, 10m x 2.6m (Heaviest vehicle to attend site)
- **Grab Lorry Vehicle:** 4 wheels, 20tonne, 6.1m x 2.7m
- **General Building Materials:** 6 wheel, 24tonne HIAB flat-bed, 8.2m x 3.1m (Largest vehicle to attend site)
- **Sundry Materials:** 4 wheel, 3 tonne (van/flat-bed), 4m x 2m
- **Rubbish Lorry:** 4 wheel, 6m x 2.5m

The estimated dwell time for spoil removal lorries is 20-30 minutes, material lorries is 10-20 minutes and 30-40 minutes for concrete lorries.

During the various phases of work we would expect:

- **Site strip out, demolition and excavation:**
  - o 2no. grab lorries per week, (once a day)
  - o 1no. general building materials lorry per week,
- **Structure:**
  - o 2no. skip lorries per week
  - o 2no. concrete mix & deliver lorries per week
  - o 3no. general building materials lorries per week
- **Fit out**
  - o 2no. rubbish lorries per week
  - o 1no. general building materials lorry per week,
  - o 2no. sundry materials lorries per week

The vehicles stated above will be the largest attending site. Maximum vehicle sizes and maximum dwell times for each construction vehicle type will be revised as necessary by the contractor to ensure conflicting deliveries never arise and to maintain highway operation

b. Please specify the permitted delivery times.

Delivery times will be co-ordinated with the suppliers and only accepted in between the hours on 9:30 to 16:30 daily.

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.

At the time of compiling this CMP there are no other construction sites in the local area.

When the work is scheduled to start, the main contractor will ensure that any sites that have started or are starting nearby site, have exchanged details to co-ordinate traffic and deliveries to mitigate the impact on local traffic.

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

There are no constrained manoeuvres along the route, vehicles will follow the directions given and stick to the standard/main carriageways.

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.

All deliveries to site will be organised with the supplier to ensure only one arrives at a time, in the event that an unscheduled delivery turns up, it will be either turned away or re-directed to the main contractors yard in order to avoid a queue on the public highway.

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 co-ordinated with suppliers for full loads to minimise the number of vehicles to site. All smaller orders (e.g. courier, small van etc) will be sent to the Main Contractors yard and they will ensure the materials get to site.

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).

All Vehicles' will be requested to turn off their engines while being offloaded. Any plant on site will not be left on or idling when not in use

**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.

n/a

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.

n/a

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.

n/a

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.

n/a

**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.

The main contractor will be required to use the front driveway and garden for all deliveries throughout the project. The contractor agrees to liaise with the neighbours at no. 29 to ensure as far as possible that the driveway remains unobstructed. The contractor confirms his understanding that loading from the highway and the need for bay suspensions to provide a loading area is to be kept under review and revisited if deemed necessary by Camden Council.

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.

Pedestrian and cyclist safety will be a priority of the contractor. Special consideration will be given to vulnerable road users. Safe pedestrian access will be maintained at all times. The adjoining public highway will be regularly cleaned down (at least once daily and after concrete mixing), kept free from obstructions and inspected for hazards to ensure road users and pedestrians are protected at all times

Signage will be positioned along Ferncroft Avenue before and during any construction vehicle movements to warn vulnerable road users

#### **Pedestrians**

Pedestrian access and movements are a priority so banksmen will control pedestrian movements and should any vehicles be in the way of pedestrians they will endeavour to move as soon as possible.

#### **Cyclists**

During certain loading and unloading events, personnel will direct and halt traffic as required to ensure that these activities do not conflict with each other and that a safe environment is maintained.

Qualified (LANTRA or similar) banksmen will be in position during the transfer of materials across the footway to ensure that safe pedestrian passage is always maintained and priority will be given to members of the public crossing the footway.

The contractor's operatives are to maintain courteous relations and must be always helpful to neighbours and passers-by.

## **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 over sail, scaffolding, scaffolding over sail, 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.

There will be no use of the public highway, site hording will be within the site boundary

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](#).

There are no temporary traffic management measures expected on this project, however if the need does arise, the main contractor will follow all guidelines and acquire any licences necessary

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

Parking bay suspensions should only be requested where 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 highway's 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.

The main contractor will be required to use the front driveway and garden for all deliveries throughout the project and no bay suspension will be required.

### 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.

No diversions are planned for the duration of this project

## 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.

Existing utility services are being used

# 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 operations** and the construction method used, and provide details of the times that each of these are to be carried out.

Noisy work on site will be carried out in accordance with guidance provided by Camden Council, e.g.

Restricting the hours that all work is carried out from 08:00 until 18:00, Monday to Friday and 08:00 until 13:00 on Saturdays. (except Noisy Works)

No works should be carried out on Sundays and Bank Holidays.

Noisy work would consist of general small power tool operations e.g. Drilling, Grinding etc

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place, please indicate the date (before any works are being carried out) that the noise survey will be taking place and agree to provide a copy.

Noise survey carried out on 25.11.24 by Heyda Acoustics, report provided to Camden Council on 26.11.24.

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

**The project shall not exceed the following noise levels: -**

70 dB LAeq 1 hr during the hours of 08:00 to 18:00 on Monday to Friday (excluding Bank Holidays)

55 dB LAeq 1 hr during the hours of 18:00 to 08:00 on Monday to Friday (excluding bank holidays)

70 dB LAeq 1 hr during the hours of 08:00 to 13:00 on Saturdays; and

50 dB LAeq 1 hr at all other times

Daytime free-field equivalent sound pressure levels

The main contractor will respect any reasonable request to reduce the duration of noisy activities further if required. Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.

The contractor will allow for quiet periods (2 hrs on/off) if required when working directly on the party wall. This will be discussed with the neighbours throughout the project.

**Vibration levels shall not exceed:**

A peak particle velocity of 2mm/s as measured immediately adjacent to the nearest residential property or vibration sensitive structure and 12mm/s measured immediately adjacent to site address

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.

If a complaint or concern is raised, an immediate review will be completed to remove the problem wherever possible and to establish what levels of noise and vibration have been emitted from the site. The interested parties will also be notified.

If the limits have been exceeded the operation will be modified and the noise and/or vibration rechecked from that operation to verify that the corrective action has been effective. These actions may include reducing the operating hours, resetting the equipment, changing the method of working or temporary barriers.

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

The main contractor (once appointed) should be able to produce evidence of this and a copy should be kept in a file on site.



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.

#### General Control Measures

Monitor weather reports to ensure appropriate dust suppression or road cleaning is available when required

#### Dust and Emissions

- Select suitable haul routes away from sensitive areas
- Water dampening measures will be used during the demolition process, which will significantly control dust generation, however consideration must be given to proximity of drains
- Dust screens could also be incorporated during this element of the project.
- Whenever possible, wet processes will be used during cutting, drilling and grinding to limit dust emissions
- Materials handling and storage

#### Material Stockpiles

- Locate stockpiles out of the wind where possible
- Keep stockpiles to a minimum practicable height and use gentle slopes
- Damp down stockpiles using water misting/sprays as appropriate
- Store materials away from the site boundaries and downwind of sensitive areas. Note: Materials should not be stored in close proximity to drains, water or trees
- Minimise the height of all fall materials (demolition works)
- Waste will be stored in a designated area within the identified compound away from site boundaries
- Use covered containers for waste whenever possible
- No burning of materials on site

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.

#### Mud on Roads

There should be minimal mud on the roads as there is no vehicle site access however if it does occur:

- Sweepers to be employed to clean roads where appropriate and daily, if necessary.
- Banksman to clear large debris immediately
- Only designated routes are to be used (not via local towns) – site directions to be provided to supplier and sub-contractors
- Wagons to be covered before setting off to prevent materials being blown into the road during transport

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.

This is a small residential construction site, with low risk and no need for arrangements to monitor consistently

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.**



We confirm that the main contractor (once appointed) will be requested to submit a Risk Assessment and it will be attached to the CMP as an appendix.

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.)

We confirm that all of the GLA's "highly recommended" measures have been addressed.

#### Question 10 – Dust mitigation measures

Applicants must complete the table below (extracted from the Mayors' control of dust and emissions during construction and demolition' SPG).

Applicants should include all 'highly recommended measures' as a minimum.

XX Highly Recommended  
X Desirable

#### MEASURES RELEVANT FOR DEMOLITION, EARTHWORKS, CONSTRUCTION AND TRACKOUT

MITIGATION MEASURE	CIRCLE RISK LEVEL IDENTIFIED FOR SITE			TICK TO CONFIRM MITIGATION MEASURE WILL BE IMPLEMENTED
	LOW RISK	MEDIUM RISK	HIGH RISK	
<b>Site management</b>				
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.		XX	XX	✓
Develop a Dust Management Plan.		XX	XX	✓
Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	XX	XX	XX	✓
Display the head or regional office contact information.	XX	XX	XX	✓
Respond and respond to all dust and air quality pollutant emissions complaints.	XX	XX	XX	✓
Make a complaints log available to the local authority when asked.	XX	XX	XX	✓
Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	XX	XX	XX	✓
Increase the frequency of site inspections by those accountable.	XX	XX	XX	✓

for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	XX	XX	XX	✓
Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	XX	XX	XX	✓
Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.		XX	XX	✓
<b>Preparing and maintaining the site</b>				
Plan site layout: machinery and dust causing activities should be located away from receptors.	XX	XX	XX	✓
Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	XX	XX	XX	✓
Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	X	XX	XX	✓
Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.		X	X	✓
Avoid site runoff of water or mud.	XX	XX	XX	✓
Keep site fencing, barriers and scaffolding clean using wet methods.	X	XX	XX	✓
Remove materials from site as soon as possible.	X	XX	XX	✓
Cover, seed or fence stockpiles to prevent wind whipping.	XX	XX	XX	✓
Carry out regular dust settling checks of buildings within 100m of site boundary and cleaning to be provided if necessary.		X	XX	✓
Provide showers and ensure a change of shoes and clothes are			X	✓

required before going off-site to reduce transport of dust.				
Agree monitoring locations with the Local Authority.		X	XX	✓
Where possible, commence baseline monitoring at least three months before phase begins.		X	XX	✓
Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.		X	XX	✓
<b>Operations</b>				
Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	XX	XX	XX	✓
Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).	XX	XX	XX	✓
Use enclosed chutes, conveyors and covered skips.	XX	XX	XX	✓
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment whenever appropriate.	XX	XX	XX	✓
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.		XX	XX	✓
<b>Waste management</b>				
Reuse and recycle waste to reduce dust from waste materials.	XX	XX	XX	✓
Avoid bonfires and burning of waste materials.	XX	XX	XX	✓

#### MEASURES SPECIFIC TO DEMOLITION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	X	X	XX	✓
Ensure water suppression is used during demolition operations.	XX	XX	XX	✓
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	XX	XX	XX	✓
Bag and remove any biological debris or damp down such material before demolition.	XX	XX	XX	✓

#### MEASURES SPECIFIC TO EARTHWORKS

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces.		X	XX	✓
Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil.		X	XX	✓
Only remove secure covers in small areas during work and not all at once.		X	XX	✓

#### MEASURES SPECIFIC TO CONSTRUCTION

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Avoid scabbling (roughening of concrete surfaces) if possible	X	X	XX	✓
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	X	XX	XX	✓
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overflowing during delivery.		X	XX	✓
For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.		X	X	✓

#### MEASURES SPECIFIC TO TRACKOUT

MITIGATION MEASURE	LOW RISK	MEDIUM RISK	HIGH RISK	TICK BELOW WHERE MITIGATION MEASURE WILL BE IMPLEMENTED
Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.	X	XX	XX	✓
Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.	X	XX	XX	✓
Record all inspections of haul routes and any subsequent action in a site log book.		XX	XX	✓
Install hard surfaced haul routes,		XX	XX	✓

which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.				
Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;	X	XX	XX	✓
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	X	XX	XX	✓
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.		XX	XX	✓
Access gates to be located at least 10m from receptors where possible.		XX	XX	✓
Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site	X	XX		✓

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.**

This is a small residential construction site, with low risk and no need for arrangements to monitor consistently.

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 main contractor will carry out good practice in terms of sealing all redundant drainage installations and ensure all new drainage works are properly ended. All food waste to be placed in sealed bins; eating will only be permitted in the canteen.


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 the 20<sup>th</sup> December 2023 with no findings of asbestos internally.

Externally Chrysotile was found in the composite DPC to the walls as below

Issue No: 1      Issue Date: 5 Jan 2024      Issued By: Megan Oldfield      Report - Refurbishment Survey (with MA only)

Survey Data Sheets (cont)



Survey Date:	Lead Surveyor
20 Dec 2023	Rory King

Survey Type
Refurbishment Survey

Building	Floor	Room
31 Ferncroft Avenue	External	Externals

Item	Quantity
Composite DPC to walls	200lm

Item Number / Sample No (S, SP, P, As)
61 / FT000242 (S)

Analysis	Product Type	Surface Treatment	Condition	Accessability
Chrysotile (1)	Reinforced Composite (1)	0	Low Damage (1)	Occasionally likely to be disturbed

Material Risk Score
3

Material Risk Score	
Recommendation	Remove if likely to be disturbed by the refurbishment programme
Comment	Unable to confirm amount

KEY:  
S – Sampled, P – Presumed, SP – Strongly Presumed, AS – Cross reference to former sample

Page 77 of 96      J039321

Should this need to be removed, a Bonafide company will be contracted to carry out the removal and disposal

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

The main contractor will provide a smoking area away from the site entry to ensure limited health risks to residents. Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.

The main contractor is responsible for ensuring that 'No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc.'

**As part of the site induction the main contractor will include a section on expected behaviour and a set of site rules.**

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 (mm/yy - mm/yy ): [approx. 40 weeks](#)
- 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: [Main Contractor to confirm once appointed](#)
- 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, this will be done](#)
- 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, this will be done](#)

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.

[The Main Contractor \(once appointed\) will be requested to download the Fleet and Driver Toolkit for Businesses PDF from the idling action London website. One will also be sent to suppliers with all orders to ensure drivers are aware of the expectations on site.](#)

# 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.

The main contractor (once appointed) will be referred to the [mentalhealthcamden.co.uk](https://mentalhealthcamden.co.uk) website and encouraged to ensure operatives take advantage of the Mental Health First Aid training.

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.