

Construction/ Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
26.04.22	Version 4	South Downs Safety Ltd

Additional sheets

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

Date	Version	Produced by
N/A	Appendix A: Blank	N/A
N/A	Appendix B: Blank	N/A
N/A	Appendix C: Project Programme	GM Developments
N/A	Appendix D: Community Liaison Guidance for Developers and Contractors	London Borough Of Camden
08.04.22	Appendix E: Swept Path Analysis Drawings - V2 (Demolition)	South Downs Safety
N/A	Appendix F: Blank	N/A
08.04.22	Appendix G: Site Layout Plan - V1 (Demolition)	South Downs Safety
N/A	Appendix H: Blank	N/A
N/A	Appendix I: Blank	N/A
19.10.21	Appendix J: Crane Position	LTC
06.12.21	Appendix K: Noise Survey Details	Anderson Acoustics
21.02.22	Appendix L: Asbestos Survey	A.R.C.S Environmental
03.03.22	Appendix M: Neighbourhood Consultation Letter	GM London
21.03.22	Appendix N: Summary of Consultation Correspondence	GM London
06.12.21	Appendix O: BS5228 Noise Assessment (1 st Issue)	ACL
November 21	Appendix P: Dust Management Plan (Rev 1)	Phlorum

Introduction

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

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

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

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

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

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

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

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

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow

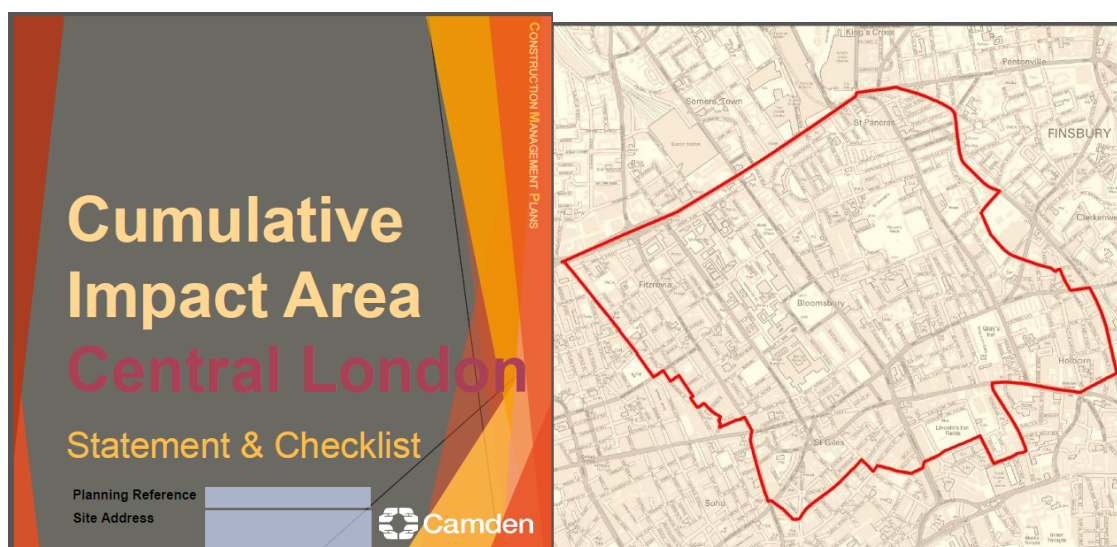
comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

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

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* 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.

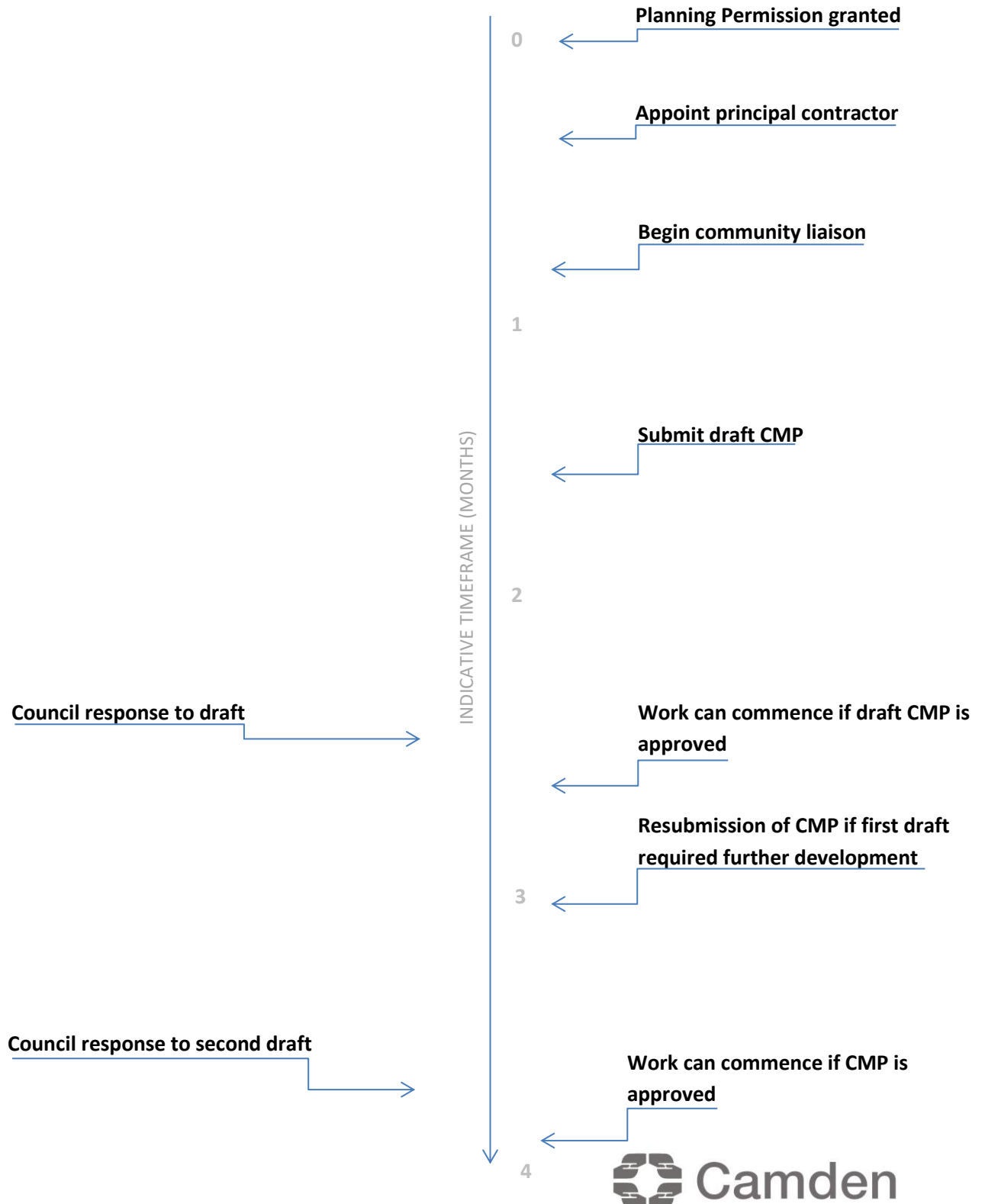
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Site Address:	19-37 Highgate Road, London NW5 1JY
Planning Reference No:	2013/5947/P

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

Role:	Principal Contractor
Company Name:	GM Developments
Contact Name:	Garry McHugh
Position:	Managing Director
Phone:	07831 209 474
Email:	garry@gmdevelopments.com

Contact details for the person responsible for preparing the CMP.

Company Name:	South Downs Safety
Contact Name:	Mark Edgar
Position:	Planning Support Consultant
Phone:	07545 898 726
Email:	mark@southdownssafety.co.uk

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.

Role:	Principal Contractor
Company Name:	GM Developments
Contact Name:	Illya Razinskis
Position:	Contracts Manager
Tel:	07456 250 617
Email:	Illya@gmdevelopments.co.uk

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 Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

Role:	Principal Contractor
Company Name:	GM Developments
Contact Name:	Illya Razinskas
Position:	Contracts Manager
Tel:	07456 250 617
Email:	Illya@gmdevelopements.co.uk

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.

Role:	Principal Contractor
Company Name:	GM Developments
Contact Name:	Illya Razinskas
Position:	Contracts Manager
Tel:	07456 250 617
Email:	Illya@gmdevelopements.co.uk

Site

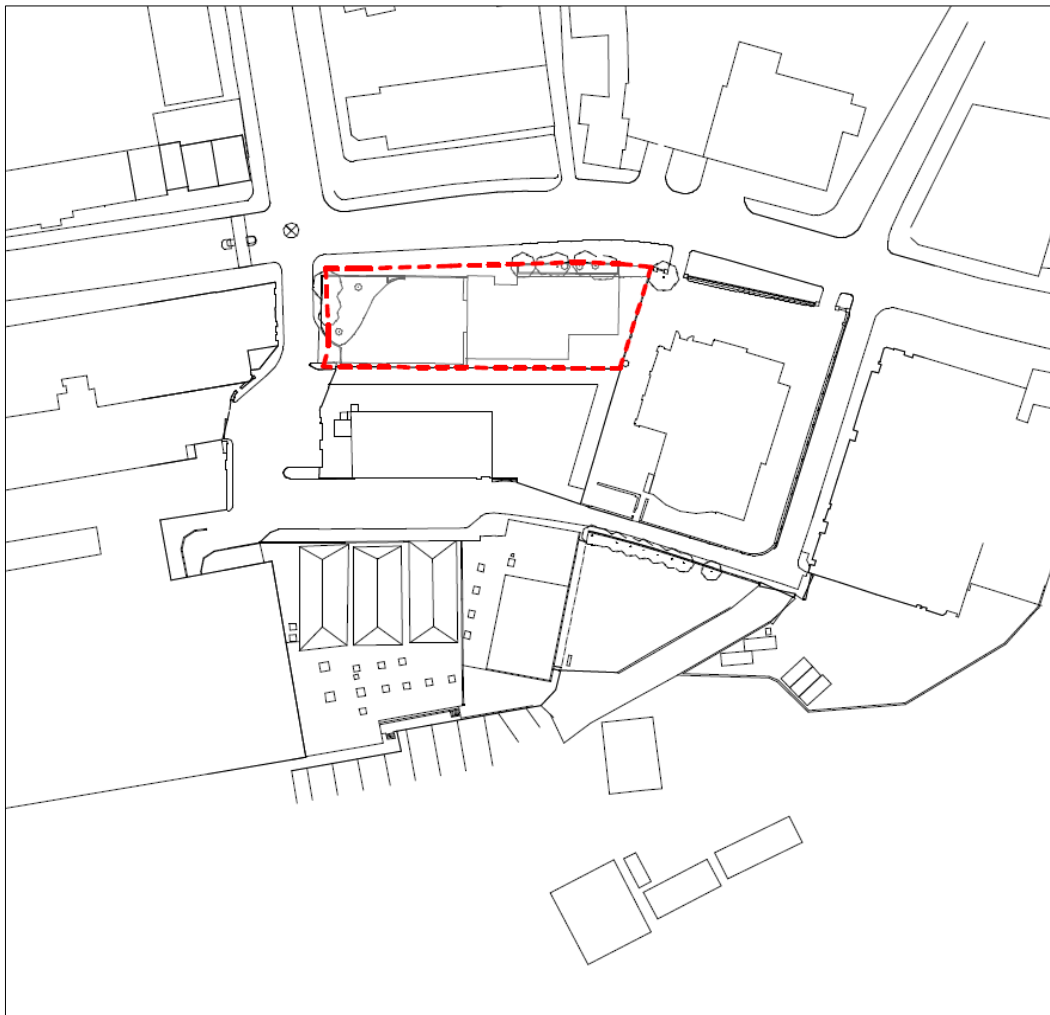
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

6.1 SITE LOCATION

The site is located on Highgate Road, Kentish Town in the London Borough of Camden. The site is bounded by industrial and commercial uses westerly, Highgate Road to the north east and the commercial centre of Kentish Town to the south east.

The scheme provides 42 residential units of which 8 are affordable. The scheme also includes a commercial unit.

Figure 1: Site Location Plan



6.2 DEVELOPMENT PROPOSALS

- Part 5, part 7 Storey
- Total GIA of 3600m²
- Total Residential NIA of 2760.3m²
- 3000mm floor to floor height
- 42 Flats
- 2 x 3B5P and 1 x 3B4P large family units
- 6 x DDA 1B2P & 2 x 1B2P affordable units = Total 8
- 100m² Commercial Unit
- Private amenity in line with 2013 national standards
- Bins and bike storage
- Plant and substation space shared with Greenwood Centre

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).

7.1 BRIEF DESCRIPTION OF WORKS TO BE CARRIED OUT

Erection of a part 5, part 7, residential building and a commercial unit at ground floor. Ground floor landscape works. Reinforced concrete frame with facing brick cladding.

7.2 MAIN ISSUES AND CHALLENGES

- Operational business adjacent to site
- Residential receptors within the vicinity of the site
- The site is adjacent to bus route
- There is a bus stop directly outside of the site
- Fire station opposite site
- Pedestrian crossing adjacent to site access (Greenwood Place)

An addendum providing further detail will be submitted for approval by Camden prior to a pit lane being installed on the highway, and prior to any possible footway closures.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Please refer to Appendix C: Project Programme.

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**

Table 1: Working Hours

GENERAL CONSTRUCTION WORKS	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
NOISY WORKS - PILING & EARTHWORKS	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
HIGH IMPACT WORKS - DEMOLITION, CONCRETE BRAKING	
Monday - Friday	09:00 – 12:00 / 14:00 – 17:30
Saturday	Not Permitted
Sunday	Not Permitted
Bank Holidays	Not Permitted

The permitted traffic hours for construction vehicle movements will be as detailed below. The permitted contractors traffic hours (restricted hours) will form part of the contract and sub-contractors contracts and supply orders.

Table 2: Restricted Hours For Deliveries And Collections

Restricted Hours Deliveries/Collections (Outside Term Time):	Monday-Friday - 09:30-16:30
Restricted Hours Deliveries/Collections (During Term Time):	Monday-Friday - 09:30-15:00
Restricted Hours Deliveries/Collections	Saturdays - 08:00-13:00
Prohibited Hours Deliveries/Collections:	Sundays & Bank Holidays

NB: When vehicles are able to be accommodated on site during the demolition and below ground works activities, they will be permitted to arrive onsite at 08:00 Where this is the case vehicles will then wait with their engines switched off.

Community Liaison

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

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

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

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

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

Cumulative impact

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

10. Sensitive/affected receptors

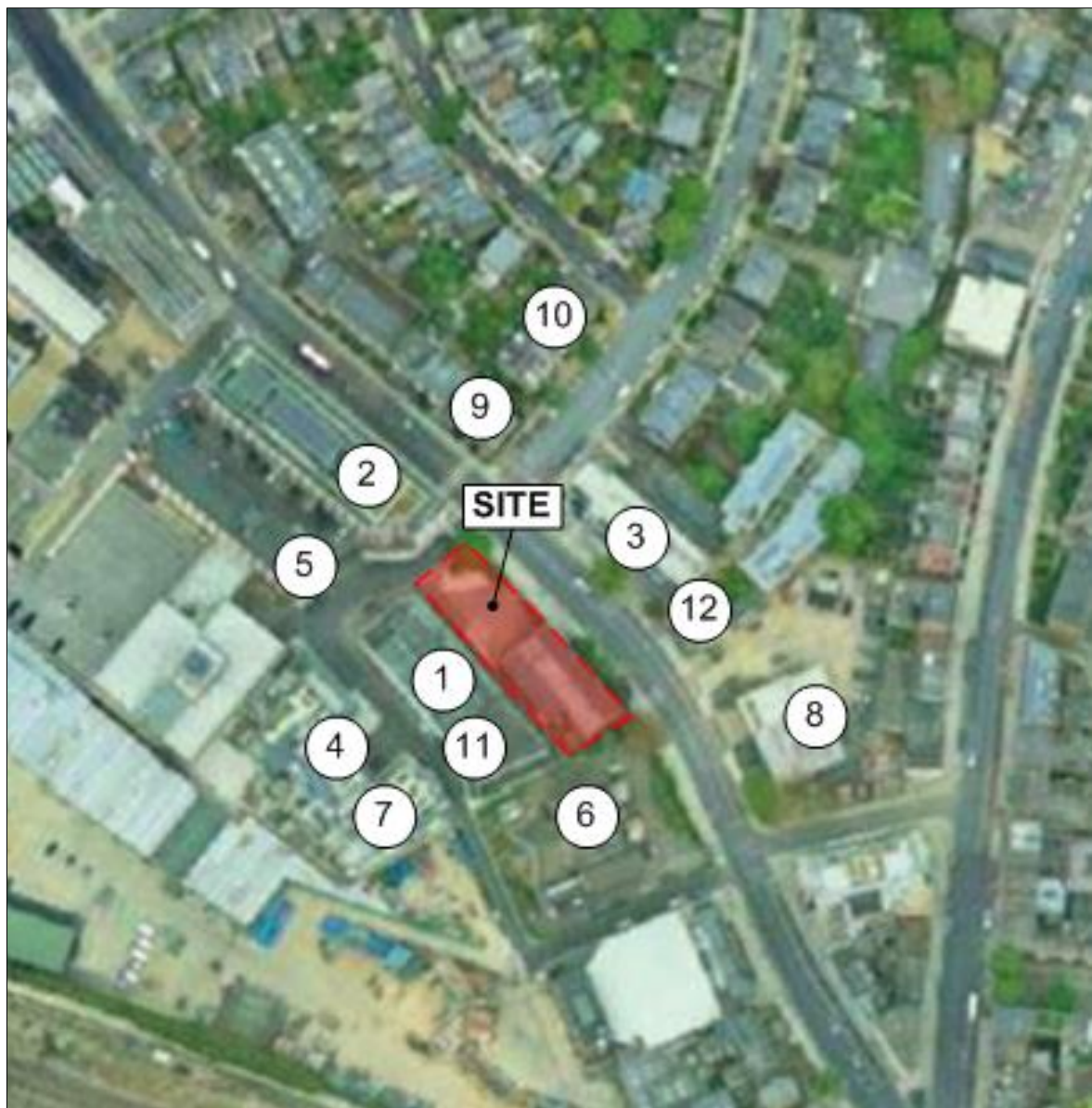
Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

Table 3: Potentially Sensitive Receptors

SITE ID	TYPE	NAME	APPROXIMATE DISTANCE FROM SITE
1	Business	AA Self Storage	10m
2	Dwelling	Linton House	30m
3	Dwelling	Piano Yard	35m
4	Community	The Greenwood Centre	50m
5	Business	Highgate Business Centre	50m
6	Community	St John the Baptist Church	55m
7	Community	Health Watch Camden	60m
8	Community	Kentish Town Fire Station	60m
9	Dwelling	42 (Elsfield, Flats 1 to 23) 44, 46, 48, 50, 52, 54, 56 Highgate Road	60-70m
10	Dwelling	1, 2, 3, 5, 7 Burghley Road	70-90m
11	Business	19 Greenwood Place (Lensham House)	40m
12	Business/Dwelling	28a & 28b Highgate Road	35m

There are no Schools, Pre-Schools, Children's Nurseries, Care Homes, Doctors Surgeries or Dental Surgeries within the immediate vicinity of the site.

Figure 2: Potentially Sensitive Receptors (Map)



11. Consultation

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

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 local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

11.1 PRE-COMMENCEMENT COMMUNITY LIAISON

Pre-commencement community liaison has been carried out between Thursday the 3rd of March and Friday the 18th of March as set out in the London Borough of Camden “Community Liaison Guidance for Developers and Contractors” and Section 2.1 of the “Guide for Contractors Working in Camden”.

Consultation letters setting out the principle of construction and its management have been delivered to:

- a. 19 Highgate Road NW5 - St John the Baptist Church
- b. 20 Highgate Road NW5 - Kentish Town Fire Station
- c. 39-51 Highgate Road NW5 - Linton House / The Maple Building
- d. 42 Highgate Road NW5 - Elsfield (Flats 1 to 23)
- e. 44, 46, 48, 50, 52, 54, 56 Highgate Road NW5
- f. 1, 2, 3, 5, 7 Burghley Road NW5
- g. 19 Greenwood Place NW5 - Lensham House
- h. 28a & 28b Highgate Road NW5
- i. 33 Greenwood Place NW5 - The Highgate Business Centre
- j. 37 Greenwood Place NW5 - Greenwood Centre
- k. Councillor Meric Apak Kentish Town Ward, e-mail meric.apak@camden.gov.uk
- l. Councillor Jenny Headlam-Wells Kentish Town Ward, e-mail Jenny.headlam-wells@camden.gov.uk
- m. Councillor Georgia Gould Kentish Town Ward, e-mail georgia.gould@camden.gov.uk

Please refer to:

Appendix M: Neighbourhood Consultation Letter.

Appendix N: Summary of Consultation Correspondence.

11.2 POST-COMMENCEMENT COMMUNITY LIAISON

All post-commencement community liaison will be carried out in accordance with the London Borough of Camden “Community Liaison Guidance for Developers and Contractors” and Section 2.1 of the “Guide For Contractors Working In Camden”

The Development Team will continue to engage with all stakeholders throughout the duration of the development.

Please refer to Appendix D: Community Liaison Guidance For Developers And Contractors.

12. Construction Working Group

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

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

If required the Principal Contractor will implement an ongoing neighbourhood liaison process and a dedicated email address will be created for the purpose of ongoing Neighbourhood Consultation.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

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.

It is confirmed that the Principal Contractor will register this site with the Considerate Constructors Scheme (CCS) and that the Site-Specific CCS ID will be made available to the local authority on request.

Guide for Contractors Working in Camden:

It is confirmed that the Principal Contractor has read and understood the Guide for Contractors Working in Camden.

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 Principal Contractor will liaise with contractors completing work on any adjacent sites to, whenever possible, enable the scheduling of deliveries and waste removal vehicles to avoid the presence of more than one construction vehicle on the highway at any one time.

To identify potential sites of interest the following addresses were used when searching the London Borough of Camden planning portal for relevant local sites:

- Highgate Road
- Greenwood Place
- Fortess Walk
- Fortess Road
- Burghley Road
- Carkers Lane
- Lady Somerset Road

Following the search of the planning portal no relevant sites were identified. However, the Principal Contractor will make contact with any relevant sites should they be subsequently identified.

Transport

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

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

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

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

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Name:	GM Developments (Construction Ltd)
Address	223 Dawes Road London, SW6 7RD
Phone:	07831 209474
Email:	garry@gmdevelopments.com

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

It is agreed that the main contractor will comply with the following section of the CLOCS Standard, as detailed below:

16.1 SUPPLY CHAIN COMPLIANCE (3.417)

a. Requirement:

Clients shall ensure contractor and subcontractor compliance with requirements 4.1.1 to 4.3.2

b. Purpose:

To ensure that requirements are being adhered to across the supply chain.

c. Demonstration:

- The client should ensure that it is a contractual requirement for the contractor to check vehicles entering site and to take the appropriate action under the contract.
- The client should request from the contractor a plan and / or process for complying with the contract.
- The client should also undertake regular audits of the contractor's process and compliance checks. This audit should include random vehicle compliance checks undertaken by the client.
- The client may request that every reporting period the contractor should submit to the client a summary of those checks and details the corrective action taken in the case of non-compliance.
- Clients should factor in a review of collision reports provided by the principal contractor under requirement 4.1.2 Collision Reporting.
- The client should provide a point of contact for principal contractors in order that they may direct queries to the relevant person or department.

16.2 CONTRACTS:

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.). CLOCS Compliance will be included as a contractual requirement.

16.3 DESKTOP CHECKS:

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

16.4 SITE CHECKS:

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

16.5 ADDITIONAL CHECKS:

Suppliers will be checked against accredited operator's database:

<https://www.fors-online.org.uk/cms/whos-on-board/>

16.6 FURTHER INFORMATION:

Contact CLOCS@Camden.gov.uk for further advice if necessary.

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:

We confirm that the above has been/will be carried out and that all contracts will include the requirement to adhere to the 'CLOCS Standard'. CLOCS Compliance will be included as a contractual requirement.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

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

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

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

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

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.

Construction vehicles shall follow the site access and egress routes detailed below and shown in Figures 3 and 4.

NB: Links to the local strategic road network (B518 Highgate Road) is shown in blue.

ROUTE A: Demolition.

Site Access: Yellow Arrow

1. Head in a north westerly direction on Highgate Road (B518).
2. Turn left into Greenwood Place before reversing into site under the supervision of Traffic Marshals.

Site Egress: Green Arrow

3. Exit site in a forward gear and turn right into Greenwood Place.
4. Continue to the junction with to Highgate Road (B518).
5. At the junction with Highgate Road (B518) turn right into Highgate Road (B518) and continue away from site in a south easterly direction.

Figure 3: Site Access and Egress Routes (Route A)



ROUTE B: Construction.

Site Access: Yellow Arrow

1. Head in a north westerly direction on Highgate Road (B518).
2. Pull up directly outside the site within the managed set down area.

Site Egress: Green Arrow

3. Exit the managed set down area and continue away from site in a north westerly direction on Highgate Road (B518).

Figure 4: Site Access and Egress Routes (Route B)



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

The Principal Contractor will ensure that all sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specifies site access and egress routes and any other restrictions detailed within this CMP.

Details of permitted vehicle routes and delivery/collection hours will be included within all supplier contracts.

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. Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

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

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

Table 4: Estimated start date and duration of works

ESTIMATED START DATE:	April 2022
ESTIMATED DURATION OF WORKS:	88 calendar weeks

Table 5: Site activities, vehicle types and estimated quantities

SITE ACTIVITY*	DURATION (WEEKS)	VEHICLE MOVEMENTS PER WEEK				
		RIGID DELIVERY LORRIES	CONCRETE WAGONS	SPOIL REMOVAL WAGONS	BOX VAN	TOTAL (AVG) PER WEEK
Site set up and demolition	8	1	0	5	0	6
Sub-structure	24	4	20	5	0	29
Super-structure	50	5	5	0	1	11
Fit-out and commissioning	50	10	0	0	1	11

*SOME CONSTRUCTION ACTIVITIES WILL BE CARRIED OUT CONCURRENTLY AND WE ANTICIPATE THE TOTAL DURATION OF THIS PROJECT TO BE APPROXIMATELY 88 CALENDAR WEEKS.

During the demolition phase of the development only one construction vehicle (with the exception of demolition plant) will be accommodated on site at any one time, construction vehicles will not enter the site during the construction phase of the development.

Table 6: Vehicle dimensions

VEHICLE DESCRIPTION	LENGTH (M)	WIDTH (M)	DWELL TIME (MINS)
Rigid Delivery Lorries	8.0	2.40	30
Concrete Wagons	8.70	2.40	60
Spoil Removal Wagons	8.20	2.40	60
Box Van (Luton/Transit)	6.0	2.0	40

Table 7: Details of abnormal loads

DESCRIPTION	DURATION (HOURS)	MAX NO OF VEHICLES/DAY	VEHICLE TYPE
Site set up and demolition	N/A	N/A	N/A
Sub-structure	N/A	N/A	N/A
Super-structure	N/A	N/A	N/A
Fit-out and commissioning	N/A	N/A	N/A

The permitted traffic hours for construction vehicle movements will be as detailed below. The permitted contractors traffic hours (restricted hours) will form part of the contract and sub-contractors contracts and supply orders.

Table 8: Restricted Hours For Deliveries And Collections

Restricted Hours Deliveries/Collections (Outside Term Time):	Monday-Friday - 09:30-16:30
Restricted Hours Deliveries/Collections (During Term Time):	Monday-Friday - 09:30-15:00
Restricted Hours Deliveries/Collections	Saturdays - 08:00-13:00
Prohibited Hours Deliveries/Collections:	Sundays & Bank Holidays

NB: When vehicles are able to be accommodated on site during the demolition and below ground works activities, they will be permitted to arrive onsite at 08:00. Where this is the case, vehicles will then wait with their engines switched off.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

The Principal Contractor will liaise with contractors completing work on any adjacent sites to, whenever possible, enable the scheduling of deliveries and waste removal vehicles to avoid the presence of more than one construction vehicle on the highway at any one time.

To identify potential sites of interest the following addresses were used when searching the London Borough of Camden planning portal for relevant local sites:

- Highgate Road
- Greenwood Place
- Fortess Walk
- Fortess Road
- Burghley Road
- Carkers Lane
- Lady Somerset Road

Following the search of the planning portal no relevant sites were identified. However, the Principal Contractor will make contact with any relevant sites should they be subsequently identified.

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

Please refer to:

Appendix E: Swept Path Analysis Drawing (Demolition).

d. 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.

Holding areas or waiting points will not be required to facilitate this development. All construction vehicles will be received directly into site and will not queue or circulate on the public highway.

The Site Management Team will implement a robust Delivery Management System (DMS), with the primary objective of ensuring that construction vehicles are able to be received directly on arrival.

The main elements of the Delivery Management System will be as follows:

- a. Consideration will be given when placing orders to avoid “part loaded” vehicles and to best coordinate orders to reduce generated construction vehicle road trips
- b. All contractors must inform the Site Management Team about all deliveries a minimum of 48 hours before attending site
- c. All deliveries will be recorded on a delivery chart located within the project office and will be monitored and checked by Site Management Team
- d. The delivery chart will be arranged on an hour-to-hour basis
- e. All drivers will contact the Site Management Team a minimum of half an hour before attending site
- f. In cases of delayed or failed delivery the contractor must inform the Site Management Team as soon as possible to rearrange delivery
- g. Gateman/Traffic Marshals and the Site Management Team will manage and direct all construction vehicle site access and egress movements at all the times
- h. Gateman/Traffic Marshals will wear appropriate high-vis clothing and PPE
- i. Gateman/Traffic Marshals will use appropriate signage to forewarn public of construction vehicle movements
- j. Gateman/Traffic Marshals will use expandable barriers to separate the public from construction vehicle movements, if required
- k. Gateman/Traffic Marshals will have relevant training and appropriate qualifications and/or certification to undertake their daily tasks
- l. Deliveries will only be scheduled and accepted within the permitted delivery hours
- m. When expecting a delivery, and if required, the site will be made ready to accept vehicles directly into site, this includes Traffic Marshals being ready to supervise the construction vehicle manoeuvres into site and to ensure separation of construction vehicles and the public

e. 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 Principal Contractor is committed to reducing the quantity of delivery vehicles required to attend site and will do so via the considered and pro-active ordering of materials. By adopting this approach, the use of a construction material consolidation centre is not required.

The viability of material delivery to site via water or rail has been assessed, however, due to the site's location these options are not considered feasible.

f. 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).

The robust operation of the Delivery Management System will ensure that all construction vehicles are received directly in to site.

Whilst on site construction vehicle engines will be switched off to avoid idling. The importance of reducing instances of engine idling will be stressed to all sup-contractors, delivery companies and visitors to the site.

20. Site access and egress: “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 skip this section and refer to Q23.

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 access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Two separate site access and egress arrangements are proposed, one during the demolition phase of the development, and one during the construction phase of the development. Please refer to appendices E (Demolition) and F (Construction)

Vehicles will be required to enter site during the demolition phase of the development, during the construction phase of the development construction vehicles will utilise the managed set down area which will be located directly outside of the site on Highgate Road.

Appendices G (Demolition) and H (Construction) show the position of clearly marked, double, inward opening, lockable, vehicle, plant and material site access gates. Pedestrian site access will be controlled using fingerprint entry and will be via a separate pedestrian access and egress point.

During all vehicle manoeuvres suitably qualified and experienced Traffic Marshals will be present to supervise manoeuvres to ensure the safety of road users, vulnerable road users and pedestrians. If required vehicle movements will be stopped to allow for the safe passage of road users and pedestrians.

b. Please describe how the access and egress 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.

Appendices E (Demolition) and F (Construction) show the position of Traffic Marshals (green circles) during construction vehicle site access and egress manoeuvres.

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

Please refer to:

Appendix E: Swept Path Analysis Drawing (Demolition).

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

A wheel washing facility will not be required as it will be ensured that a clean and stable surface will be maintained and will form the designated vehicle turning / loading/unloading area.

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 place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. 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 refer to:

Appendix E: Swept Path Analysis Drawing (Demolition).

Appendix G: Site Layout Plan (Demolition).

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, if this differs from detail provided in Q20 b.

Traffic Marshals will be present whilst construction vehicles undertake all site access and egress manoeuvres.

Please refer to:

Appendix E: Swept Path Analysis Drawing (Demolition).

Street Works

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 Orders (TTOs) 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 two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

Please provide 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 proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Please refer to Appendix G: Site Layout Plan (Demolition).

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here](#).

The suspension of x3 parking bays within Greenwood Place will be required to facilitate vehicle access to site during the demolition phase, please refer to Appendix G: Site Layout Plan (Demolition).

The x3 parking bay suspensions will be required for the demolition phase of the development only which will last for 8 weeks, therefore a TTR (Temporary Traffic Restriction) will not be required.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

Due to the constrained nature of the worksite there is a requirement to close the footway directly outside of the site (Highgate Road aspect) during the construction phase of the development. This area of footway is required in order to locate the site welfare and accommodation and the plant and material storage areas and to facilitate vehicular site access.

All works required to facilitate vehicular site access and egress will be detailed within a Section 278 agreement between the developer and the London Borough of Camden. The Section 278 agreement will be in place prior to any works (including demolition) taking place.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

There will be a requirement to temporarily suspend the bus stop located directly outside of the site on Highgate Road. The associated bus shelter will be closed and adequately protected during the duration of the development.

NB: All works required to facilitate vehicular site access and egress will be detailed within a Section 278 agreement between the developer and the London Borough of Camden.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply 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. If these are attached, use the following space to reference their location in the appendices.

N/A - There is no requirement to implement any road diversions and no road disruption is expected. There is also no other anticipated use of the public highway during the construction period.

26. Scaffolding, hoarding, and associated pedestrian diversions

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

Please refer to Appendix G: Site Layout Plan (Demolition).

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

26.1 SITE HOARDING

Hoarding will be installed around the perimeter of the site as required, please refer to Appendix G (Demolition) for proposed hoarding position. This hoarding will be installed to ensure the Health & Safety of the public, aid acoustic reduction, and prevent unauthorised access. All hoarding will be installed *prior* to the commencement of any works onsite. The hoarding will clearly display the contractors contact detail and relevant information regarding the development. All relevant hoarding licences will be obtained (for three elevations including the gated site compound) prior to erection. Hoardings will avoid the colours black (impacts on depression), white (encourages hyperactivity) and vibrant colours (impacts autism).

The site hoarding will:

- Be high enough that it can't easily be scaled (minimum height of 2.4m)
- Be secure enough that it can't be knocked/down or penetrated (solid timber construction painted in pre-agreed colour scheme)
- Control access to the site through secure gates/access points
- Be regularly cleaned, the GLA's best practice guidance states that *"Hoardings, fencing, barriers and scaffolding should be regularly cleaned using wet methods, where possible to prevent re-suspension of particulate matter"*.
- Be maintained by making sure the hoardings are regularly inspected for necessary maintenance work, and modified accordingly if the sites use changes.

As required, the hoarding will feature lockable vehicle and pedestrian site entrances, the work site will be designed to ensure that:

- The pedestrian passage is maintained at all times
- There will be qualified and experienced banksmen present during all vehicle movements
- Vehicular access to adjacent properties is maintained at all times
- Vehicle drivers will remain with their vehicles at all times to ensure that vehicles can be immediately moved to allow access and egress to neighboring properties as required
- A banksman will be present during deliveries and removals to make sure that the vehicle is positioned in accordance with this document
- Emergency Access is maintained at all times
- During vehicle movements, the bankesmen will pay attention to pedestrians, road users, and vulnerable road users, with particular attention being paid to cyclists, pushchair users and the disabled, during these instances all parties will be adequately forewarned of any blockages and trees and street furniture do not become damaged

26.2 FOOTWAY CLOSURE AND PEDESTRIAN DIVERSION

Due to the constrained nature of the worksite there is a requirement to close the footway directly outside of the site (Highgate Road aspect) for the duration of the development. This area of footway is required in order to locate the site welfare and accommodation and the plant and material storage areas and to facilitate vehicular site access.

NB: The Principal Contractor intends to install a safe means of crossing at the point of pedestrian diversion.

26.3 EXTERNAL LIGHTING

Temporary external lighting will be installed as appropriate to aid site security and facilitate site access and egress. In order to minimise potential distraction to local residents, businesses and road users temporary lighting will be installed in such a way as to keep light spillage/nuisance to a minimum.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

Please refer to Appendix J: Crane Position.

27. 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.

New services coming into site will include:

- Electricity
- Water
- Telecoms

The Principal Contractor will liaise with UKPN, Thames Water and BT in order to prepare a robust plan to ensure that site construction works are programmed in such a way as to facilitate "utility" works and to minimise disruption to the local road network whilst these works take place.

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 due to be carried out.

Please refer to:

Appendix C: Project Programme (Rev A).

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.

Please refer to Appendix K: Noise Survey Details.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

Please refer to Appendix O: BS5228 Assessment, Section 8.

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.

Please refer to Appendix O: BS5228 Assessment, Section 7.

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

If required, the suitably qualified and experienced acoustician engaged on the project will train key members of the on-site Management Team and:

- a. Explain how the monitoring system/equipment works
- b. Explain the relevance of the agreed action and trigger levels
- c. Instruct staff regarding the procedures to follow if action and trigger level warnings are received

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 focus on both preventative and reactive mitigation measures.

Please refer to Appendix P: Dust Management Plan, Section 6.

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.

A wheel washing facility will not be required as it will be ensured that a clean and stable surface will be maintained and will form the designated vehicle turning / loading/unloading area. However, in addition, it is also confirmed that appropriate measures will be taken to prevent concrete and other detritus from being washed into the public highway drainage system. We also confirm that the Local Authority will be informed promptly should any such damage to the highway occur.

The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable. Under no circumstances will concrete residue or other detritus be washed into the drainage system. Consideration will also be given to protecting the road and pavement surfaces from HGV movements, skips, outriggers and other related plant, materials and equipment.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

35.1 NOISE AND VIBRATION

Please refer to Appendix O: BS5228 Assessment, Section 7.3.

35.2 DUST

Please refer to Appendix P: Dust Management Plan, Section 6.11.

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.

Please refer to Appendix P: Dust Management Plan, Section 6.

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

Please refer to Appendix P: Dust Management Plan, Section 6.

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

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

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

Please refer to Appendix P: Dust Management Plan, Section 6.11.

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).

It will be ensured that a reactive contract with a local pest control company will be in place for the duration of the development.

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

Please refer to Appendix L: Asbestos Survey.

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.

The Principal Contractor is registered with the Considerate Constructors Scheme as detailed within Section 13. The Principal Contractor will ensure that all staff adhere to the Code of Considerate Practice whenever on site.

Site specific inductions will focus on not only the on-site construction works but also the surrounding community. Operatives will be advised on how to behave on site and whilst interacting with local residents and members of the public. It will be made clear to all that they will be representing the site and therefore the Principal Contractor whenever traveling to or from site and whilst on 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): **04.22 – 02.24**
- 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: **It is confirmed that the Principal Contractor will comply with this requirement.**
- 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: **It is confirmed that the Principal Contractor will comply with this requirement.**
- 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: **It is confirmed that the Principal Contractor will comply with this requirement.**

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 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.

It is confirmed that instructions will be provided to staff and subcontractors to avoid idling and to turn engines off whilst not in use.

If required, the Principal Contractor will commit to the “Engines Off” pledge and the number of staff and subcontractors that have been provided with free training material.

• 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: 26th April 2022

Print Name: Garry McHugh

Position: Managing Director

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.7