# **Construction/ Demolition Management Plan** pro forma

Camden

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## **Revisions & additional material**

### Please list all iterations here:

Date	Version	Produced by
22.04.22	Α	Gianni Botsford (Gianni Botsford Architects)
29.04.22	В	Kasia Kujawa (New Wave)
10.05.22	С	Gianni Botsford (Gianni Botsford Architects)

### Additional sheets

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

Date	Version	Produced by



# 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 <u>Construction Logistics and</u> <u>Community Safety</u> (**CLOCS**) Standard and the <u>Guide for Contractors Working in Camden</u>.

Camden charges a <u>fee</u> 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 "<u>Demolition Notice.</u>"

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 <u>https://www.camden.gov.uk/about-</u> 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.

Address: St John's Studio, Harley Road, London, NW3 3BY

Planning reference number to which the CMP applies: TBA

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

Name: Gianni Botsford Architects Ltd

Address: Second Floor, 65 Jeddo Road, London, W12 9ED

Email: info@giannibotsford.com

Phone: 0207 434 2277

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: Kasia Kujawa, New Wave Ltd

Address: New Wave House, 4 Humber Road, NW2 6DW

Email: kasia@newwave.co.uk

Phone: 0208 438 9817



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: Same as Q3	
Address:	
Email:	
Phone:	

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Same as Q3	
Address:	
Email:	
Phone:	



# 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.



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

The project is for the demolition of existing rear extension, replacement link and erection front, rear and roof extensions to remodel existing dwelling and associated works. St John's Studio connects to St John's Lodge but has an independent structure. There is good access to the site from Harley Road with an area of off street parking available. There are residential dwellings on either side of the property and the other side of the road.



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).

TBA following receipt of planning permission

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

Standard working hours are:

- 8.00am to 5pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays



## **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 <u>specifically relating to construction impacts</u> 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 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.).

St John's Lodge.	
1 Harley Road.	
157 King Henry's Road	

### 11. Consultation

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

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.

To be issued following receipt of planning permission

### **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.

This project is considered not be of sufficient scale to warrant setting up a working group. However, it is proposed that Contractor's Project Manager will be the focal point of contract with residents and act as the Community Liaison Officer to provide information on how the construction works are progressing and to provide them with the opportunity to raise any issues that may arise as they occur. A regular letter drop will be implemented to update residents.

A 'Contact Board' will be displayed prominently at the site and shall include:

1. The title 'Contact Board'

2. The name of the Main Contractor, address and person to whom correspondence should be addressed.

- 3. Name of the Site Manager
- 4. Direct dial number of the Site Manager
- 5. Month and year of completion of the works

### 13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires <u>enhanced CCS registration</u> 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 <u>Guide for Contractors Working in Camden</u>. Please confirm that you have read and understood this, and that you agree to abide by it.

The Contractor will register the Project with the Considerate Contractors Scheme upon award of the Main Contract.

The CCS registration number for the scheme will be advised on appointment of the Contractor.

The works will be audited on a regular basis by the scheme inspectors and the site notice board will include details of the site registration, the scheme administrator contact details as well as those of the Contractor's Site Management team.

The works will be carried out fully in accordance with 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.



We have reviewed the recent and current planning applications to assess the extent of any development in the adjoining areas.

There are several minor works to trees and one medium sized development sites in the neighbouring area however these works are all a small to medium scale domestic nature and therefore should not have the potential have a cumulative impact on the neighbourhood. Most of these developments have now been completed.

The developments identified are:

a. 3 & 3A Harley Road – Change of use to single family house from two adjoining houses ref PE9900771

b. 28 Harley Road – Tree planting & soft landscaping and new driveway ref 2021/1853/P The identified sites are some distance from the property.

If other construction works in the immediate area coincide with works at St John's Studio Harley Road, there is flexibility to enable vehicle movements to be scheduled to limit the cumulative daily impact of construction vehicles associated with this and other development sites.

## 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 <u>CLOCS@camden.gov.uk</u> for further advice or guidance on any aspect of this section.



### **CLOCS Contractual Considerations**

### 15. Name of Principal contractor:

Following granting of a consent the works will be tendered by several prequalified competent contractors.

All the tendering contractors will have to confirm during the pre-qualification process that they have reviewed the CMP and are satisfied with the contents and have committed to implement in full the measures and process set out.

The CMP is included with the tendering documentation and forms part contract specification and requirements, with which the contractor is required to comply. Name: To be advised on appointment of contractor

Address: TBC

Email: TBC

Phone: TBC

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



It will be contract requirement that the contractor use a CLOCS compliant system.

### Sub-contractors and Suppliers

Sub-contracts and orders will incorporate the following in respect of deliveries:

FORS Bronze accreditation is required as a minimum, with FORS Silver and Gold accreditation where possible. Where FORS Bronze operators are appointed, written assurances will be required from sub-contractors and/or suppliers that all vehicles over 3.5 are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (e.g., SUD, eLearning, Van Smart, on-cycle training etc.) and compliance is mandatory.

### Desktop Checks

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

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:

Confirmed



Please contact <u>CLOCS@camden.gov.uk</u> 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.

The site is 320 m from the TRLN network.

Vehicles approaching will utilise the A41 Finchley Road, which is part of the Transport for London Road Network (TLRN). Vehicles will leave the A41 at its junction with Adelaide Road(A509) turning left and turn right into Harley Road then turn right at the fork still on Harley Road, continue for 60m and proceed to the site.

Vehicles leaving the site will proceed north-westwards along Harley Road and then turn left into Adelaide Road(B509), proceed for 320 metres before turning right and re-join A41 Finchley Road.

The turn from Adelaide road would be into King Henry's road and then the right at fork would be into Harley road.

A vehicle marshal will meet the delivery on its arrival on site.



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

All deliveries will be managed using a booking in system where all deliveries will have an assigned delivery slot. No vehicles will be permitted to wait in the surrounding streets. This requirement will be included into the Contractor's appointment and transmitted downstream to the suppliers and sub-contractor's orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Agent so drivers can contact the site directly if any issues arise during the journey to site.

To minimise the potential impact of construction workers travelling to the area a Travel Plan will be implemented to promote and encourage the use of sustainable mode of travel to and from the site and minimise the use private cars. Construction workers will be instructed not to park private vehicles in the residential areas in the adjacent streets. The local area is also subject to residents parking zones and restrictions on street parking by non-residents. St Johns Studio on Harley Road is 320m from Swiss Cottage Underground station and 160m from bus stops on Adelaide Road.

In view of these good existing provisions is likely that all operatives using attending the site will utilize public transport.

To assist operatives in making the best use of the public transport links the construction phase Travel Plan will take the form of a leaflet that will include details of local public transport services, promote walking and cycling. This Travel Plan will form part of the site Health and Safety site induction pack that all operatives and staff working on site are required to undertake before commencing works on site.

### **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

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

The vehicles proposed have been selected to ensure that they are of a size that can be accommodated on the highway network given the constraints of the site access route, whilst

minimising the potential number of traffic movements to and from the site.

- General building materials 3.5t LGV's: 1 delivery/day for the entire duration of project
- Skip removals/exchange 7.5t LGV's: 5 deliveries/week for first 4 weeks of project
- Building deliveries HGV 18t gvw 4 wheel: 2 deliveries/week fir duration of project
- Concrete Delivery Vehicle HGV 18t gvw 4 wheel: 2 deliveries/week for first 12 weeks of project

Typical dwell time at the site will be 10 – 30 minutes.

Deliveries will only be made between the hours of 09.30 and 16.30, Monday to Friday with no deliveries at weekends on Public Holidays.

A delivery will comprise of two movements, arrival and departure.

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.

A holding area will not be necessary for this development as there are only several minor works to trees and one medium sized development sites The peak number of movements occurs during the demolition phase when the movement comprise taking materials off site however this site is not a very constrained location.



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

#### The route is not considered constrained. No swept path required.

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 site has a substantial area in front of the existing building which can be used for parking of subcontractors and manoeuvring.

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.

As this is a small residential development, it is considered that such a consolidation centre would not result in a significant net reduction in movements.

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).

Instructions are handed to the respective haulage contractor regarding emissions and driver behaviour will be reiterated on appointment and later enforced at site level by the trained traffic marshals.

**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.

Access to the site will be via the previously described vehicle route from the A41 (TLRN) to Harley Road in Q20.

Vehicle marshals will meet the deliveries at the entrance of the site on Harley Road and control the pedestrians and cyclists during these operations.

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.

A vehicle marshal will be responsible for managing vehicle access to/from the site via Adelaide Road and unloading operations.

The marshal will be in radio communication with site manager to ensure that vehicle movements are co-ordinated with other site operations.

The vehicle marshal will also control and co-ordinate any pedestrian movements with the crossover into the site during deliveries/unloading operations. When appropriated vehicle loading or unloading operation will be suspended to allow the passage of pedestrians or cyclists

All deliveries will be managed using a manual booking in system where all deliveries will have an assigned delivery slot. No vehicles will be permitted to wait in the surrounding streets. This requirement will be included into the Contractor's appointment and transmitted downstream to the suppliers and sub-contractor's orders. This information will also include a map of the permitted delivery route and mobile phone of the Site Agent so drivers can contact the site directly if any issues arise during the journey to site.

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.



#### No swept path required

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 hard-standing area will be provided on site for vehicles to minimise the requirement for wheel cleaning, however a Jet wash facility will be in place to remove mud from vehicles before they go onto a public highway. Excess mud will be swept away on a regular base.

A wheel cleaning procedure will be used to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the demolition site.

### **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.

An off-loading area within the site boundary will be provided where delivery vehicles will reverse into, under the guidance of trained Traffic Marshals. Materials will be loaded in a manner to ease off-loading and onward site handling e.g. palletised goods. Suitable arrangements will be in place to provide access to vehicle loads where required e.g. For Banksmen (slingers/signallers) to minimise the risk of falling

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 there is a pedestrian footway and shared cycle route directly outside the site boundary, a safe and efficient system of traffic flow will be implemented during initial setup and the demolition works. All internal movements will be managed by a team of multi-skilled banksman. In addition, materials will be delivered to respective locations under the careful direction of a dedicated forklift Banksman.

Once the vehicle has been unloaded, the sub-contractor will then escort the vehicle to the exit gate where the assigned Traffic Marshal / Security Guard will safely guide the vehicle out of the gate within a break in the flow of traffic and with particular attention to passing pedestrians and cycles.

Typical Gate Management Procedure (example):

• All vehicles shall be required to be booked with the specific contractor as required.

• All drivers must have the correct PPE (if they need to leave their vehicles)

• Check vehicles arrive on site with the necessary edge protection before unloading.

• Approaching vehicles shall be advised of the loading area/point location by the contractor.

• Vehicles shall approach via Adelaide Road, segregation of vehicles and pedestrians including cyclists to be always maintained

• All approaching vehicles shall slow and indicate that they are going to enter access gate.

• The traffic management operatives are required to stop vehicular movement across the gate by utilising the "STOP WORKS" sign boards.

• The traffic management operatives will stop any pedestrian or cyclist movements across access gate by utilising retractable tension barriers/and or pedestrian safety barriers, closing pedestrian gates (where required) and asking the pedestrian to stop in a clear and direct instruction.

• The gate is then opened, and the vehicle is allowed to enter the site, under the direction of a qualified vehicle banksman.

• Once the vehicle is moved to the correct position and the Traffic Operative has moved to a safe position on to the pavement.

• The traffic operatives may lower the "STOP WORKS" board and allow the traffic to continue.

• Once the vehicle has passed is within the site parameters, the traffic management operative shall thank the pedestrians and cyclists for waiting and allow them to continue.



### **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 <u>won't</u> 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.

To follow			

### 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 <u>Temporary Traffic Order (TTO)</u> 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.

It is not envisaged that parking suspensions will be required for the demolition period of the development.

### 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.

### It is not proposed that the highway is utilised as storage, accommodation, or welfare.

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.

It is not envisaged that highway works will be required for the demolition period of this development.

### 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.

It is not envisaged that diversions will be required as part of the demolition 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.

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.

No hoarding or scaffolding will intrude onto public highway.

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.

During this initial stage of the development it is not envisaged that a structures / oversail license will be required.

### 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.



Existing utilities to be used.



## Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC).** 

28. Please list all <u>noisy operations</u> and the construction method used, and provide details of the times that each of these are due to be carried out.

No works will be planned to take place outside of the times described in Q9, however should something outside of our control occur (such as the break-down of plant, e.g. examples not relevant to demolition works, please include relevant examples.), requiring the site to work beyond the stipulated times, then we would speak to the local Environmental Health Officer in order to get their guidance on how best to approach the out of hours working. To mitigate the risk of such occurrences, although the site hours as dictated by the Planning Consent allow working up to 18:00 hours, all works are planned to finish at 17:00, allowing an hour contingency period at the end of the day.

We will notify neighbours who maybe directly affected or potentially inconvenienced by our works, in order to minimise the impact we have on them and to ensure that they are fully informed at all times. These communications will be undertaken via newsletter or site communications board.

<u>Work Activity; Demolition</u>; The removal of the elevation cladding, roof coverings, steel frame structure, and breaking out existing slabs.

<u>Demolition Methodology</u>: demolition works will be undertaken using cutting and dismantling methods as far as possible, but there will be a requirement at times to utilise an excavator to remove areas of masonry that may cause localised periods of noisy operations.

Removal of existing hardstanding will need a 360-excavator fitted with percussion breakers. This will likely be the most noise intrusive works during the demolition process. We propose these works are timed, with 'noisy' and 'quiet' periods to avoid key sensitive times of the day for residents and businesses.

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.

N/A



30. Please provide predictions for <u>noise</u> and vibration levels throughout the proposed works.

Principle Demolition will ensure that our activities do not produce any undue noise, dust or smoke. Noise/Vibration Mitigation Methods During Demolition:

- Establish the type of noise
- The quietest and newest vehicles/plant machinery shall be always used.

• All plant will incorporate industry recognised noise reduction devices in efficient working order.

- Plant will not be allowed to idle when not in use.
- Working times will be restricted to Camden site working hours.

Works generating vibrations such as breaking out the existing concrete hardstanding will be first mechanically separated from surrounded structures prior to hard demolition works being undertaken. Noise, dust and vibration monitors will be positioned on the site to monitor levels and provide immediate notifications if 'trigger' levels are exceeded. If this occurs works will be suspended and working methods reviewed to reduce the disturbance.

Due to the nature of demolition works, it is inevitable that a temporary increase in noise and vibration will be experienced. It is anticipated that there will be noise and vibration level implications for nearby properties but should generally be of expected typical demolition levels. As a starting point we propose a boundary trigger action level of 75dBA Leq(10 hour) Monday to Friday and 75dBA Leq(5 hour) for Saturday for noise and 3mm/s for vibration.

Any action trigger levels imposed to control noise and vibration will be regularly reviewed and adjusted up or down, based on review of data from noise and vibration monitoring equipment and feedback from the Local Authority and Neighbouring properties.

31. Please provide details describing mitigation measures to be incorporated during the construction/<u>demolition</u> 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 Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, shall be always employed to reduce and control noise and vibration, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites', including:



• The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the demolition works.

- The quietest vehicles and plant shall be used as far as is reasonably practicable.
- All plant will incorporate industry recognised noise reduction devices.
- No machinery starting up on site before the designated site start times.
- Working times will be restricted to Camden site working hours.
- No engines left running on vehicles waiting.
- Plant will not be allowed to idle when not in use

• Works generating vibrations such as breaking out the existing concrete hardstanding, will be first mechanically separated from surrounded structures prior to hard demolition works being undertaken.

• Noise, dust and vibration monitors will be positioned on site to monitor levels and provide immediate notifications if 'trigger' levels are exceeded. If this occurs, works will be suspended and working methods reviewed to reduce the disturbance.

• Noise suppression / screening will be a prime consideration to reduce the noise impact for the surrounding community (e.g., around generators).

- Keeping voices and conversations to a low volume. No shouting or swearing.
- No banging of doors, gates, scaffolding.

As far as reasonably practicable, demolition methods will be selected to minimise noise and vibration. In addition, residents will be advised when the above works are programmed to commence via our regular information updates. Contact details will also be provided to the local community if there is a need to make contact due to noise or vibration disturbance in order that these can be investigated and dealt with accordingly.

Noise monitoring will be undertaken using monitors as described. Where the measured noise levels are more than 3dB (A) above the predicted noise levels averaged over the defined period or in the event of a complaint of noise, an investigation shall be carried out to ascertain the cause of the exceedance of the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so. The work activity will cease if found that improvements need to be made.

Information relating to the control of noise and vibration will be communicated to all site operatives through the site induction, start of shift briefings and toolbox talks. As such, all site operatives will be briefed to ensure that best practical means are always implemented and to show due consideration to sensitive receptors.



Prior to approval of any methodologies, pre-start meetings to ensure BPM are employed when carrying out their site operations. Discussion will include measures to be adopted to minimise and/or change working practices that could foreseeably have the potential to cause excessive noise and vibration.

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

### To be provided upon appointment of the contractor

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.

### Dust mitigation measures are set out and below.

About construction:

- Construction of a 2.4 m high timber hoarding around the perimeter of each site prior to commencement of construction, if not already in place.
- Before any demolition works take place the structure will be enclosed in monarflex or similar reinforce polythene sheeting to prevent as far as possible dust from escaping form the demolished areas to neighbouring premises
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site.
- Use of low emission plant fitted with catalysts, diesel particulate filters or similar devices.
- Plant shall be well maintained, with routine servicing of plant and non-road mobile machinery (NRMM) to be completed in accordance with the manufacturer's recommendations.
- Plant and vehicles to be located away from the closest receptor or house in closed environments wherever possible.
- Damp down site during working day and again at the end of the day to reduce the amount of re-suspended dust.
- Ensuring that all plant equipped with dust suppression equipment is checked on first use at site, to ensure that this equipment is functional and is being used.
- Avoidance of diesel- or petrol-powered generators using mains electricity or battery powered equipment wherever possible; and



- Use of water sprays or poured water to suppress dust during cutting, anglegrinding or other dust-generating activities.
- Store materials with dust producing potential away from site boundaries and sheet, seal or damp down stockpiles of excavated materials held on site.
- About vehicle movements on and off the site:
- All delivery vehicles will be switched off when making deliveries or being held at the waiting point, and delivery instruction will include a requirement that vehicle engine idling is not permitted.
- Any mechanical plant using on site will switched off when not in use and engines will not be left idling.
- Covering of all loads entering or leaving site.
- Ensuring that road and construction vehicles comply with or exceed the requirements for the Low Emission Zone (LEZ): currently Euro IV as of 3 January 2012.
- Any mechanical plant using on site will switched off when not in use and engines will not be left idling.
- Covering of all loads entering or leaving site.
- Ensuring that road and construction vehicles comply with or exceed the requirements for the Low Emission Zone (LEZ): currently Euro IV as of 3 January 2012.
- Wet cleaning of haul routes and public roads at least weekly, with more frequent cleaning when found to be necessary under the measures specified in the next section
- Provision of jet-washing facilities at the site exit where vehicles leave site onto public roads.
- Provision of an area of hard surfacing where tracked vehicles can be cleaned/checked after cleaning before leaving site.
- Regarding reducing CO<sub>2</sub> emissions for construction vehicles.
- Use of low carbon vehicles wherever practicable such as hybrid electric, electric and bio-methane.

• Switch off vehicles when not in use rather than continuously idling. Driver training such as SAFED accreditation run by the DfT.



The Contractor recognises dust is a major cause of concern to those in the immediate environment of any building site, both to receptors and operatives. Particularly during dry summer periods, we ensure that all soil and mud inadvertently dropped onto the pavement or roadway are washed away into main drainage within 5 minutes of delivery or haulage.

Skips housing spoil and waste are covered and any passage via conveyor of excavated material is dampened as it heads to the housing skip/lorry for storage before despatch. In addition, where it is likely that neighbours will be affected at any time by dust we offer to wash down their cars and windows on a regular basis. Haulage vehicles carrying waste/spoil will be dampened and covered during dry and windy conditions.

We will ensure that our scaffolding is wrapped with a polythene cover, both to reduce dust, but also noise to a certain extent.

In addition, it is proposed to:

- Clean / sweep the footpath and external areas around the site every evening and or as required during the day.

- Dampen excavated material as it leaves the site, this is particularly important during dry or windy periods.

- No smoking by site operatives in public.

- All dust emitting power-tools (such as drills, saws and grinders) will have vacuum filters attached

- Daily dust inspections will be undertaken by the foreman, with spot-checks by external Health & Safety consultants

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.

i. Where materials' loading within the site a jet wash facility will be provided.

ii. For vehicles being loaded on the driveway, a tarpaulin cover will be placed on the road surface prior to the arrival of the delivery / removal vehicle to minimise debris contaminating the road surface. Any residual debris will be removed with wheel washing / jet washing equipment following the departure of the vehicle.

iii. Wet cleaning of public roads when found to be necessary under the measures specified in the next section.

iv. Covering of all loads entering or leaving site.

v. Ensuring that road and construction vehicles comply with or exceed the requirements for the Low Emission Zone (LEZ): currently Euro IV as of 3 January 2012.

Site inspections are a minimum of twice daily by the foreman to ensure that dust and dirt are kept to a minimum. All deliveries are followed by an inspection with the street and pavement swept clean if required.



35. Please provide details describing arrangements for monitoring of <u>noise</u>, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

For all potential environmental impacts the contractor's site manager will

i. Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the logbook.

ii. Hold regular liaison meetings with high-risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.

Dust monitoring will be performed as GLA SPG for Medium Risk sites:

a) Throughout the Construction Phase continuous particulate matter (PM10) monitoring shall be undertaken. Two instruments will be deployed at the site boundary in a transect orientated to the prevailing wind direction, with a third monitor located at the nearest sensitive receptor. One monitor shall be co-located with an anemometer.

b) Adequate quality assurance/quality control procedures shall be in place including monitor maintenance and calibration as well and data checking. PM10 data shall be collected automatically on an hour basis.

c) A trigger action level for PM10 concentrations of 200µg.m -3 (15-minute average) shall be used to identify incidences of elevated dust emissions at the site boundary. The development site shall comply with the trigger action throughout the demolition and construction phases.

d) An on-site alert system (email or SMS) shall be in place to notify appropriate staff that the trigger action level has been reached. Immediate and appropriate measures can be put in place to rectify abnormal particulate emissions. A procedure shall be established to deal with abnormal dust emissions. All incidences of abnormal particulate emissions leading to breaches of the trigger action level, shall be documented in the site logbook (Date and time), with details of the action take to remediate dust emissions. This will be integrated with the sound level monitors described in Q 32 above

e) An e-mail specifying details of any alert to be sent out to the Council's air quality officer as soon as practicable following any breach of the site trigger action level.

f) An electronic report shall be submitted to the Council's air quality officer every three months summarising the following information from each monitoring site – 24-hour average PM10 concentration, date and time of any breach of the trigger action level with the 15-minute mean concentration, prevailing wind direction and details of the cause of elevated dust emissions and mitigation measures.

g) The Council shall be notified of any changes to the location and operation of dust PM10 monitoring instrumentation.

h) Undertake daily on-site and off-site inspection, and carry out regular dust soiling checks of surfaces such as street furniture and cars with a 100m of the site.

i) When activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions increase the frequency of inspections



Regarding noise monitoring

i. All the Contractor's operatives shall be trained weekly by Toolbox talks with CITB Compliant training beyond BS 5228:2009 and revised standard 2015 – all Foremen and Project Managers are equipped with noise monitoring equipment and manage levels to maintain safe working conditions.

ii. Noise monitors will be co-located with the dust monitors positioned on the transect of the site in the direction of the prevailing wind

iii. The positioning of the monitoring equipment will be agreed with the relevant parties including LBC environmental officers, and boundary nose limits will be set to align with the target levels at the NSL

iv. A trigger action level for noise will be 73dB (LAeq 5 mins) at the noise sensitive locations and shall be used to identify incidences of elevated noise emissions at the site boundary. The development site shall comply with the trigger action throughout the demolition and construction phases.

v. An on-site alert system (email or SMS) shall be in place to notify appropriate staff that the trigger action level has been reached. Immediate and appropriate measures can be put in place to rectify abnormal particulate emissions. A procedure shall be established to deal with abnormal noise emissions. All incidences of abnormal noise emissions leading to breaches of the trigger action level, shall be documented in the

site logbook (date and time), with details of the action take to remediate noise emissions.

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 <u>The Control of Dust and Emissions During Demolition and Construction 2014 (SPG)</u> (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 <u>SPG</u>. <u>Please attach the risk assessment and mitigation checklist as an appendix</u>.



A risk assessment is presented in appendix A. The Summary Table of Risk Impacts is set out below:

	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium	Medium	Medium	Negligible
Human Health	Low	Low	Low	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

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

Confirmed

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

Note: <u>real-time dust (PM<sub>10</sub>) monitoring with MCERTS 'Indicative' monitoring equipment will</u> <u>be required for all sites with a high OR medium dust impact risk level</u>. 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 <u>the</u> <u>proposed dust monitoring regime (including number of monitors, locations, equipment</u> <u>specification, and trigger levels) must be submitted to the Council for approval</u>. Dust monitoring is required for the entire duration of the development and must be in place and operational <u>at least three months prior to the commencement of works on-site</u>. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM<sub>10</sub>) concentrations, any exceedances of the trigger levels, and 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.

Although the site-specific risk assessment will be carried out Principle Demolition will propose to install real time monitoring for dust, noise and vibration using the 2 no. monitors located at each end of the site for the purpose of identifying and controlling these environmental impacts for the benefit of our valued Client who will maintain a live environment within their adjacent property and for the other immediate neighbours in the area.

These monitors will be installed ahead of operations on site to establish a base line and will be maintained throughout the demolition and ground works period in respect of vibration and throughout the whole demolition process for noise and dust.

Principle Demolition will ensure that our activities do not produce any undue noise, dust or smoke. Noise, dust and vibration monitors will be positioned on the site to monitor levels and provide immediate notifications if 'trigger' levels are exceeded. If this occurs works will be suspended and working methods reviewed to reduce the disturbance.

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).

Rodent Control - An initial investigation to establish the existence of rodents on the site will be carried out before works on site commence.

The rodent control measures will be implemented prior to start of construction works, with test baiting being undertaken at least 28 days prior to the start of works.

Further investigations following demolition works will cover the capping of any old redundant drains that may exist on the site.

The intercepting chamber to current system will be secured and the system seen to running freely and that rodding eye caps are securing in place that open ends have an earthenware bung (not a plastic cap) securely fitted.

If there is evidence of a rodent population on the site during the works than detailed proposals on rodent control and dispersion will be agreed with Camden Environmental Health.

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



16.11.21

No asbestos found.

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 contract documents for the construction works will include obligations that the contractor ensures that site rules are made obligatory for all operative attending the site and the any breach of these rules will be grounds for immediate removal of the individual for the site.

The site rules require

- No smoking on site except within the designated smoking shelter provided by the contractor
- No radios allowed on site
- No burning of rubbish on site
- No congregation outside the site boundaries during break periods
- No offensive language or unnecessary shouting to be used on site
- Hi-Viz jackets or tabards to always worn on site to easy identification of site operatives

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

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): **TBC**
- 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:

The CMP will form part of the contract specification and requirements, with which the contractor is required to comply. The contractor will provide evidence of registration prior to final submission for S106 discharge of the CMP.

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:

### COMFIRMED

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:

### COMFIRMED

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: <u>https://idlingaction.london/business/</u>

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

The site will operate an "Engines Off pledge" to reduce emissions and improve air quality. This will be communicated to the respective subcontractor on appointment and site induction along with statements published on the online booking in system.

Plant will not be allowed to idle when not in use. Vehicle's engines will not be allowed to idle whilst waiting or making deliveries except for period when they are required to idle to operate offloading plant forming part of the delivery vehicle.

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

### End of form.

V2.7

