

# Draft Construction Management Plan

## Flitcroft House



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# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
27 May 2022	Pre-submission CMP	RED Construction
29 June 2022	Pre-submission CMP Rev01 Incorporating comments from Icenl [24.6.22]	RED Construction
1 August 2022	Pre-submission CMP Rev02 Incorporating comments from Icenl [1.8.22]	RED Construction

## Additional sheets

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

Date	Ref	Description	Status
27 May 2022	App 01	Demolitions Notice (The Building Act 1984: Section 80)	<i>To be submitted</i>
	App 02	Cumulative Impact Area Checklist	Draft
	App 03	Construction activities summary	<i>To be submitted</i>
	App 04	CMP draft pre-submission consultation	<i>To be submitted</i>
	App 05	CMP draft pre-construction consultation	<i>To be submitted</i>
	App 06	CLOCS HGV Gate Check Poster	
	App 07	Swept Path Analyses	<i>To be submitted</i>

# Introduction

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

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

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

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

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

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

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

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

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

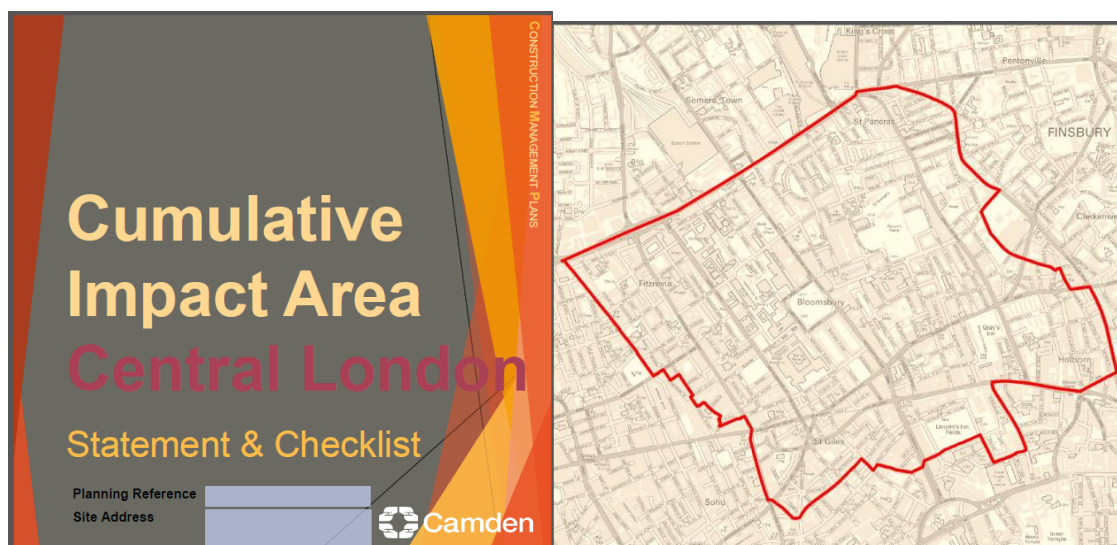
documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

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

Revisions to this document may take place periodically.

**IMPORTANT NOTICE:** If your site falls within a Cumulative Impact Area (as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

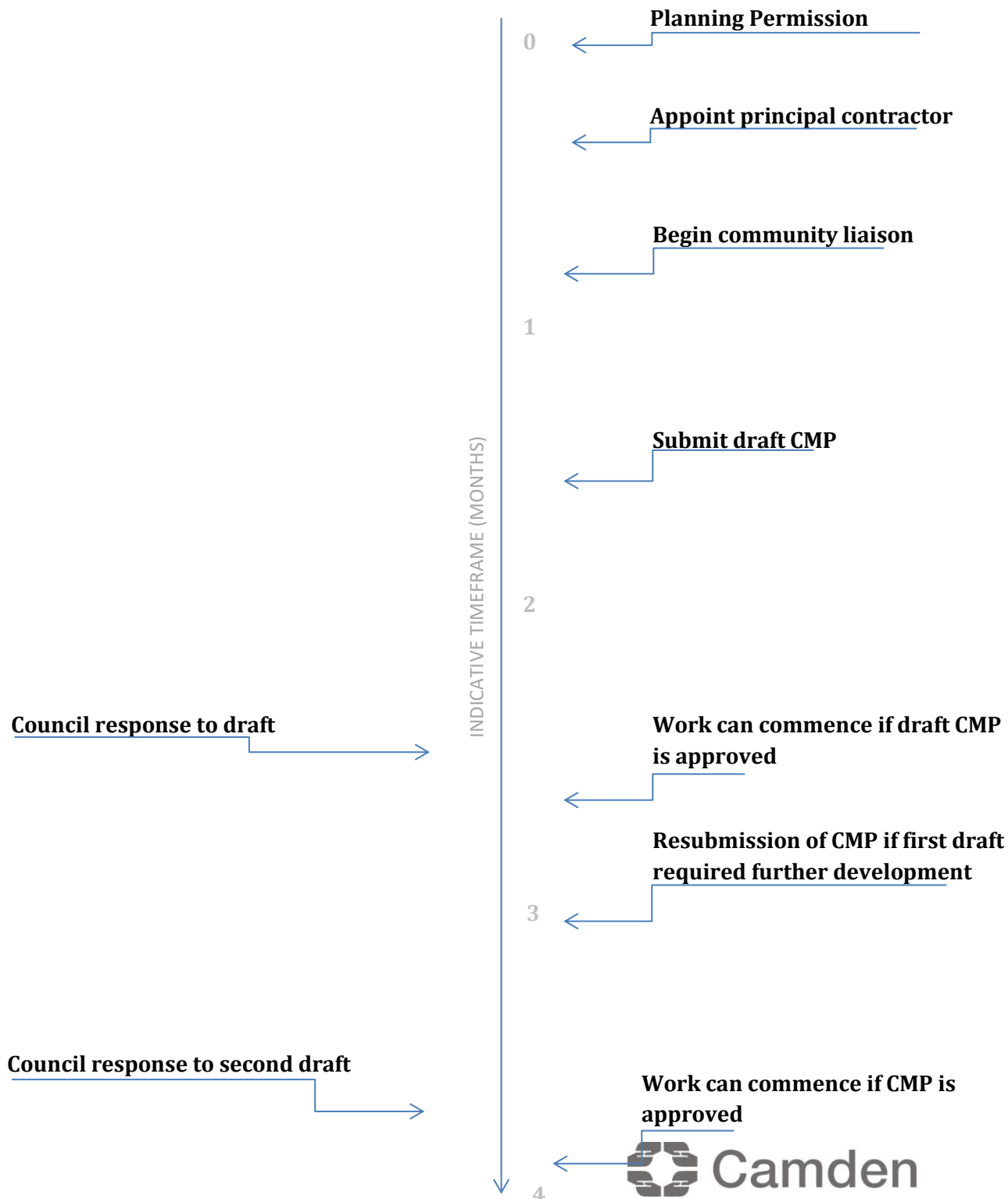
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



# Timeframe

## COUNCIL ACTIONS

## DEVELOPER ACTIONS



# Contact

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

Address: Flitcroft House, 114-116 Charing Cross Road, WC2H 0JR

Planning reference number to which the CMP applies: TBC

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

Name: RED Construction Group Limited

Address: 41 - 43 Saffron Hill, EC1N 8FH London

Email: csteyn@redconstruction.co.uk

Phone: +44 2071007020

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: Christiaan Steyn

Address: 41 - 43 Saffron Hill, EC1N 8FH London

Email: csteyn@redconstruction.co.uk

Phone: +44 2071007020

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

Name: RED Construction Group Limited

Address: 41 - 43 Saffron Hill, EC1N 8FH London

Email: csteyn@redconstruction.co.uk

Phone: +44 2071007020

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: Christiaan Steyn

Address: 41 - 43 Saffron Hill, EC1N 8FH London

Email: csteyn@redconstruction.co.uk

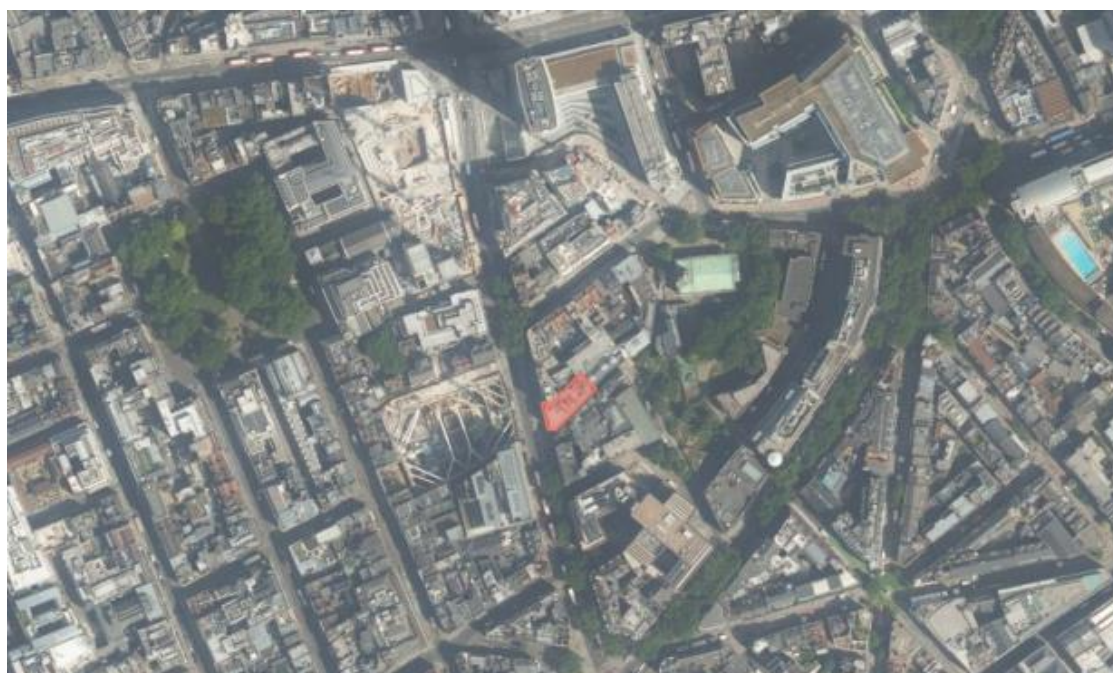
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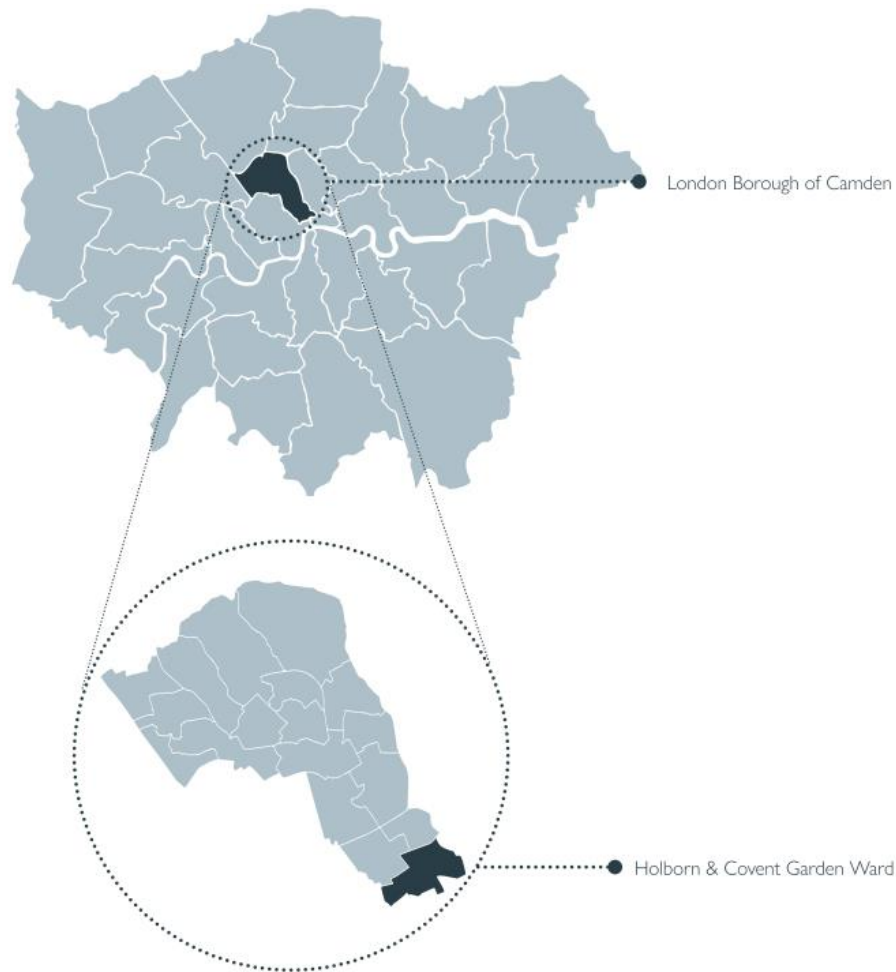


# Site

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

Flitcroft House is located in the heart of London's bustling West End. The 5 storey office building sits on the corner of Charing Cross Road and Flitcroft St and is in the borough of Camden. It was built towards the end of the 19th Century, and its brick facade retains most of its original features, such as the arched windows and four decorative bust roundels. The Phoenix Theatre, a Grade II Listed building erected in 1930, sits across Flitcroft St, a narrow pedestrian alleyway which connects Charing Cross Road to Phoenix Gardens, a community led garden in the West End. Other monuments of interest include Centre Point, a 117m tower at the junction of Tottenham Court Road and Oxford Street, Tottenham Court Road Underground and Crossrail Stations, world renowned bookstore Foyles, Soho Square Gardens and Seven Dials.





The proposals comprise the comprehensive refurbishment of the existing building, the construction of a two-storey roof extension for Class E office use and the reconfiguration and redesign of the current ground floor façade. A roof terrace is proposed on the roof extension to provide amenity space for occupants of the building. A plant room would also be provided on the roof extension, next to 120 Charing Cross Road.

The internal alterations include the formation of a new entrance lobby and single, central, enlarged core with new stairwell and lift.

A new entrance to the ground floor restaurant would be formed and a new facade to the ground floor elevation onto Charing Cross Road. This would feature full height arched openings of the same spacing as the windows above.

The secondary core at the rear of the building would be converted – into office space on the upper floors and into a new entrance on the ground floor and access to the basement, where new cycle and waste/recycling stores would be provided.

The two storey extension (to form new fifth floors) would be set back marginally from the existing elevations with punched arch openings in inverted scalloped bays.

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 proposed development would refurbish the existing office floorspace and provide an additional two storeys to the existing building, to provide an increase of 479 sqm GIA of Class E office accommodation. This would allow for an overall quantum of 1,811.1sqm of Class E accommodation across the Site.

Main challenges will include the high pedestrian footfall during peak times, neighbour relations and logistical challenges associated with the the majority of London construction sites. RED Construction has proven experience in London, and more specifically in Camden, on how to manage these challenges which will be included in the Traffic Management Plan.

The following key issues and challenges relating to the delivery of the proposed development have been considered:

- The high footfall along Charring Cross Road and Flitcroft Street
- Vehicle access restrictions and logistics due to the restricted environment.
- The proximity of construction activities to the public
- Bus and cycle lane
- Construction activities with a likelihood of noise, vibration, and dust outputs and the risk of the effects of dust and debris on the environment at the border of the project.
- Minimising impact on the local residents and businesses.

RED and their contractors are aware of the need to manage the works in such a way as to minimise the impact on local residents and businesses. In accordance with the obligations of the Section 106 Agreement monthly Construction Working Group meetings will be held prior to starting on site to keep local residents and businesses up to date on the progress and forthcoming activity. These meetings will continue during the construction phase and will provide a forum for residents and businesses to raise any concerns they have or make suggestions for RED and the Developer's consideration.



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 table below provides an indicative summary of the proposed construction programme.

Construction Activity	Week Starting	Target Dates - TBC
Start on site date	Week 1	
Site Setup	Week 1	
Scaffold Erection	Week 3	
Demolition	Week 5	
Structural Alterations	Week 9	
Internal Fit out	Week 12	
Envelope	Week 18	
Practical Completion		

A more detailed version of the construction program will be appended in [App 03](#). Note that the program shows the construction activities in week numbers as well as dates. The construction program will be shared immediately upon 1<sup>st</sup> revision and again once the CMP has been approved and a start on site date has been agreed. Note that the weeks will remain the same.

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

Construction activities and ancillary works which are audible at the site boundary shall normally be carried out between the following hours:

- Mondays to Fridays 08.00 - 18.00
- Saturdays 08.00 - 13.00

Where noise or vibration from the construction of the proposed development are expected to exceed the significant observed adverse effect levels or at the reasonable request of the council, works shall take place on a 2 hours on/off basis for example:

- ON – Monday to Friday 08.00 – 10.00, 12.00 – 14.00, 16.00 – 18.00
- ON – Saturdays 09.00 – 11.00

# 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.

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## 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.



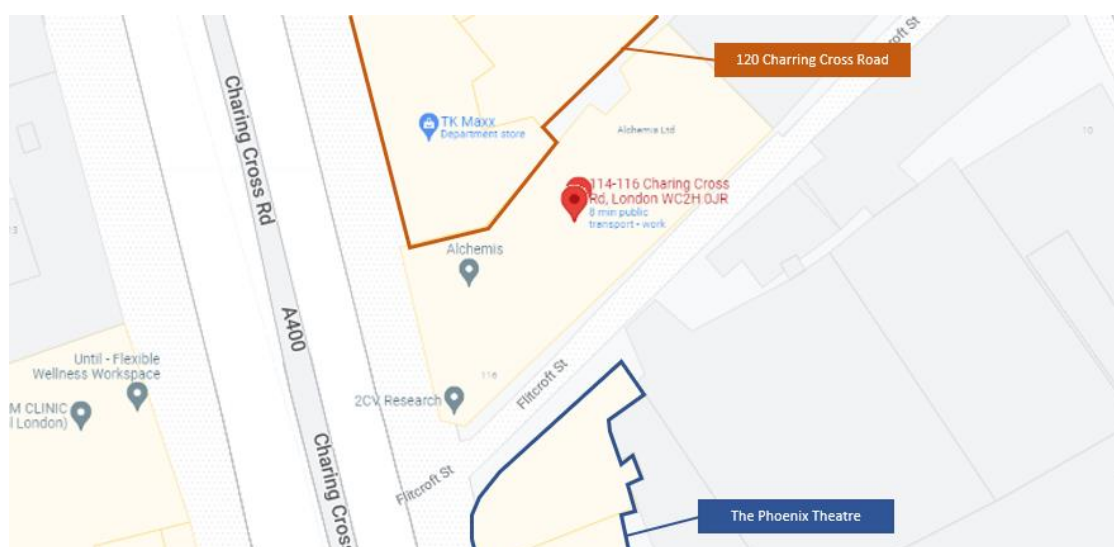
The Council can advise on this if necessary.

## 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.).

Like most development projects in Central London the scheme will need to be developed to be mindful of the local residents and minimise disruption in the local area. The images below show a number of the sensitive receptors and their proximity to the site.

1. The Phoenix Theatre
2. 120 Charring Cross 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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.



Consultation with the CWG will commence prior to submitting the CMP for approval and in advance of works starting on site. Further meetings will be held on a monthly basis for the duration of the works on site. The minutes of these meetings will be attached in [App 04](#).

Responses to comments from the CWG will be incorporated into subsequent iterations of the CMP where appropriate and in conjunction with comments received from the Council.

The table below provides a summary, in chronological order, of the consultation meetings held to date with local stakeholders, comments and actions.

Description	Date	Purpose	Appended
1 <sup>st</sup> CWG Meeting Minutes	tbc	CMP draft pre-submission consultation	App 04
2 <sup>nd</sup> CWG Meeting Minutes	tbc	CMP draft pre-construction consultation	
3 <sup>rd</sup> CWG Meeting Minutes	tbc	CMP final pre-submission consultation	
4 <sup>th</sup> CWG Meeting Minutes	tbc	Monthly Consultation with Stakeholders	
5 <sup>th</sup> CWG Meeting Minutes	tbc	Monthly Consultation with Stakeholders	

A monthly project newsletter will be available online, distributed to local residents and businesses, and displayed on the site hoarding during the construction phase.

The site will have prominent notice boards that will display the current newsletter plus contact details for the site team including a 24-hour contact number.

## 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.

The Project Manager will be responsible for community liaison and will attend the CWG on behalf of RED Construction Group. More frequent meetings will be carried out as required during the demolition phase and if any special operations are taking place.

In addition, RED Site management will welcome and engage in a coordinated approach relating to certain construction activities with existing and future construction sites in the area which may affect each other's operations i.e. large plant deliveries, craneage, planned road closures or diversions.

Information about the project will be provided to the local community by

- Monthly letter drops regarding progress and planned works
- A project website
- Site hoarding notice board

### 13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#). Please provide the CCS site ID number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

Site specific Considerate Constructors Scheme (CCS) registration details will be made available prior to submitting the final CMP for approval.

RED Construction can confirm that we have read and understood the Guide for Contractors Working in Camden, and that we agree to abide by it.

### 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.

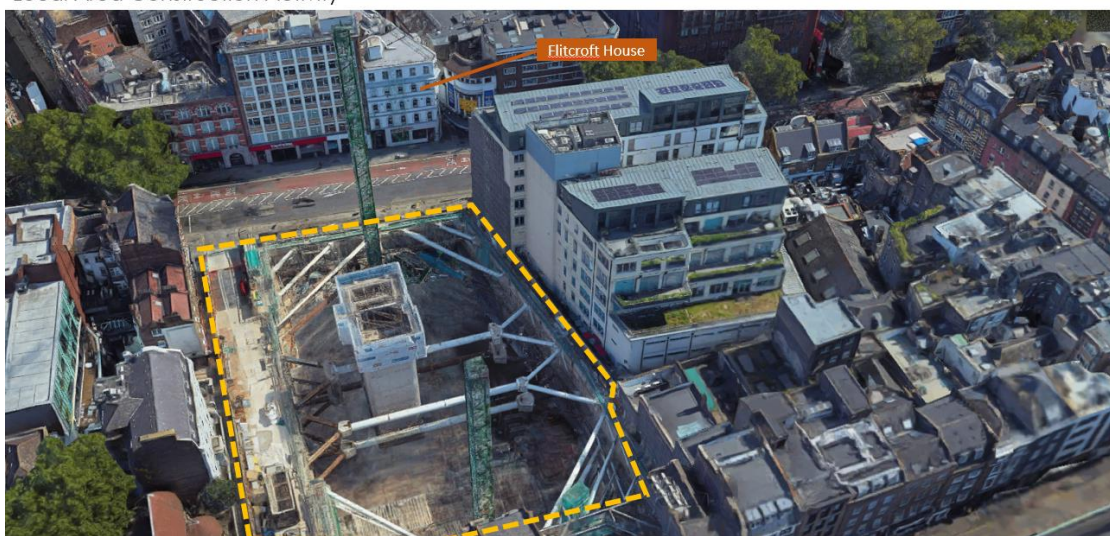
Prior to commencing construction works and finalizing our construction program our site team will undertake regular consultation with operational sites within the local area and proposed construction sites in the local area, to coordinate any construction activities that may affect either parties and cause possible disruption.

To mitigate cumulative impacts combined with construction sites in the vicinity, and to avoid congestion and a nuisance to neighbours, RED Construction will operate a strict delivery booking management system, and together with not allowing any waiting of vehicles in the adjacent roads it will greatly reduce congestion around site.

Articulated lorries will be prohibited.

Site welfare with rest areas will be provided on site to minimize congregation of site operatives in the adjacent roads.

Local Area Construction Activity



# 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:

RED Construction Group Limited

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

RED Construction Ltd will only use Sub Contractors and Suppliers that are members of the Fleet Operator Recognition Scheme (FORS) and accredited with a minimum of Silver standard. By only using such sub-contractors and suppliers we will be working with organizations that are CLOCS compliant.

We will ensure the following checks are put in place:

#### 1. Contractual

- At tender stage, we stipulate the requirement for contractors to be members, of FORS and have a minimum of Silver standard
- At mid tender interviews, the CMP is reviewed and the need for FORS accreditation and evidence of compliance with the CLOCS Standard
- Noncompliance with the CLOCS Standard and a lack of evidence that a contractors' vehicle fleet is FORS accredited at Silver will result in the contract not being awarded.

#### 2. Site Set Up

- The CMP will be communicated to the sub-contractor(s) and supplier(s) at pre-contract order meeting and pre-commencement meeting to ensure that they are aware of specific constraints of the site in connection with, access routes, delivery times, booking deliveries, compliance with the traffic marshals' instructions and only parking in the designated loading and unloading areas

#### 3. Site Operations

- There will be continued reinforcement of the requirements of the CMP in connection with delivery times and routes and non-compliance will be policed with a warning system and result in persistent offenders being barred from the site
- When there are requirements for any special deliveries to site such as early mornings or out of hours then permission will be sought from Camden and the residents informed via the Community Working Group
- All vehicles arriving at site will be checked to be at FORS Silver as a minimum, the Site Manager will keep a log of all deliveries with compliance checks to ensure that delivery lorries are FORS registered and will be made available on request.
- Make use of a delivery management system

#### 4. Vehicle and Vehicle Operator Check

RED Construction will implement the following procedures to check for compliance during the project:

- A Qualified Traffic Marshall shall be employed in Charring Cross Road to manage deliveries
- Spot checks will be carried out to monitor compliance throughout the project by following the CLOCS HGV Gate Check Poster shown in [App 06](#)
- Drivers of vehicles over 3.5t requirements shall include completing a Work-related road risk (WRRR) training - Safe Urban Driving (HGV Drivers)
- Any vehicle over 3.5t GVW shall have the following safety kit fitted to conform to the CLOCS Standard :
  - Class V and VI mirrors
  - Working camera and close proximity sensor system with in-cab audible alarm (and rear camera for +7.5t rigid vehicles)
  - Side under-run protection (both sides)
  - Externally audible alert for vehicle turning left and reversing
  - Vulnerable road user warning signage

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:

RED confirm that they will include the CLOCS Standard in all contracts with their contractors and suppliers.

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.



The proposed approach route for larger HGVs (18t flatbed, compactor etc.) would be via Tottenham Court Road (A400, A40), the departure route for all HGVs is via Shaftesbury Avenue.

Note that no articulated lorries will be permitted.

The proposed approach and departure routes and routing instructions are shown below.

Approach Routes ---  
Departure Routes ---





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.

As part of our contractor procurement process all contractors, sub-contractors and suppliers will be informed of the routes to and from site at our tender enquiry stage, at pre-order meeting and pre-start workshop to reinforce the need to use the prescribed routes. The routes will also be included in all sub-contracts to ensure there is a comprehensive contractual requirement to arrive at site via the proposed routes.

Drivers will be made explicitly aware of the potential risk to cyclists as well as pedestrians associated with construction movements in this busy area of London prior to any deliveries being undertaken. In particular, drivers will be made aware of the high volume of pedestrians expected during deliveries.

**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 site is not located within the vicinity of a School. Therefore, deliveries will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If vehicles can be accommodated at 8am they will wait in the loading area with their engines switched off.

In certain circumstances it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken. Any special dispensation with regards to out of hours vehicle activity will require prior agreement with the local authority and stakeholders.

Routing instructions and the contents within this plan will be included within the tender documents and pre-start meetings.

Numerous types of vehicles will be used to bring materials to and from the site. The main vehicle types will include:

7.5 T Truck: 1 deliveries/day for the duration of the project

7.5 T Wait-and-Load vehicles: 1 collections/day from week 3-10

7.5 T Wait-and-Load vehicle: 1 collection/week for the duration

15 T Mobile Waste Compactor Lorries: 1 collection/week from week 5 for the duration

18 T flatbed: 2 deliveries/week from week 9

3.5 T van: 3 deliveries/week for duration of project

Transit vans: 2 deliveries/week for the duration of the project

Standard 8m3 Concrete lorries: 6 deliveries are expected over the duration of the project.

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.

RED will coordinate activities with the current developments and any future developments where coordination might be required to minimize the cumulative effects of deliveries.

Strict delivery/collection scheduling and booking systems will be imposed on the project to ensure that congestion is avoided. Each delivery will be allocated a time slot with only one vehicle attending the site at any given time. This will be controlled and managed by our Site Manager and will be achieved via the use of our sub-contractor coordination meetings where we will implement short term look-a-head programs that will include the booking of deliveries.

We will issue all sub-contractors with the agreed vehicle route prior to arrival on site and will have a permanent Traffic Marshall in place to receive the planned deliveries. Any other information on site restrictions will also be provided prior to them undertaking delivery bookings.

Should contractors not adhere to this rule warnings will be issued. Drivers who miss the appointed time within the booking system will be directed to leave the area and reorganize a new delivery time. If the problem continues suppliers will be removed from the project based on a 'three strikes' basis.

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

A Swept Path Analyses will be provided prior to submitting the CMP for approval and will be attached in App 07.

This information will form part of the routing instructions issued to our sub-contractors during the pre-order meeting and pre-start workshop, it will also form part of the subcontract documents.

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.

Due to the size of the project RED do not expect to receive large numbers of deliveries and/or concrete pours and would therefore not require parking bay suspensions for holding areas.

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 the stringent delivery schedule that will be adhered to throughout the project, RED do not envisage the need for consolidation centers.

The design of the scheme will incorporate an element of "off-site manufacture" which by its nature will reduce the levels of construction traffic.

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).

Idling of delivery vehicles will not be permitted during loading/off-loading

**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.

No vehicles would be expected to enter the site, all loading and offloading will be via the highway.

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.

n/a

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.

n/a

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

n/a

**21. Vehicle loading and unloading:** *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.” (P19, 3.4.4)*

This section is only relevant if loading/unloading is due to take 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

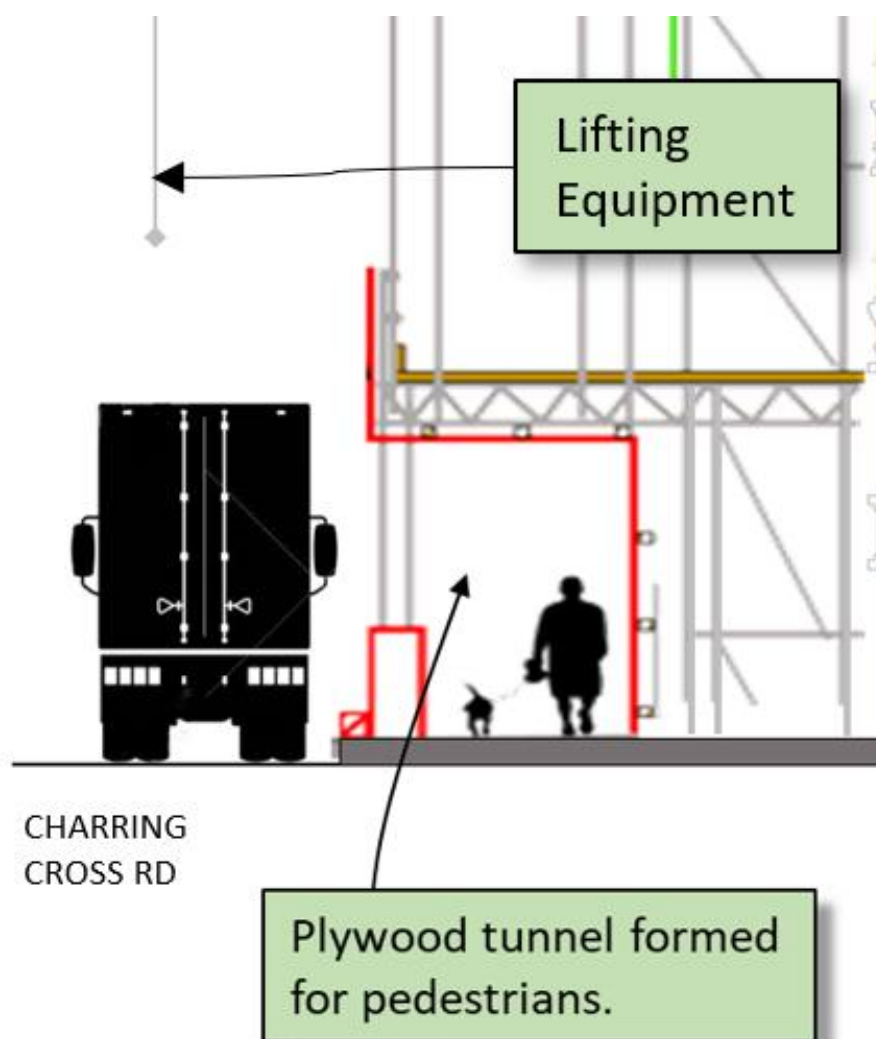
egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

All loading and unloading will be carried out from the allocated area in Charring Cross Road. Dispensation for a using the highway for this purpose will be applied for through the relevant authority prior to submitting this plan for construction.

The vehicle parked in the loading bay as shown below will be offloaded/loaded directly from the rear onto the scaffold gantry at 1<sup>st</sup> floor level by means of a gantry based lifting beam. Note that a trained traffic marshal will always attend ensuring the safety of other road and footpath users.

No skips or plant will be stored on site, and no vehicles will enter or leave the site.

Vehicle loading/off-loading proposal.



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.

No vehicle movement, loading or offloading will be permitted without the qualified and trained Traffic Marshall in place to prevent any conflict between the public and construction activities.

## 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.

The public highway will not be used for storage, site accommodation or welfare facilities.

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

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - including 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](#).

Materials will be offloaded directly from the vehicle from Charring Cross Rd onto the gantry and distributed on site, no materials will be left on the road or pavement at any time.

Dispensation for a using the highway for this purpose will be applied for through the relevant authority prior to submitting this plan for construction.

## 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 the proposed occupation of the public highway.

The public highway will not be used for storage, site accommodation or welfare facilities. These will all be accommodated within the site area.

On Charring Cross Rd and the pedestrian alleyway, scaffold will be grounded on the footpath, however access will be retained throughout for pedestrian passage to a minimum clear width of 1.2m. If a closure is required approval will be sought from the local authority. A carriageway width of 3m will remain with an HGV parked for loading/unloading.

A scaffold gantry will be erected on the Charing Cross Road elevation which will be grounded on the footpath; however, public thoroughfare will be maintained by means of a protected plywood tunnel.

Temporary closures affecting the alleyway for the safe construction of planned works on the boundary will be communicated well in advance and will only proceed following consultation and subsequent council approval.

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.

No highway works is necessary to enable the construction to take place.

## 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.

No diversions are expected. All necessary highways licenses and or traffic orders will be submitted and approved in advance of any occupation of the public highway.

## **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.

Pedestrian footpath access through the alleyway and Charring Cross Road will be retained throughout, pedestrian safety will be managed by the permanent trained and qualified Traffic Marshal on duty. The underside of the gantry on Charring Cross Road and the alleyway pedestrian tunnel will be ply protected, sheeted and suitably lit. Temporary closures affecting the footpath through the alleyway for the safe construction of planned works (i.e. façade works) on the boundary will be communicated well in advance and will only proceed following consultation and subsequent council approval.

Construction activities with the possibility of creating dust or debris will be segregated from passersby by a 2.4m high solid ply hoarding. The site fencing will consist of 2.4m high plywood hoarding system. This will secure the site from unauthorized access to all the exposed elevations of the site. The finish will be to a high standard. The scaffold structure above will be fully wrapped in sheeting to screen of the work activities and protect passersby and the receptors from debris or noise arising from the works. The hoardings will be well lit and kept secure. No vehicle movement will be permitted without a banksman in place to prevent any conflict between the public and construction activities.

RED will deploy and use all necessary and appropriate safety signage and barriers to ensure that the public are protected, and our operatives always work safely.

Scaffold and hoarding licenses will be obtained before works commence. Detailed and scaled drawings will be submitted during the application process.

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 the indicative illustration in item 21.

Detailed and scaled drawings will be submitted during the application process.

## 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.

Details to be supplied during the application process.

# Environment

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

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

By its nature demolition and construction works can cause noise. Demolition activities will account for most of the noisy works. Noisy works will only be carried out during the hours of 8am-6pm Monday to Friday and 8am-1pm on Saturdays unless otherwise agreed during the community liaison group or dispensation received from the local authority.

Due to the sensitive nature of some of the surrounding receptors, RED will consult with the Community Working Group and come to a quiet time agreement outlined i.e 2 hours on/2 hours off.

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.

A noise survey will be carried out during the application process.

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

Intermittent predicted levels throughout the project for noisy works is expected to be between 76-119 dB(A) before any noise mitigation measures.

It is relevant to note that the worst-case levels (i.e., when working nearest to affected properties and at the edge of the site where least screening and distance loss occurs) would be expected to occur for approximately only 20% of the project duration. We can confirm that any noisy works will be carried out in accordance with all regulations and noise mitigation measures utilized where appropriate.

#### Noise and Vibration Control

RED will commission a specialist consultant to undertake a detailed noise assessment and produce a comprehensive noise and vibration strategy. This assessment includes a noise and vibration monitoring proposal, mitigation measures and a noise and vibration trigger action plan.

Best practicable means (BPM), as defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990, will be applied during all construction works to minimize noise (including vibration) at neighboring residential properties and sensitive receptors.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

BPM and general principles of construction site noise control will be followed, and the following mitigation measures will be implemented by RED to lower noise and vibration to acceptable levels by implementing the following:

- Reduction at source (e.g. selection of quiet or 'acoustically' enhanced plant)
- Well maintained hoarding around site
- Screening (e.g. plant to be orientated to ensure noise is directed away from receptors, generators for site power to be located in a position that provides maximum shielding to receptors; site hoarding and solid heras fencing to be installed around the Works Site; strategic location of site welfare facilities;
- Ensure that all plant and equipment has been well maintained as this will result in reduced noise levels and dust particles emitted into the atmosphere.
- Method of working (e.g. rotary bored / continuous flight auger piling rather than impact piling; drop height of materials minimised; sequential start-up of plant and vehicles); and
- Management (e.g. no idling of equipment; vehicles and plant / equipment to be switched off when not required; avoid unnecessary revving of engines; planned deliveries of materials; complaints procedure).
- When breaking out structural elements, transmitted noise and vibration will be greatly reduced, by initially saw cutting the item to be free of the retained structure prior to breaking out.

Demolition works will be sequenced to minimise noise levels. The removal of small sections of internal slab is expected to account for the highest noise and vibration levels. We will choose plant and machinery to minimise noise emissions consistent with the technical requirements of the works and make use noise suppression equipment if practicable. Acoustic screens will be utilised for reducing described levels by up to 43.4dB. See App 07.

As a general principal noise will be mitigated at source compared to a blanket solution which will prove impractical. Where specific activities may result in exceeding expected levels, the following actions will be taken:

- The source responsible for exceeding the noise levels will be identified and the activity will be stopped immediately.
- The cause will be determined.
- Additional controls will be implemented to reduce the noise to accepted levels.
- If proven unsuccessful alternative construction methods will be explored.
- Alternative equipment or plant will be reviewed for implementation.
- the agreed quiet period will come into effect in addition to the mitigation measures described above

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

BS 5228:2009 Code of practice for noise and vibration control on construction and open sites.

All Project Managers will be required to attend the Site Managers Safety Training Scheme as run by the CITB. All sub-contractors' supervisors will have attended the Site Supervisors Safety Training Scheme as run by the CITB. Noise awareness will be cascaded via toolbox talks.

All demolition operators will be trained through the Construction Plant Competence Scheme(CPCS) and/or the Construction Skills Certification Scheme(CSCS) recognized in the construction industry making them more competent when operating plant and machinery related to their job lowering the risk to themselves and those around them. The site-specific control measures will be communicated to all operatives through the induction process and subsequent workshops relating to their work activity.

Staff training certificates will be provided as evidence during the application process that staff have been trained on BS 5228:2009.



33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

Preventative and mitigation measures will be applied as per the requirements relative to site activities as per the Dust Risk Assessment Air Quality Monitoring Plan following IAQM guidance.

RED will adopt best practice measures during construction and demolition work to reduce and mitigate air pollution emissions as per the Camden Planning Guidance (CPG): Air Quality and the procedures outlined in Mayor's 'Control of Dust and Emissions during Construction and Demolition' SPD. The focus around three principles to control emissions – prevention, suppression, and containment.

Before commencing works on site, RED shall employ a specialist consultant to produce a Dust Management Plan (DMP) which we will implement with our demolition and construction contractors, it will include but not be limited to:

- Strip insides of buildings, as far as reasonably practicable, before demolition
- Wherever reasonably practicable, retain walls and windows while the rest of the building is demolished to provide a screen against dust.
- Screen buildings, where dust producing activities are taking place, with debris screens or sheeting
- Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction
- Fully sheet the scaffold with Monarflex to prevent the escape of dust or debris.
- Where reasonably practicable store materials with the potential to produce dust away from site boundaries
- Ensure no burning of waste materials takes place on site
- Do not allow dry sweeping
- Ensure regular cleaning of hard standings using wet sweeping methods
- Maintain all dust control equipment in good condition and record maintenance activities
- Routinely clean public roads and access routes using wet sweeping methods
- Ensure all vehicles carrying loose or potentially dusty material to or from the site are fully sheeted
- Ensure water suppression is used during demolition operations
- Fencing, barriers and scaffolding will be regularly cleaned using wet methods.

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.

Dust and debris will be prevented from spreading onto the public highway through the measures described in item 33 and:

- the site hoarding,
- sheeting fixed to the scaffold structure and/or debris netting.
- All vehicles coming to and departing the works will be either enclosed or sheeted to ensure dust is not emitted into the local environment.
- All vehicles carrying loose or potentially dusty material from the site, will be fully sheeted.

No vehicles will enter the site boundary, a wheel wash facility will therefore not be required.

However, failing this, any dirt or dust will be swept clean immediately by means of wet methods. Additionally, the site entrance and the footpath will be swept regularly and maintained to maintain cleanliness around site.

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

Dust monitoring will be in place for the duration of the project following a minimum 3-month monitoring phase prior to starting on site as a benchmark. Two trigger levels will be set, and notifications will be sent to the relevant persons (site manager, the specialist consultant and Camden if requested) when these are exceeded. Dust trigger levels will be set as proposed by the Construction Dust Risk Assessment Air Quality Monitoring Plan. Following exceeding the 1<sup>st</sup> trigger level, investigations will be undertaken to review the possible cause and measures implemented to minimise potential elevated concentrations. Where the second trigger level is exceeded, work will cease, and an investigation shall be undertaken to review the possible cause and measures will be implemented to minimise the possibility of any future exceedances. Operations will not continue until measures have been put in place and monitoring data indicates compliance with the identified trigger levels. Upon request monthly reports can be provided.

Noise and vibration monitoring will be in place during the demolition and construction phase of the project. RED will employ a specialist consultant to produce a Site Noise and Vibration Assessment which we will implement including all measures and actions highlighted in this plan. Mitigation measures will be in place to ensure the works are managed within the permitted levels.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy [The Control of Dust and Emissions During Demolition and Construction 2014 \(SPG\)](#) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

To be issued

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.)

RED confirm that they will follow all the highly recommended measures *within The Control of Dust and Emissions During Construction and Demolition SPG* and the *Dust Management Plan*. RED will check that subcontractors have mitigation measures in place before works commence.

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

Note: **real-time dust (PM<sub>10</sub>) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM<sub>10</sub>) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

**Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.**

Details will be provided following the outcome of the Construction Dust Risk Assessment Air Quality Monitoring Plan.

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).

A pest control specialist will be appointed who will draw up a plan on how rodents will be managed on site during the entirety of the construction process. They will also be appointed to manage this process throughout the period.

In addition to the guidance provided by the pest control specialist RED will employ the following standard preventative measures:

- A cleaning schedule will be implemented to ensure all areas are clean and free of food sources.
- Store waste canteen waste in bins with lids.
- Have the rubbish and recycling collected often enough so that the bins do not overflow.
- Staff will be encouraged to report any signs of infestation but also any situation that may lead to infestation.
- Adequate facilities to store food products off the floor, and away from the walls will be provided. Where food packaging is opened, the contents will be stored in clean, lidded containers. This will ensure that the food does not attract pests and is protected from contamination.
- The Main Contractor will make sure that the site offices are kept clean
- this will be communicated to all contractors via the site induction.

RED will provide information about the site inspections and copies of receipts once it has been carried out on request.

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

To be issued

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.

RED take seriously the conduct of the builders on all our sites and put in place measures to ensure that there is not any anti-social behavior. The site will also be registered as part of the Considerate Constructors Scheme prior to work starting.

The following controls and actions will be implemented on site:

- We will produce clear and concise site rules explaining behavioral expectations.
- Sufficient welfare facilities and rest areas will be provided within the site boundaries.
- No loitering or congregating of site operatives will be allowed outside the site boundaries.
- The importance of respecting our neighbors will be communicated to all site staff at the site induction – they will be instructed and reminded to keep noise down and warned that any abusive language will not be tolerated.
- We will ensure the workforce maintain a respectable standard of dress.
- We will ensure the workforce treat the public with respect.
- We will encourage operatives not to leave site in dirty work clothing.  
*Nonconformance will result in disciplinary action and/or removal of the transgressor/s from site.*

In the event that a member of the public wishes to make a complaint or express concerns with activities arising from the works site signage will provide details of the following contact points:

- The Community Liaison Manager's email address and mobile phone number
- The location of the site office (visitors will be requested to sign in and will be escorted by our security guard)

Our Community Liaison Manager will deal personally with comments or complaints from the public or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

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

Direct link to NRMM Practical Guide (V4):

[https://www.london.gov.uk/sites/default/files/nrmm\\_practical\\_guide\\_v4\\_sept20.pdf](https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf)

**From 1<sup>st</sup> September 2015**

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

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

**From 1<sup>st</sup> September 2020**

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

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

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

- a) Construction time period (mm/yy - mm/yy): **TBC**
- b) Is the development within the CAZ? (Y/N): **Y**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **Y**
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **Confirmed**
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: **Confirmed**
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: **Confirmed**
- g)

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: <https://idlingaction.london/business/>

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



Idling of vehicles during loading or offloading will not be permitted. This will be enforced by the trained and qualified traffic marshal on duty .

● 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:** 29 June 2022

**Print Name:** Christiaan Steyn

**Position:** Project Manager

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

**End of form.**

V2.8