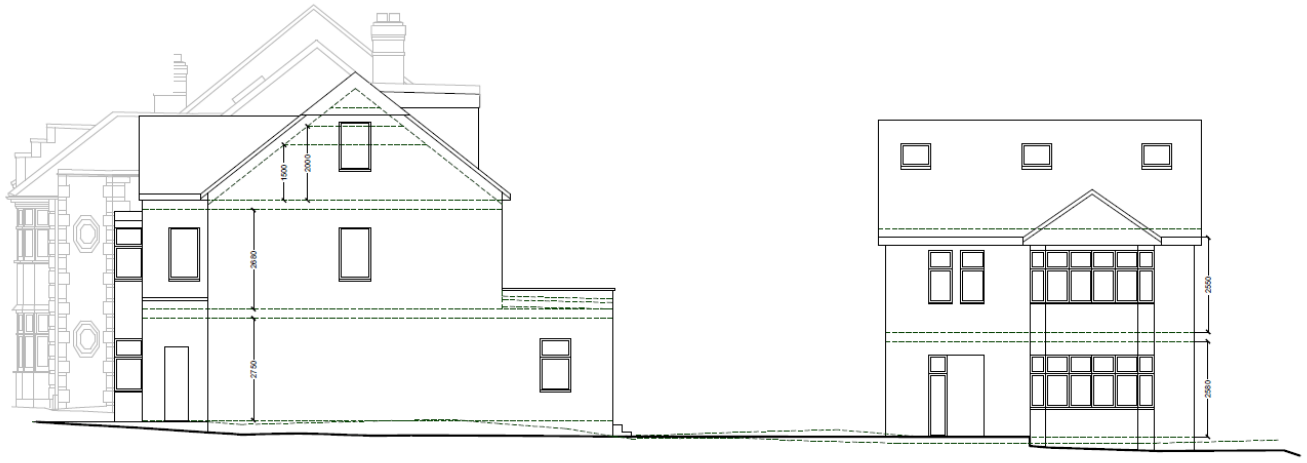


Construction Management Plan (CMP)

for the

2 No. New Homes at 19 Menelik Road, London, NW2 3RJ

Planning reference – 2024/3235/PRE

Prepared by CMP Construct Limited

Rev No.	Revision Description	Updated by	Date
1	Updated further to team comments	DFK	16 Dec 24
2			
3			
4			

CMP construct

Introduction to CMP Construct Limited

CMP Construct Limited was established to provide professional Construction Management Plans and associated documents, to Clients, Developers, Contractors, Project Managers and Architects to support their Planning Applications and Discharge of Conditions. We have completed CMPs for the majority of London and South-East England Councils over the past 6 years.

CMP Construct Limited is led by Damien Kenny – Technical Director (BSc in Construction, MCIOB), who has over 30 years' experience in the delivery of Construction Projects across the UK. He has worked for a number of major contactors including Sir Robert McAlpine, Bovis Lendlease and has been a main board director at Mace Limited and at Morgan Sindall plc subsidiary – Overbury plc.

Contents

This document has been structured to follow the numbering and questions included in the London Borough of Camden – Construction Management Template dated 10 November 2022.

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

Section 1. Introduction and Contact

The following Construction Management Plan (CMP) has been produced for, the site owner Marcus Zaman, to explain the proposed programming and construction logistics methodology for the construction of two four-bedroom houses within the garden 19 Menelik Road, NW2 3RJ.

The CMP has been produced in accordance with the requirements of Section 10. TRANSPORT AND PARKING CONSIDERATIONS of the Pre-App 2024/3235/PRE dated 14 October 24.

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

Address: 19 Menelik Road, London NW2 3RJ

Planning reference number to which the CMP applies: 2024/3235/PRE

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

Name: Damien Kenny – Technical Director – CMP Construct Limited

Address: 112 South Block, 1b Belvedere Road, London, SE1 7GD

Email: damien@cmpconstruct.com

Phone: 07973 205 531

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: Contractor yet to be appointed

Address:

Email:

Phone:

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: This will be the contractor as per Question 3

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: This will be the contactor as per Question 3

Address:

Email:

Phone:

Section 2. Site

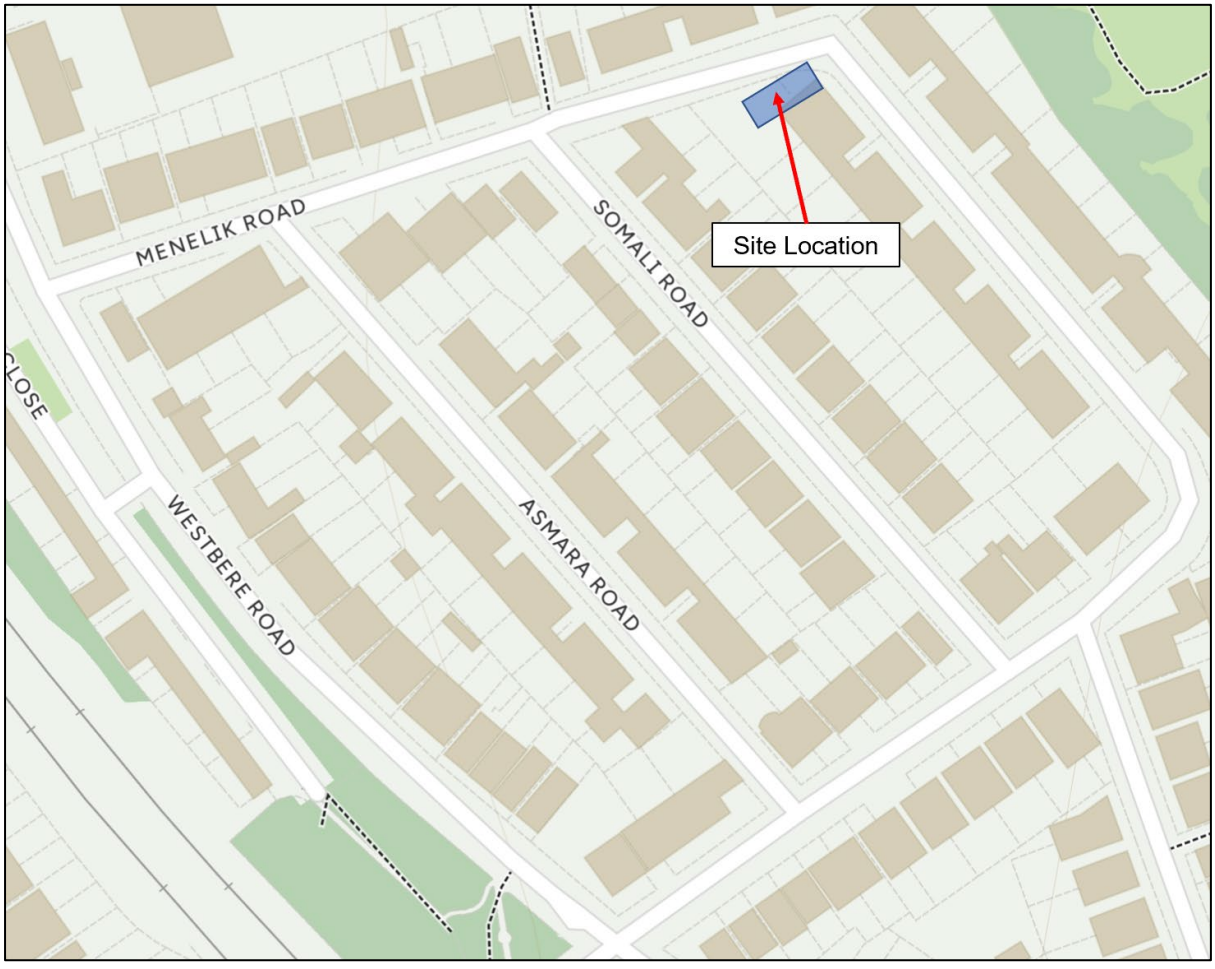
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies. Please fill up Cumulative Impact Area (CIA) checklist form if site fall within the CIA zone (Central London)

The site does not fall within the Cumulative Impact Area (CIA), as it is located towards the north of the borough near Cricklewood.

The scope of works includes the construction of 2 no four-bedroom houses within the garden of the property at 19 Menelik Road

The primary access to the site is proposed to be from Menelik Road

The intention is that the site operations will commence with the erection of a 2.4m hoarding on the elevations to Menelik Road to provide a secure site perimeter.



Location Plan

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g., narrow streets, close proximity to residential dwellings etc).

The project consists of loft and rear extensions to the existing 19 Menelik Road and the construction of a 4 bedroom and 3 bedroom homes in the garden of 19 Menelik Road.

To minimise the impact on the adjacent properties, the modification works to 19 Menelik Road and the construction of the new homes will be undertaken by a competent main contractor working in line with the structural design prepared by the Structural Engineer. The works are planned to commence after the site strip with the commencement of the structural works to the foundations, drainage and ground floor slabs to the new homes.

The upper floors will be constructed using traditional brick and blockwork wall, floors will be constructed using beam and block and the roof structures will be formed with timber trusses, with tiling externally.

The excavation of the foundations and services trenches will be completed both by hand and by small excavator and excavated materials will be loaded into skips located on site. The skips will be regularly collected with the wheels of the skip vehicles remaining on the highway road at all times.

All vehicles leaving the site, via Menelik Road will be monitored to ensure that should any dirt or dust be dropped onto the highway it is immediately cleaned up. Further to this, the area around the site, will be regularly and adequately swept to prevent any accumulation of dust and dirt.

All waste away vehicles shall be properly covered when leaving the site and disposed of at a licensed tip.

To ensure the minimum disruption to local residents and users of Menelik Road, it is proposed that the contractor will erect a hoarding to the street facing external elevations.

To ensure delivery periods are kept to a minimum, it is intended to utilise the use of palleted materials where we which can be offloaded quickly using a lorry mounted crane and delivered into the site. The concrete for the foundations and the new ground floor will be delivered as ready mix with a site static pump being used to move the concrete from the site perimeter to the required location.

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

The principal strategy in programming the works, is to minimise the disruption to the residents of Menelik Road and adjacent roads, road users, and pedestrians during the construction programme. It is proposed to achieve this both by timing the works to minimise disruption to adjacent properties during the working day, but to also avoid traffic movements to and from the site during peak periods, including the school drop off and pick up times.

It is envisaged that the contractor will commence the site works in early Q3 2025.

On commencement of the construction works, the first activity will be the site clearance and the foundation works in the initial 1-2-month period, the construction of the superstructure to the houses being completed over a 4-6 month period and fit out works being completed over a 5-6-month period for projected completion in late Q3 2026.

The phasing will be as follows:

Phase 1. Site set up / Strip out / Foundation Works	1-2 months.
Phase 2. Superstructure to new homes	4-6 months
Phase 3. Internal Fit Out / External works	5-6 months.

The phasing outlined above is indicative and there will be some overlapping between the phases to suit site conditions and sequencing.

It is envisaged that during the project the loading and unloading of vehicles will be completed from Menelik Road using 2 and 3 axle HGV vehicles, which will access the site via the designated access route.

During the delivery of materials, to protect pedestrians and cyclists, a traffic marshal will be in place to stop traffic and pedestrians for a short period, as vehicles unload across the pavement on the south side of Menelik Road directly into site, minimising the disruption to the general public from the works.

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.

The programme is based on the working hours for the site being in accordance with London Borough of Camden Council permitted hours. As this site is outside the Cumulative Impact Area (CIA), Saturday works will be permitted.

08:00 to 18:00 Monday to Friday (normal working)

08.00 to 13.00 Saturday

No work - Sunday, Bank and Public Holiday

All site deliveries and rubbish removal will be arranged between these hours and will be co-ordinated and managed on a 'just-in-time' delivery basis. Deliveries will be programmed to avoid the peak travel periods and arrival and departure of parents and children at local schools of 8.00am to 9.30am and 3.00pm to 5.00pm Monday to Friday, during term time. All subcontractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle and unloading point.

Any noisy work outside these hours will only be undertaken by prior agreement, and / or reasonable notice to London Borough of Camden Environmental Health Teams. However, it is envisaged that all of the works will be completed without the need for out-of-hours works.

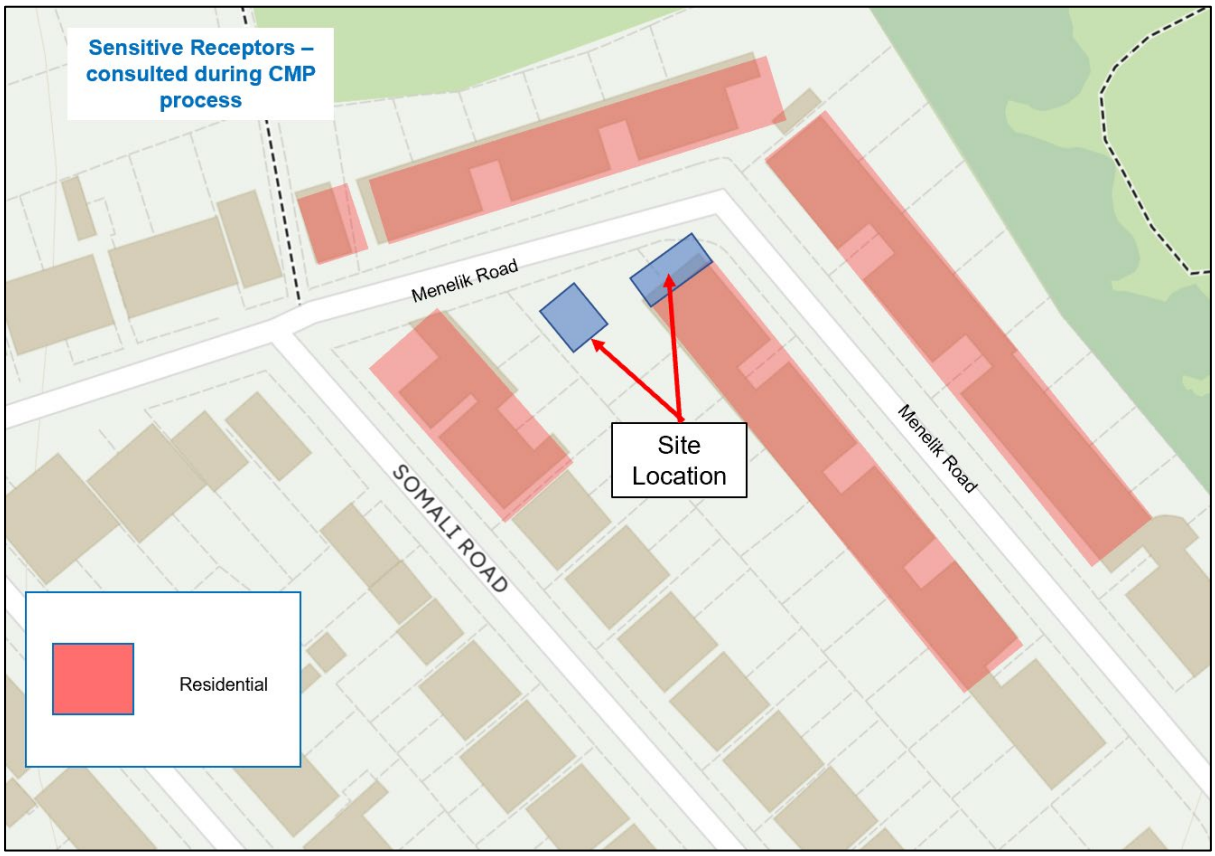
Section 3. Community Liaison

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.).

The diagram below shows the neighbouring properties which will potential direct impacted during the siteworks and who have all been contacted by the Developer as part of the Communications strategy for the redevelopment of the site during the CMP process.

The areas shown on the plan in red highlight the residential properties in the proximity of the site, which could potentially be impacted by the works, for some period of the project programme.



11. Consultation

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.

The client, Marcus Zaman has been in contact with the residents of the adjacent properties highlighted in the response to Q10. via a newsletter explaining details of the proposed development inc programme and methodology to seek feedback on the proposals to ensure comments can be considered.

As the works are principally, on a corner site the risk of noise and dust impacting neighbours is going to be minimal and relevant measures will be put in place to control these issues.

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.

As this is a small development in a residential area with a limited number of small residential developments in the local area, it is not considered necessary to set up a construction working group.

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.

As the scheme is at Pre-app stage the developer has yet to commence the process of appointing a Contractor, part of the tender requirements is that the selected Contractor will register the project with the Considerate Constructors Scheme and will ensure the CCS / CLOCS monitoring is undertaken.

A copy of the Guide for Contractors Working in Camden has been included in the Tender documents and it is a requirement that the Contractor will confirm they have read and understood the guidelines and will abide by them for the duration of the works.

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.

We are not aware of any sites in the immediate vicinity of 19 Menelik Road which are currently operating. Local sites currently being constructed are not in the immediate vicinity of the site, so limited mitigation over and above that described in response to Question 9 is proposed.

Section 4. Transport

CLOCS Contractual Considerations

15. Name of Principal contractor:

The contractor is yet to be appointed as the project is only at the Planning Stage. However, the appointed contractor will act as Principal Contractor and will fully comply with the CDM Regulations 2015 and will register the contract with the Considerate Constructors Scheme (CCS).

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

The appointed contractor will be asked to ensure they make it a condition that all supplier agreements with the suppliers delivering to site that vehicles used to deliver to site must be less than three years old and must as a minimum comply with the standards laid down in the London Ultra Low Emissions Zone (ULEZ). As of October 2021, the ULEZ was extended and now includes the location of the project.

All operators of delivery vehicles to the site will also be expected to adopt the Fleet Operator Recognition Scheme (FORS) and the Construction Logistics and Community Safety (CLOCS) standards and will be expected to become as a minimum FORS silver accredited, and CLOCS silver standard accredited.

As part of the procurement process, the contractor will also be required to ensure any subcontractors confirm that they will comply with the requirements of CLOCS and FORS.

It will also be a requirement that all HGV vehicles delivering to site, should be a minimum of three stars on the HGV Direct Vision Standard, by virtue of complying with CLOCS and FORS, the vehicles will generally be compliant with the HGV Direct Vision 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 on behalf of the client Marcus Zaman and the principal contractor, that the tender documents for the Contractor will included the requirement to abide by the CLOCS Standard and have also advised, that all subcontracts must also include the requirement to comply.

Damien Kenny – CMP Construct Limited.

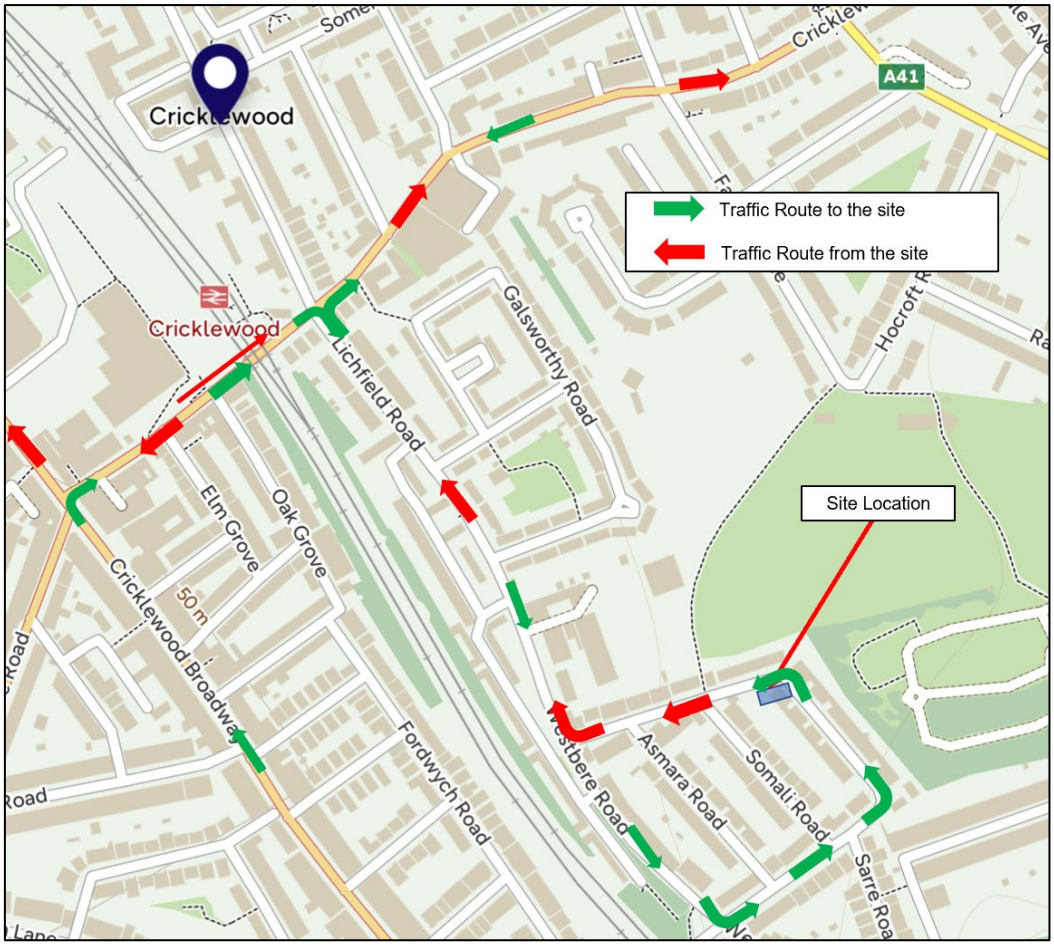
18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

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.

We have outlined below the access routes to and from the site from the A41 and A5 Cricklewood Broadway Vehicles will arrive from the north and the south and will turn into Cricklewood Lane. At the junction with Litchfield Road, they will turn south and follow the road until it becomes Westbere Road. At the junction with Minster Road the site traffic will turn left following the road round into Menelik Road, stopping directly outside the site, negating the need for vehicles to reverse or cross traffic flows.

When leaving site, the vehicles will proceed in forward gear on Menelik Roaf turning right into Westbere Road, before turning into Cricklewood Lane where vehicles can head east or west to join up with the Transport for London Road Network.



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.

All suppliers will be issued with site access details which will clearly layout the following: -

- Access route be followed to and from site.
- Delivery times
- Location of Unloading area
- No waiting rules.
- Location of off-site waiting area – HGV parking

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)

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.

We have outlined below the principal types of vehicles that will be used to service the site during the construction period.

	Tipper truck Used for the removal of demolition and excavated materials from site.
	Ready mix delivery truck Used for the delivery of ready-mix concrete for foundation works to the building.
	Flat-bed delivery truck Used for the delivery of bricks/blocks, new cladding / windows, plasterboard and general materials to site, most vehicles will be equipped with lorry mounted cranes
	Skip truck Used for the removal of waste materials from the site set up and from the fit out of the new houses.

The following details and schedules provide an overview of the projected plant and vehicles that will be involved in the delivery of materials and construction activities on site. We have broken the analysis into the following phases.

- **Phase 1 & 2 –** Site Strip, Foundations and Superstructure works.
- **Phase 3** –Fit out works.

Plant and Usage	Phase 1/2	Phase 3	Vehicle Movements	Total Duration On Site
Site Enabling Works ***(flat-bed lorries)*** required for the erection of site set up and hoardings	✓		2-3 per week	2-3 weeks
Site Clearance and Foundation Materials (2-4 axle skip trucks) Removal of site clearance and excavated materials	✓		4-6 per week	2 months
Ready Mix Concrete (2-4 axle trucks) Underpinning, Basement and Ground Floor Works	✓		8-10 visits	3 months
Rebar and Drainage Materials ***(3 axle lorries with Hiab crane)*** Required for new superstructure works and internal walls	✓		2-3 visits	3 months
Superstructure Materials ***(3 axle lorries with Hiab crane)*** Brickwork/Blockwork, flooring, roof trusses, roof tiles etc.	✓		2-3 visits	6 months
Hand / Power Tools (van deliveries) required for all works during period of construction	✓	✓	n/a	12 months
Scaffolding/ towers/propping ***(flat-bed 2/3 axle vehicles) required*** to protect public, safe methods of working internally	✓		4-6 deliveries for erection and dismantling	6 months
Material Delivery Vehicles ***(van and small box vehicles deliveries)*** required for fit out works e.g., plasterboard, sanitaryware, kitchens		✓	3-4 per week	6 months
Skip and Compactor Vehicles ***(2/3 axle specialist skip and compactor vehicles)*** required for general waste removal during construction and fit out periods		✓	1 per week	6 months

b. Please specify the permitted delivery times.

All site deliveries and rubbish removal will be arranged during the site hours and will be co-ordinated and managed on a 'just-in-time' delivery basis. Deliveries will be programmed to avoid the peak travel periods and arrival and departure of local school and college students of 8.00am to 9.30am and 3.00pm to 5.00pm Monday to Friday.

All subcontractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle and unloading point.

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.

We have highlighted in the response to Question 14, there are no operating sites in the locality and on the proposed access routes. As there are no large sites close and the delivery requirements for this site are relatively light, we do not believe there is a need for a delivery co-ordination strategy with other sites.

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

As it proposed to load and unload from Menelik Road with vehicles arriving and leave in forward gear, there are on constrained manoeuvres that require a swept path analysis to be provided.

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 subcontractors and suppliers will be required to agree dates and times prior to delivery in addition confirmation of size of vehicle fits the unloading point, all drivers will have the mobile number for the site manager and will be asked to call 10-15 minutes ahead of their planned delivery, to confirm arrangements.

As this is a small site with a maximum of 3-4 deliveries at peak per day, the issue of large numbers of vehicles is not an issue as confirmed in response to Q19 a)

Parking bay suspensions of Residents Parking bays will be required for the offloading of materials from Menelik Road as shown overleaf for the period outside the permitted period (current bays operate from 10.00am to 12 noon).

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.

The small number of deliveries to the site, and its location do not make it suitable for considering consolidation or rail / water deliveries.

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

All drivers will be asked to turn off their engine during deliveries, unless required to power Hiab cranes or concrete mixer drums.

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 not used, as vehicles will be unloaded on the highway in the location shown in response to Q19e)

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)

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.

Please see diagram below showing proposed location of loading bay for delivery of materials during the working day, the approach to loading will remain under review and will be revised if deemed necessary by Camden.

b. Where necessary, Traffic Marshals 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.

During the delivery of materials / collection of waste materials, to protect pedestrians, cyclists and other road users, a traffic marshal will be in place to stop traffic and pedestrians for a short period, as vehicles arrive or depart the suspended resident's parking bay, minimising the disruption to the general public from the works. All vehicles will arrive and leave site in forward gear, negating the need for vehicles to reverse.

The intention will be to arrange for the majority of deliveries to be made using vehicles with lorry mounted Hiab cranes, so materials can be lifted directly from the lorry into site, so there will be no unloading or storage of materials on the public highway.

Control signage to be used during arrival and departure of vehicles.

The traffic will utilise a TSRGD 7031 – Stop Works sign (as per example above), to control the traffic, cyclists and pedestrians whilst vehicles are arriving and departing the site and will limit the stopping of traffic to a maximum of two minutes in any 15-minute period.

All vehicle manoeuvres will be in line with the plan above so all vehicles' manoeuvres will be under the control of a qualified traffic marshal at all times.

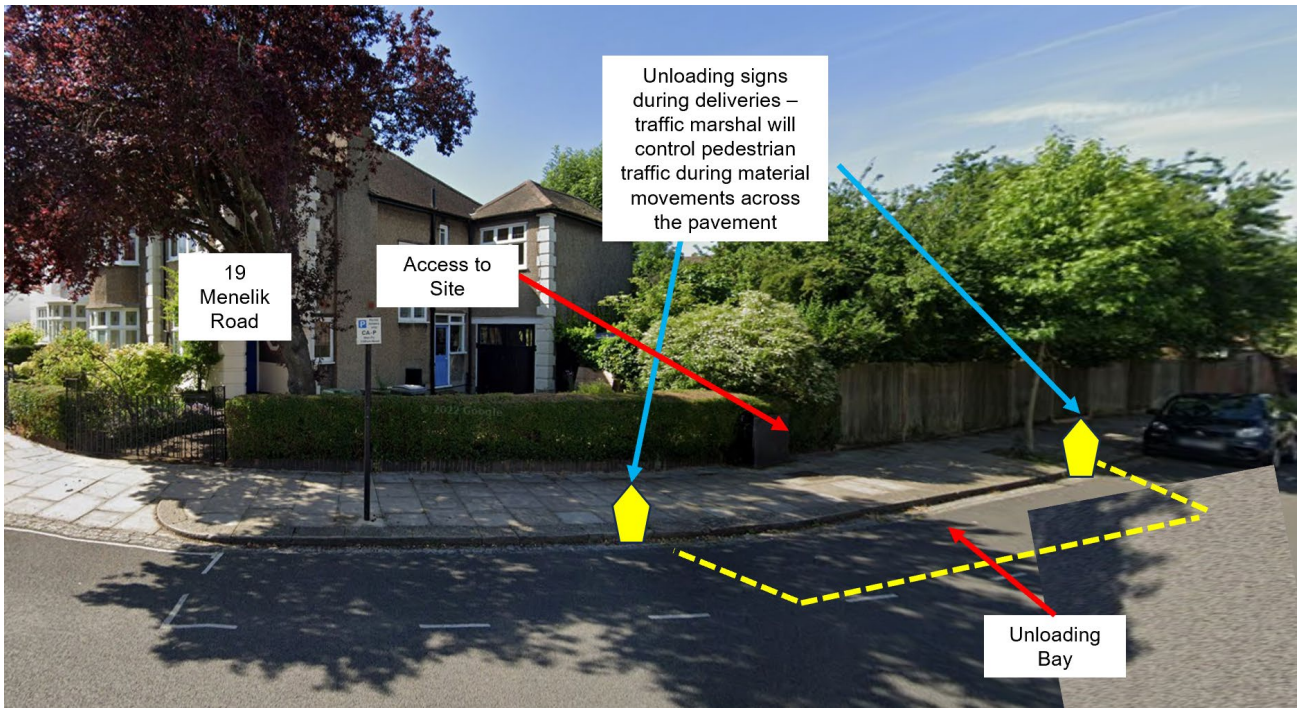
Site Set-up

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.

It is not proposed to put any structures or store materials on the public highway or pavements. Only during the delivery of materials Unloading signs and Chapter 8 barriers will be put in place warning pedestrians of material deliveries, the movement of materials across the pavement will be controlled by a qualified traffic marshal who will ensure pedestrians are safe at all times.



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.

Please refer to response to Question 22a)

23. Parking Bay suspensions and temporary traffic orders

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

It is proposed to apply for a TTR to use the residents parking bays directly outside the site for trade use only during the working day – Monday to Friday, it is intended that no materials will be stored on the highway and pavement as confirmed in responses to Questions 21 a) and b)

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.

We have already highlighted in the responses to Question 21 a) and b) the proposed arrangement during deliveries.

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.

It is intended that the additional residential units on the site will be heated electrically so there will be no requirement for gas connections, applications will be made by the developer for new electrical, water and sewerage connections to the two new residential units, as the project is only at Planning Stage discussions with Statutory Suppliers have yet to commence, however the intention will be to coordinate their installation to minimise the excavation works to the public highway and footpath.

Section 5. Environmental

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

The intention is to limit noisy activities, where practicable noisy plant and equipment will be situated as far as possible from noise sensitive buildings and / or acoustic lined enclosures will be erected. Use of plant will be limited to the site working hours.

Potential Noisy Activities

Activity	**Potential Noise source**
Site Clearance	Cutting and Percussive Tools
Excavation/Foundations/Drainage	Digging tools and small excavator
Concrete Works	Cutting of rebar, concrete pump and vibrating poker
Brickwork / Blockwork	Cutting of bricks and blocks
Sheet Materials	Cutting of sheet materials / roof tiles

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.

A pre-construction noise survey has not been carried out as there are very limited noisy activities to be completed on the project. The client will complete a noise survey if required by Camden Environmental Team

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

As indicated in our response to Question 29 there is limited high noise generating activities in completing the build of a small single storey house, we do not therefore expect noise levels to exceed the recommendations in Camden's Minimum Requirements for Building Construction (CMRBC).

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.

Where practicable noisy plant and equipment will be situated as far as possible from noise sensitive buildings and / or acoustic lined enclosures will be erected. In accordance with the latest version of the Mayor of London's Planning Guidance on 'The Control of Dust and Emissions during Construction and Demolition', from 1 September 2015, any Non-Road Mobile Machinery (NRMM) of net power between 37kW and 560kW used on the project will be required to meet the standards based upon the engine emissions standards in EU Directive 97/68/EC and its subsequent amendments.

Where practicable, plant and equipment powered by mains electricity will be used in preference to equipment powered by petrol or diesel engine.

Where practicable, plant and equipment will be fitted with effective exhaust silencers; compressors will be fitted with properly lined and sealed acoustic covers which will be kept closed whenever in use; and pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. All plant and equipment will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

Plant and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

Excessive noise on site can represent a major impact to site workers, neighbours and adjacent wildlife. To avoid these impacts, the selected Contractor will:

- Carefully select equipment, construction methods and programming to reduce noise and vibration.

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- Use of hoardings or screens as noise barriers.
- Locate plant as far as reasonably practicable from receptor.
- Ensure that plant is shut down when they are not in use.
- Monitor the noise levels regularly to confirm the noise level of site activities.
- Include noise minimisation practice in induction.
- Liaise with the community to provide information of the noise work activities and their durations.
- Arrange delivery times to suit the area, as it is primarily a residential area.

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

The selected contractor will be required to ensure that that the site foreman / manager has received training in Environmental Management including BS5228:2009.

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.

The works will be carried out taking consideration of 'Air Quality: Best Practice Guidance - The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance (published by the Greater London Authority, July 2014).

Materials with the potential to produce dust e.g., sand, excavated materials and aggregates, will be kept away from working area boundaries and shall be stored in bunded areas or bins, and will be covered and not be allowed to dry out to minimise the risk of dust transfer.

Methods of working will be selected for all activities that will aim to minimise dust and air pollution.

No burning of materials / refuse will be permitted on the site.

Site Clearance and excavation pollution will be minimised by a combination of screening and watering down. No crushing of materials will be undertaken 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.

All vehicles will be loaded on the public highway using motorised wheelbarrows or a small dumper to move the excavated materials so there should be no mud on the tyres of the vehicles. However, all vehicles leaving the site will, be subject to an inspection to ensure that they are 'clean 'enough to leave site without depositing dirt or debris on the public highway.

If there are any instances of mud/spoil being dropped during the loading of lorries onto the highway, the contractor will direct operatives to sweep up and clear the highway of debris.

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.

As this is a low-risk site this is not required.

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**.

As this is a low-risk site this has not been completed.

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.

As this is a low-risk site this has not been completed, however please refer to response to Question 33, for mitigation measures.

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

As this is project is not in the CIA the contractor will discuss with the Camden Air Quality Team the need to provide Real Time Dust Monitoring, as this is a small residential new build it is likely to produce limited dust so the impact to adjacent neighbours should be minimal.

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 is currently a single occupancy dwelling that is occupied by the site owner, who confirms they do not have issues with pests inc rodents.

The contractor will ensure that any food left on site is in sealed containers and food waste will be stored in dustbins to prevent vermin being attracted to the site.

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.

As the site is primarily within the gardens of the existing building at 19 Menelik Road, the interface with the public will be minimal, and primarily only during the loading and unloading of vehicles.

At their site induction, all site staff and operatives will be advised that they should use the welfare area on site and be courteous to the neighbours and users of Menelik Road.

All operatives will be advised that the site operates a two-knock policy, where any issues relating to unacceptable behaviour to other operatives or local residents will result on the operative being banned form site.

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:

a) Construction time period (mm/yy - mm/yy): - July 25 to July 26

b) Is the development within the CAZ? (Y/N): No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Confirmed

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Confirmed

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Confirmed

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.

As already indicated in the response to Question 19 g), all drivers will be asked to turn off their engines during deliveries, unless required to power equipment, such as, concrete mixer or Hiab crane.

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.

As this is a very small site with a likely peak labour force of 4-6 operatives, it will be difficult to get a Mental Health Charter in place, however, the contractor, will be requested to ensure that their First Aider has received Mental Health training.

Section 6. 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: 16 December 2024

Print Name: Damien Kenny

Position: Technical Director – CMP Construct Limited

Please submit to: planningobligations@camden.gov.uk

End of form.