**Construction/ Demolition Management Plan**

pro forma

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **15/12/2021** | **0** | **Alex Nastos** |
| **04/04/2022** | **1** | **Alex Nastos** |

**Additional sheets**

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

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| **Date** | **Version** | **Produced by** |
| **04/04/2022**  **04/04/2022**  **04/04/2022**  **04/04/2022**  **04/04/2022**  **04/04/2022**  **04/04/2022**  **04/04/2022**  **04/04/2022** | **PL01**  **PL01**  **PL01**  **PL01**  **PL01**  **PL01**  **PL01**  **PL01**  **PL01**  **PL01**  **PL01**  **PL01**  **PL01**  **PL01**  **PL02**  **PL02**  **PL02**  **PL02**  **PL02**  **PL02**  **PL02**  **PL02**  **PL02**  **PL02**  **PL02**  **PL02**  **PL02** | **SHH Architects- Planning Application**  **(0942) 0001 Location Plan**  **(0942) 0006 Existing Landscape Plan**  **(0942) 0101 Existing Basement Floor Plan**  **(0942) 0102 Existing Ground Floor Plan**  **(0942) 0103 Existing 1st Floor Plan**  **(0942) 0104 Existing Second Floor Plan**  **(0942) 0105 Existing Third Floor Plan**  **(0942) 0106 Existing Roof Plan**  **(0942) 2101 Existing Section A**  **(0942) 2102 Existing Section B**  **(0942) 3101 Existing South Elevation**  **(0942) 3102 Existing East Elevation**  **(0942) 3103 Existing North Elevation**  **(0942) 3104 Existing West Elevation**  **(0942) 0401 Proposed Basement Floor Plan**  **(0942) 0403 Proposed Ground Floor Plan**  **(0942) 0404 Proposed First Floor Plan**  **(0942) 0405 Proposed Second Floor Plan**  **(0942) 0406 Proposed Third Floor Plan**  **(0942) 0407 Proposed Roof Plan**  **(0942) 2201 Proposed Section A**  **(0942) 2202 Proposed Section B**  **(0942) 3201 Proposed South Elevation**  **(0942) 3202 Proposed East Elevation**  **(0942) 3203 Proposed North Elevation**  **(0942) 3204 Proposed West Elevation**  **(0942) 3205 Proposed Front Boundary**  **Appendix C- 14 Greenaway Gardens Construction Programme**  **Appendix E- Neighbouring Sites/Plan**  **Appendix F- Site Traffic Routing**  **Appendix G- Site Set Up**  **Appendix H-Initial Environmental Noise Survey and Plant Noise Assessment**  **Appendix I- Air Quality Report**  **Appendix J- Asbestos Survey** |

# Introduction

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

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

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

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

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

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

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

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

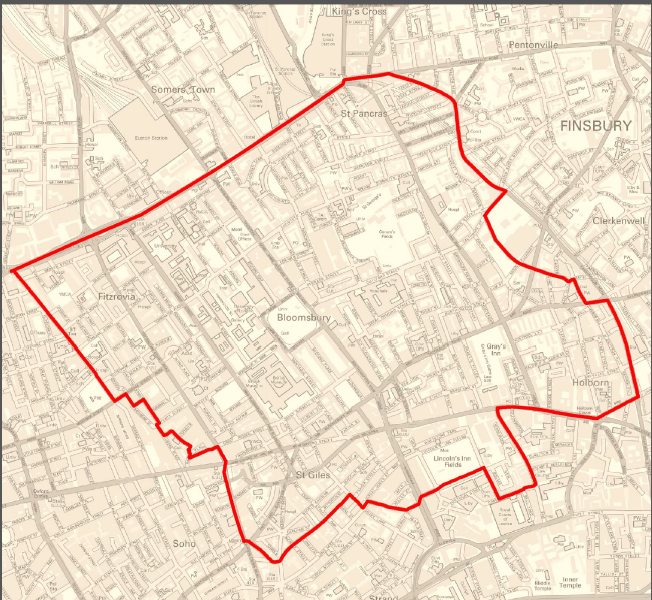
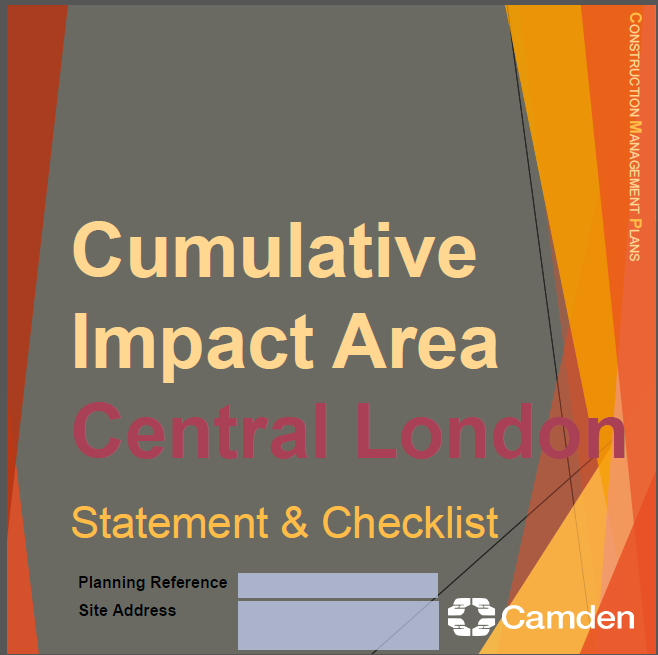
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

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

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Planning Permission granted**

**0ommunity liaison**

**Appoint principal contractor**

**Begin community liaison**

**Work can commence if CMP is approved**

**Council response to second draft**

**Submit draft CMP**

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

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

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

# Contact

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

Address:

14 Greenaway Gardens, London, NW3 7DH

Planning reference number to which the CMP applies: Planning Reference Pending Validation by Local Authority, submitted April 2022

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

Name: Alex Nastos MEng, MSc, CEng

Address: Size Group Ltd, Unit G.29, The Light Box, 111 Power Road,London, W4 5PY

Email: alex.nastos@sizegroup.london

Phone: 020 7036 9650/ 07785624763

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: Alex Nastos MEng, MSc, CEng

Address: Size Group Ltd, Unit G.29, The Light Box, 111 Power Road,London, W4 5PY

Email: alex.nastos@sizegroup.london

Phone: 020 7036 9650/ 07785624763

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.

Name: Alex Nastos MEng, MSc, CEng

Address: Size Group Ltd, Unit G.29, The Light Box, 111 Power Road,London, W4 5PY

Email: alex.nastos@sizegroup.london

Phone: 020 7036 9650/ 07785624763

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: Darren Size Managing Director

Address: Size Group Ltd, Unit G.29, The Light Box, 111 Power Road,London, W4 5PY

Email: darren.size@sizegroup.london

Phone: 020 7036 9650

# 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.

No 14 Greenaway Gardens is located in one of the prime residential streets of Hampstead, North London. A detached family house with a double volume entrance hall set behind a Queen Anne style classical façade of early 20th century. The house is sited within secure walled boundary and carriage 'in and out' driveway with substantial landscaped gardens to the rear. The property is not listed but falls within the local conservation area.

The existing accommodation is principally arranged over three floors and subject to the planning could be substantially extended remodelled and redeveloped behind the existing facade

The Employer is looking to create a comfortable, contemporary home to entertain friends & family with an emphasis on open plan lateral living on the ground floor.

Further information on the existing property and the proposed development can be found in Appendix A and Appendix B.

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 works for the proposed development can be divided into four significant stages:

1. **Front Façade Retention and Demolition of the Existing Main House**.

At this stage, the temporary works for the façade retention will be installed and the demolition of the remaining facades as well as the existing basement will follow. A detailed Temporary Works Design will be developed from an independent TW Engineer and approved by the SE Consultant of the project before the works commence onsite. The installation of the temporary works will be completed by a competent sub-contractor and monitored closely by Size Group. Size Group will appoint a Temporary Works Coordinator as well as a Temporary Works Supervisor who will sign off the installation of the temporary works using a “permit to load/unload” protocol as per regulations and approved codes of practice.

Additionally, a movement monitoring system will be established for the façade as per the SE requirements in order to ensure that the structure of the façade is not affected by the demolition works.

The demolition works will be carried out by specialist sub-contractors in accordance with the H&S regulations and following approved Method Statements and Risk Assessments.

1. **Basement construction**

Once the demolition works are completed, the basement construction will commence as per the SE’s drawings. The installation of the contiguous piles to the footprint of the proposed development will be completed by competent sub-contractors and as per the approved TW Design. Due to the proximity of the piles to the West and East boundary walls, the condition of the boundary walls will be monitored in a similar fashion as in the Front Façade.

1. **New Superstructure including envelope and roof**

The construction of the superstructure includes the new RC Frame c/w floors, walls and ceiligns and will be completed by competent sub-contractors and in accordance to the H&S regulations. It is not expected to encounter any issues at this stage.

1. **Fit out Stage and completion**

The fit out of the property includes the installation of the services (M&E, AV, IT ), Drylining, Joinery, Stone Bathrooms and Decorations (Finals). It is not expected to encounter any issues at this stage.

In general, the site conditions and the proposed development do not present any significant issues or challenges rather than the ones noted above.

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).

The site establishment phase is planned to start on the 14th March 2022 (subject to planning approval) with the erection of site hoardings, office and welfare cabins, notices and site services provision. Construction works will commence from 16th May 2022. Start Dates, Duration and Completion Dates for the different phases of the construction works are shown below in sequence:

* Main House Demolition & Facade Restraint:

27th June 2022- 13no weeks- 23rd September 2022

* Main house Substructure / Basement Works:

26th September 2022- 36no weeks- 5th May 2023

* Main House Superstructure:

27th February 2023- 17no weeks- 30th June 2023

* Envelope / Facade & Roof:

15th May 2023- 32no weeks- 22nd December 2023

* Main House Fit out

8th May 2023- 59no weeks- 12th July 2024

* Externals-Landscape 27th November 2023- 28no weeks- 28th June 2024

The overall duration of the project is planned for 108no weeks with completion on 19th July 2024.

Please refer to Appendix C for 14 Greenaway Gardens- Construction 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

The site working hours will be 0800hrs until 1800hrs from Monday to Friday as per Camden Council’s requirements and will exclude all public holidays and weekends. The site personnel are likely to arrive at the site from 07:15 onwards to avoid the rush hour commute. There may be works prior to 08:00 but this will consist of cleaning duties.

Occasional Saturday mornings may be worked if required and approved by Camden Council, and as necessary to avoid traffic disruption during the normal working day. Overnight or beyond the agreed Camden working hours will not be scheduled or permitted.

# 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.).

The adjacent (No12a, No15) and directly opposing buildings at the rear to the site (No 2, No 4, No6, No8, No8a and No10) will be mildly affected by building noise although it is envisaged that limited machine demolition will be used, the majority of the brick and concrete work being demolished by hand with hand tools. The erection of the new RC frame, envelope and roof will be potentially disruptive due to concrete deliveries although this will be for short durations only. The removal of waste materials plus the delivery of other material for the rebuild will be from the front of the property.

Houses on Greenaway Gardens (No 5, No 6, No 6a, No7, No 8, No 8a, No 8b) will be affected due to their close proximity opposite to the site, however, due to the demolition and construction methods, this will be restricted to levels normally found in city centre street locations (a target well above and beyond of what is expected) with noise being generated during the demolition works but this will be controlled in order to reduce noise levels.

Scaffolding and monaflex screening will be used to prevent any dust escaping, in addition to dust suppression methods, and silenced compressors will be employed to limit the noise levels.

**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.

A neighbourhood consultation was conducted from 4-7pm on the 15th December 2021. All adjoining properties and the residents of the Greenaway Gardens street were invited to 14 Greenaway Gardens where a presentation of the proposed works was displayed. Further details of the information displayed, map of properties invited to attend and consultants in attendance can be found in SHH Architects Neighbourhood Consultation Document

**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.

Contractor will work together with the design team to continue the community consultation and liaison, undertaken during all stages of the design & construction process. We will liaise throughout the course of the project with important interested parties, as listed above, using some the following techniques, these to be agreed with SHH (Architects).

• Provide contact details for the Contractors Site Manager & Contracts Manager to all relevant persons,

• Register the project with Considerate Constructors scheme,

• Provide monthly (in advance of works) newsletters. These will detail advanced warning of operations that may have an impact on the residents. If acceptable to the local community, an email address will be set up that sends the newsletter to them in electronic format. This will also provide a portal for any issues that the local community may have.

• Register for CCS Safe Crane Campaign (if applicable),

• Ensure workforce maintain a respectable standard of dress,

• Ensure workforce treat the public with respect,

• Encourage operatives not to leave site in dirty work clothing

• Any major revisions to the CMP during the course of the works will be further

consulted with the residents.

**13. Schemes**

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](https://www.ccscheme.org.uk/construction-logistics-and-cyclist-safety-clocs/) 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](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6). Please confirm that you have read and understood this, and that you agree to abide by it.

Size Group register each site for membership of the Considerate Contractors Scheme on a site-by-site basis. The registration number will be provided upon receipt.

**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.

Please refer to mark-up plan in Appendix E.

Two Sites have been identified in the proximity of the proposed development.

One site with external scaffolding erected and ongoing works is located on Frognal Ln between the junctions with Bracknell Gardens and Greenaway Gardens.

The other site is located on Frognal Ln No 33. Hoarding is in place and the status of the works is unknown.

It is anticipated that the other two construction sites will have scheduled deliveries of materials and thus vehicle traffic related to the ongoing works. The Site Traffic Routing (Appendix F) have taken into consideration the possible high levels of traffic and thus avoids routes on Frognal Ln beyond the junction with Greenaway Gardens (Construction Site 2) while at the same time utilises the route via Bracknell Gardens to minimise congestion on Frognal Ln in front of Construction Site 1.

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

**CLOCS Contractual Considerations**

15. Name of Principal contractor:

Size Group Ltd, Unit G.29, The Light Box, 111 Power Road,London, W4 5PY

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

**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. (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.

**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.

**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 contractor’s own vehicles and drivers are used the above approach will be modified accordingly. Collision reporting data will be requested from operators and acted upon when 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 also confirm that our site will be independently safety audited at least once per month as

per our normal company procedures.

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

**Site Traffic**

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

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

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

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

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.

Please refer to the attached Site Traffic Routing (Appendix F).

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.

At the point of placing contract orders and as part of the tender documentation for the

various packages of work, the site transport routes will be made available as part of the

project information. This will include all directions, restrictions; call off procedures and no

car parking availability for visitors. Regular site operatives and personnel will use public

transport. This information will be reiterated at all subcontractor pre-start meetings.

**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

* **Concrete- 4no 25T Mixers per week during Basement Construction and Superstructure** –Concrete lorries will be manoeuvred into the same position as the muck away lorries. A sealed tray will be placed under the chute of the lorry, so once it has finished discharging into the pump, it can be washed out under the gantry, and then exit the site enclosure
* **Demolition lorries**– **2no Skip Loaders per day during Demolition.** All demolition arisings are planned to be removed and loaded into a skips which will be based on site and exchanged on an as need basis
* **Scaffolding lorries**– A 7.5T flat-bed lorry will deliver all scaffold to site. It will pull up on Greenaway Gardens where it will be walked directly into the site.
* **Skips/ Wait and Load** –**1no vehicle per week for the duration of the project**. Because of the nature of the project we know from experience that we will be generating a lot of waste. We have an obligation to produce a Site Waste Management Plan to meet our environmental management obligations. Refurbishment generates a lot of waste and as such we will need to look at achievable levels for recycling. Because space at the front of the project is very limited we will be looking to have a central collection point for general waste arisings at the front of the site within the site hoarding area which will be collected on a weekly time slot using a wait and load service with a 7.5T lorry which will pull into the site and carry out the skip exchange.
* **General**- For the majority of the project duration and due to the type of construction activity, we envisage that short to medium wheelbase vehicles (2-3 axles) will be used. On infrequent occasions articulated or 4 axle rigid vehicles will be used. The deliveries will be organised so as to avoid the times of 8.00am to 9.30am and 4.30pm to 6.00pm which are the peak traffic periods. All deliveries & collections will be within the hours of 9.30am and 4.30pm. No skips will be located on the highway as all waste removal will be by wait & load vehicles. Deliveries will be at an anticipated rate of 10 vehicles per day at peak activity and they will be expected to complete their delivery or collection within 20 minutes of arrival (depending on their specific load).

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.

As per item 14 above.

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

There are no tight or challenging vehicle manoeuvres required for this project at No14 due to its size and scale of operations.

A swept path analysis can be conducted if requested by the Council for specific purposes.

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.

The parking bay at the front of the property will be suspended for the duration of the project and will be used as an off-site holding area as well as an off loading point for vehicles which cannot be manoeuvred into the site. Deliveries will be scheduled and coordinated by the site based management and site banksman to ensure that all deliveries are coordinated and no excessive manoeuvring or disruption to the public is caused.

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.

Due to site restrictions, all deliveries are to be booked in on a ‘just in time’ basis. This must be done a with a MINIMUM 24 HOURS NOTICE and will be booked into a central control point in the site office which will then be transferred on to a DAILY DELIVERY LOG for the dedicated site manager and front of house team to work to.

A main control in the site office will be maintained and each morning the details will be issued to the site manager who will be responsible for maintaining a clear access route to the front of the site and for ensuring that the front of site is kept clean and clear at all times

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).

As noted in point 18b, at the point of placing of placing contract orders and as part of the tender documentation for the various packages of work, all sub-contractors and suppliers will be issued the approved CTMP which will state clearly that no vehicles will have their engines idling both on and off site. This measure will be monitored and enforced by the Traffic Marshal/Banksman as part of their duties and role.

**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.

Please refer to Proposed Site Set Up (Appendix G)

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.

Please refer to Proposed Site Set Up (Appendix G)

When a vehicle approaches the site, the traffic marshals will ensure that the rest of the traffic is stopped in order for the vehicle to manoeuvre onto site. Chapter 8 barriers and the relevant signage will be used to control vehicle traffic as well as pedestrian traffic (if necessary) There will be 2no traffic marshals controlling traffic on both sides of the property frontage for every delivery. Evidence of the Traffic Marshal training which the operatives received will be kept onsite and will be available on request.

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.

As per item 19c.

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.

Please refer to Site Set Up (Appendix G)

The surface at the front part of the site will be suitably prepared with 50mm blinding on one side and with tree root protection systems (similar to Rootbridge <https://greengridsystems.com/rootbridge>) on the other side. Additionally, the surface of both the access points onsite will be kept clean before a vehicle arrives to site and after it has left by means of jet/pressure washing.

**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.

Vehicle on and offloading will take place within the site boundary for most deliveries & collections.

There will be instances where smaller vehicles for small deliveries will be parked in the suspended bay at the front of the property. The traffic marshals will manage traffic in a similar way as described in item 20b. Chapter 8 barriers and the relevant signage will be used to manage vehicular traffic and also pedestrian traffic. The traffic marshals will be present for the duration of the delivery.

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.

As per 20b.

**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 Site Traffic Routing in Appendix F and Appendix G.

**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)](https://www.camden.gov.uk/temporary-traffic-restrictions) 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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

As per note above in 20b.

The single parking bay at the front of the property will be suspended for the duration of the works in order to ensure safe access and egress as well as accommodating small deliveries.

**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.

No offsite materials storage is anticipated to be required. All materials will be stored on site

and within the building curtilage.

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.

N/A

**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

**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.

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.

N/A

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 Site Set Up (Appendix G)

Provisional allowances have been made for the use of a crane (JOST JTL68.4 Crane) as shown in the Site Setup. The specific type of crane has been selected on the basis that both the out of service as well as the working reach area stay well within the foorprint of the property and do not oversail the neighbouring properties.

If the use of the crane is confirmed an updated revision of the CTMP will be submitted to the council with further details.

**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.

N/A

# Environment

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

28. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

The noisy operations of the construction works will be:

1. Rubbish material collection. These collections will take place, on average, once per week for the duration of the project.

2. Demolition. This will be done using hand tools and dismantling rather than large wholesale mechanical demolition. It is programmed to take place from 27th June 2022 for 13no weeks with anticipated completion on 23rd September 2022.

4. Construction of roof and walling- Envelope – traditional carpentry construction methods used. Hand fixing of roof slates and membrane coverings. The works will commence on 15th May 2023 for 32no weeks with anticipated completion on 22nd December 2023.

5. Site welfare set-up (cabins)

6. Scaffolding (wrap around, temp roof and site temps) – Monday / Friday 8am to 5pm – manual handling and hand tools.

7. Piling and RC structure formation

8. Builders work in connection (concrete cutting / breaking out) – Monday / Friday 8am to 5pm.

The noise level from the above activities is not expected to be disruptive for the neighbouring properties. However, we will ensure that all sub-contractors are compliant with the Camden Council requirements and they carry out their works under approved RAMS detailing the control measures in order to minimise noise levels.

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 H (Initial Environmental Noise Survey and Plant Noise Assessment)

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

It is not expected that noise levels due to construction activity will exceed 70 - 75DbA at the site boundary or put in lay terms, the sound of chamber music in an auditorium or loud conversation. During most of the site operations a sound level of around 65-70 DbA is anticipated. According to BS 5228:2009 the 75dbA limit is likely to be acceptable since normal conversation and work is possible with the site facing windows closed and the noise and vibration effect on the receptors environment is largely unaffected.

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

The demolition and construction works will be, by necessity and site restrictions, carried out entirely by hand using hand tools and small power tools. Vibration from such equipment will be, by its nature, low in vibration both to the user under the Construction Management Regulations (control of hand arm vibrations (HAVS).

Transmission of noise will be mostly mechanical noise if using impact drills rather than building fabric vibration.

Only the most modern and vibration free equipment will be used and some of the work may involve the use of a traditional hammer and bolster.

The use of hydraulic or compressed air breakers is likely to be minimal due to the limited scope of concrete demolition.

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

It is not considered necessary for the purpose of this project; its scale and methodology, to involve the assessments and criteria applicable to BS5228:2009 although as part of the induction procedure; the control of noise will be a topic to ensure awareness of its requirements in layman’s terms.

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.

Due to the method of demolition and enclosed site restrictions; it is planned that demolition operations will be carried out by hand and that water suppression techniques will be used to prevent dust release. Where steel or concrete removal is required, dust will be controlled by water spray in the area of any mechanical breakers or diamond cutting.

Water application will be in the form of handheld water sprays or for larger areas, a pre-soak with a hose before work starts. Dampness will be maintained periodically to minimise any release of dust as much as reasonably possible. Demolition materials will be bagged into plastic sacks and loaded by hand directly into waste collection point at the front of the property.

The project will be entirely shrouded with debris and dust screens.

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.

It is not envisaged that any significant dirt or dust will spread onto the highway. Should any arise it will be immediately cleared by hand (shovels and brooms) and will usually be coordinated with the egress of the waste collection vehicle by the site banksman.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

We will carry out a risk assessment that will incorporate the risks of noise, dust and vibration being created in addition to the normal health and safety requirements. We will have the site management team tasked with monitoring any excessive noise or dust that appears to be above the permitted level during any potential risky operations. The control of noise, dust and vibration will be included within the method statements from any sub-contractor working with the potential risk profile. Periodic checks for excessive noise will be made to ensure that the acceptable levels are not being exceeded.

If noise monitoring becomes necessary or is requested by the residents or local authority representative, we will task the site manager to take noise readings on an hourly basis with a handheld sound meter and record the results. We do not anticipate there being excessive noise emitted from this site.

We do not expect there to be any significant or prolonged dust or noise creation due to the type of works being carried out on site.

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

We confirm that an Air Quality Assessment has been carried out (refer to Appendix I) and the results are submitted as part of the planning submission. A Dust Noise and Vibration Risk Assessment will be carried out as required under the SPG (Supplementary Planning Guidance) notes issued by the Mayor of London’s office.

The relevant documents will be submitted once received and will be made available on request.

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 per item 36

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.**

As per note in item 36.

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).

There will be no increase in the population or appearance of rats during the construction operations. All rubbish and food waste will be disposed of in metal recycling or food waste containers and removed as required (minimum weekly) by a licenced waste carrier.

All exposed drain pipes will be capped with a proprietary cap (either in cast iron or plastic) to suit the type of pipe. Manhole lids will be maintained and kept in place for the duration of the works and should the lids be removed for some reason, steel temporary covers will be put in place to cover the drains.

As an additional measure, we will install rodent traps in various locations at the outset to ensure that there are no rodent issues generated by the construction process.

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

An asbestos survey was carried out in February- March 2022. Please refer to Appendix J for the full report.

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.

There will be a comprehensive list of site rules that will be enforced by disciplinary methods.

The publication of the site rules will be part of the site induction process. A non site-specific list of site rules can be viewed in the appendix.

A zero tolerance approach will be taken with regard to bad language and shouting unnecessarily to ensure that a sensitive environment is maintained.

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

Direct link to NRMM Practical Guide (V4): <https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf>

**From 1st September 2015**

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

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

**From 1st September 2020**

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

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

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

1. Construction time period (mm/yy - mm/yy):

06/2022- 07/2024

1. Is the development within the CAZ? (Y/N): N
2. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
3. Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Confirmed
4. 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
5. 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 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.

Size Group will promote the campaign to all sub-contractors and our supply chain through the various work packages at tender stage while this information will be reiterated at all subcontractor pre-start meetings.

Campaign material from the Pack will be posted in all the Welfare Areas for the operatives to be informed and further training/information will be provided in the form of Toolbox Talks.

Finally, the allocated banksmen at the front of the property will ensure that all the stationary vehicles are not idling

SYMBOL IS FOR INTERNAL USE

# Agreement

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

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

**Signed:** …………………………………………………………………

**Date:** ……………………………………………..

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

**Position:** …………………………………………

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

**End of form.**

V2.7