

Construction Management Plan

pro forma v2.0

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Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	<i>(attach appendix if necessary)</i>
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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 kind 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 [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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 in relation to the construction of the development. 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 for road closures or hoarding licences.

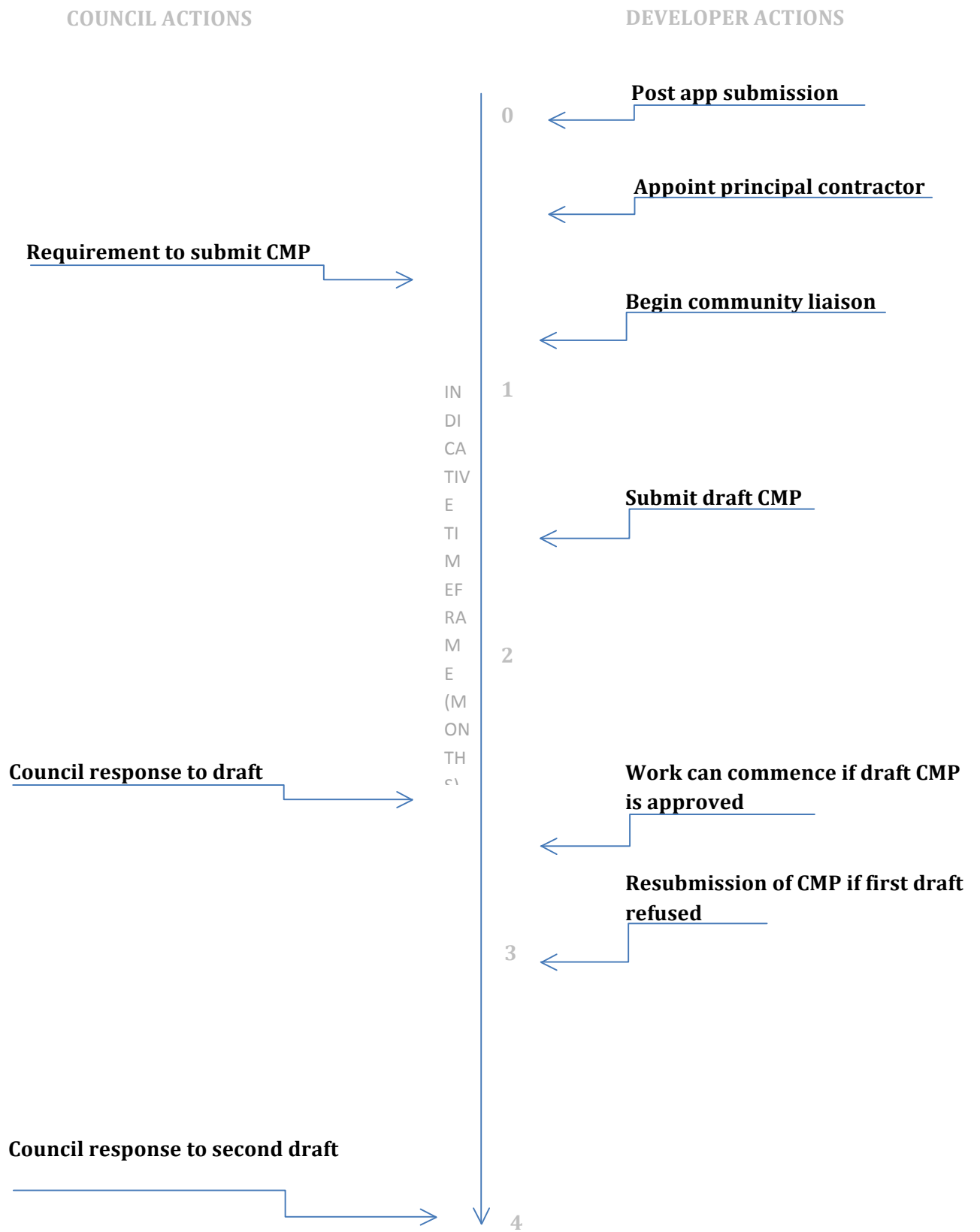
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

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 is completed electronically and submitted as a Word file to allow comments to be easily documented.

(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.

Timeframe



Contact

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

Address: 22 Fortress Grove, Kentish Town NW5 2HD

Planning ref: 2015/1867/PRE

Type of CMP - Section 106 planning obligation/Major sites framework:

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

Name: Samuel Mead

Address: 3 The Dell, Woodford Green, Essex, IG8 0QL

Email: samuelalexandermead@icloud.com

Phone: 07595954397

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: Les Borek

Address: 3 The Dell, Woodford Green, Essex, IG8 0QL

Email: lespropertyservices@fsmail.net

Phone: 07956865383

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.

Name:

Address:

Email:

Phone:

5. Please provide full contact details of the person responsible for community liaison/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 responsible Camden officer.

Name:

Address:

Email:

Phone:

6. 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: Les Borek

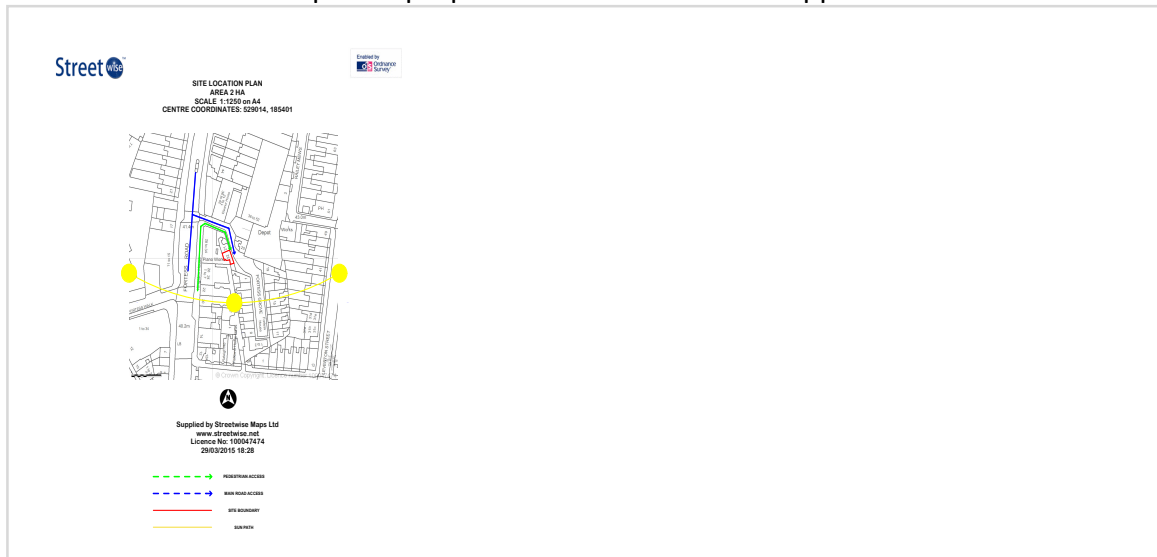
Address: 3 The Dell, Woodford Green, Essex, IG8 0QL

Email: lespropertyservices@fsmail.net

Phone: 07956865383

Site

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



The site comprises a two storey semi-detached property to the rear of 28 to 34 Fortress Road. The site is currently a 2 Bed house. The site sits within the Kentish Town Conservation Area. Access to the site is from Fortress Grove. The surrounding streets are primarily residential with some ground floor commercial use along Fortress Road. The buildings along Fortress Road are generally 5 storey. The site is within five minutes walk to Kentish Town underground station and has a PTAL (Public transport accessibility level) rating of 5 which is very good. It is anticipated that party wall awards will be in place at the time of construction commencement. There is no cycle route within our travel plan.

The proposed development is to excavate the basement beneath the existing footprint of the house with pavement lights and erection of a small first floor extension.

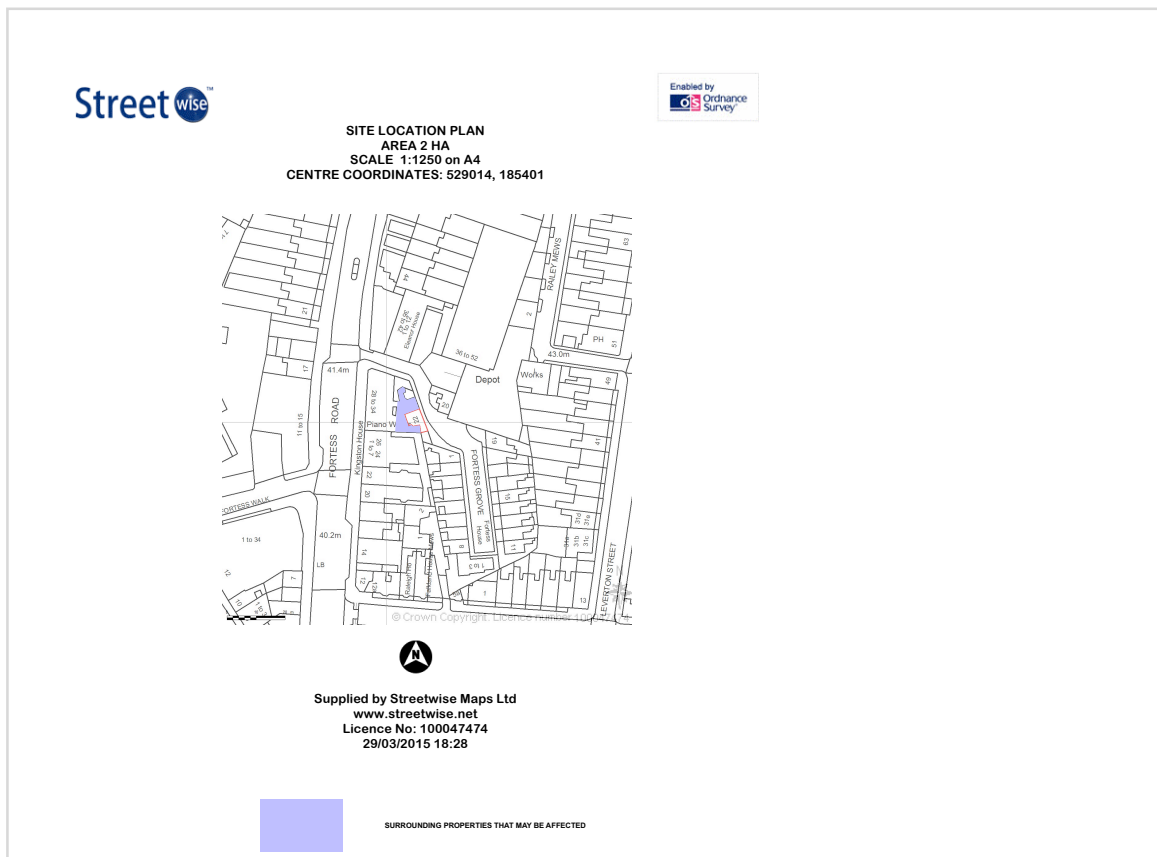
2. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow street proximity to residential dwellings).

To start the site will be made safe and secure. Coverings to surrounding pavements and the party wall will be formed and installed. The construction works will include the initial strip-out phase, which will consist of the removal of non-structural elements, ceilings, walls etc. This will be followed by removal of the floor slab and loadbearing walls.

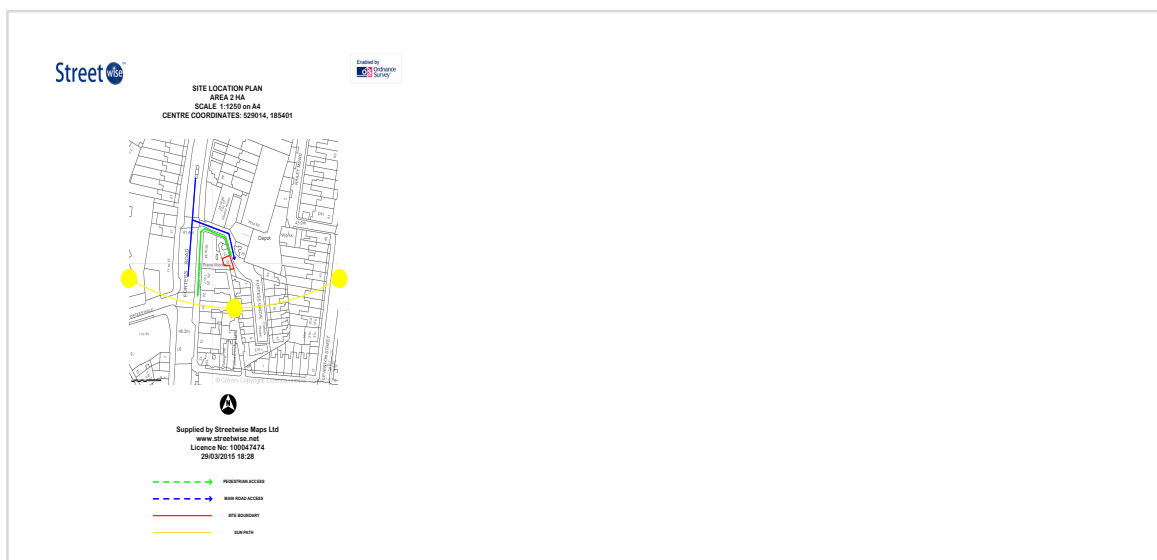
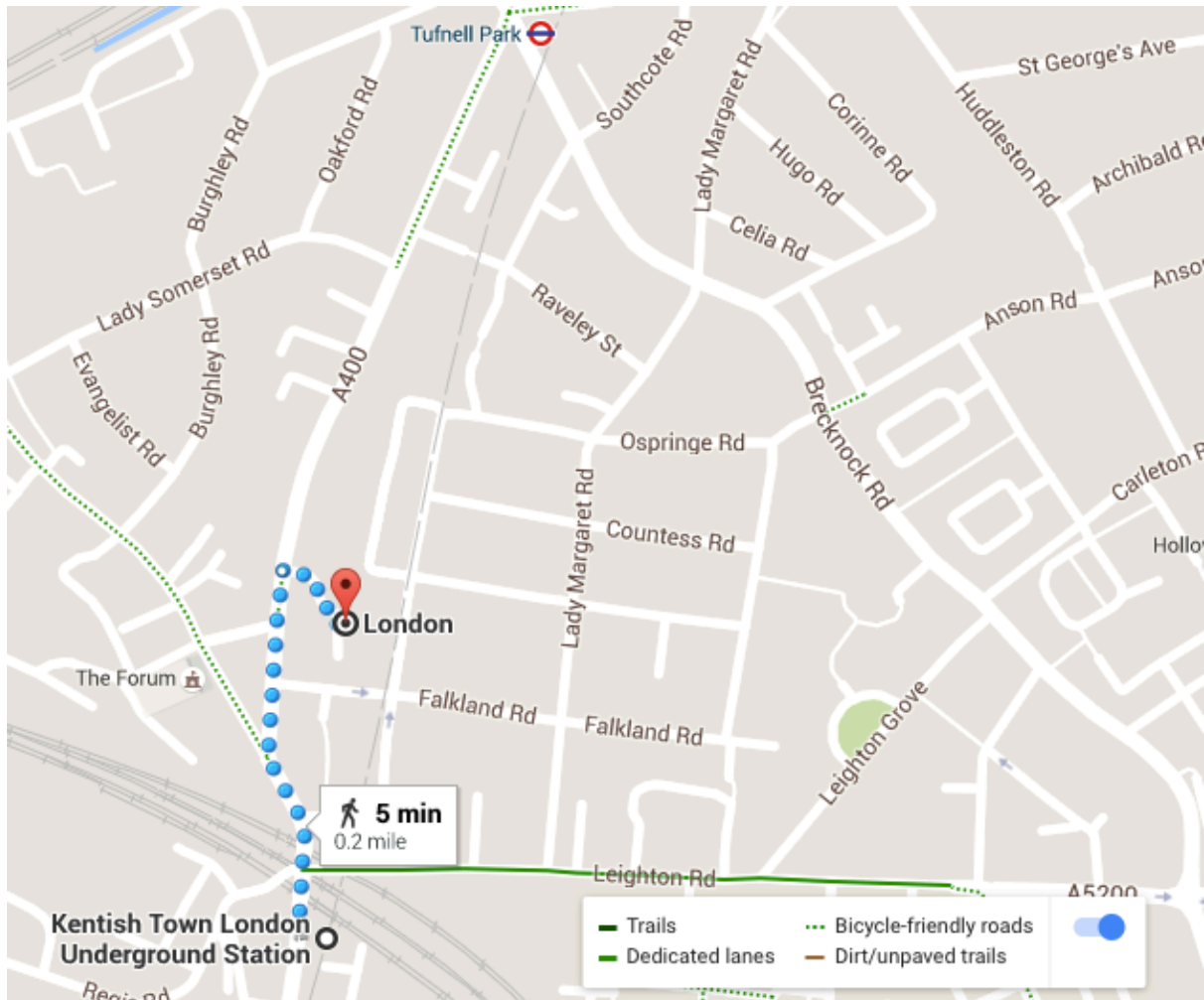
The first main construction stage will include excavation for the basement, directly under the existing building. The excavation will consist of approximately 65m³ excluding the foundations. During the excavation the exterior walls will be propped to prevent any movement to the neighbouring property. It is likely to involve the use of sacrificial steel sheets at the rear of the excavation to prevent damage to the adjacent properties.

The second main construction stage comprises of the first floor extension over the flat roof kitchen and remodelling of the interior layout. All exterior brickwork/ masonry will be repointed and made good. The project further includes the installation of all new windows, curtain walling, flooring build-ups and a new roof to the whole house.

3. 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.).



4. 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 and proposed site access locations.



5. 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).

Time scale to the project will be decided and a Gantt chart will be submitted before commencement of work. The overall construction time will be approximately 20 weeks.

6. Please confirm the standard working hours for this 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

Working times will be as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

7. 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.

All connections to the existing drainage sewer, main electrical and gas feed to the property will remain as they are. The property will require complete rewiring and re-plumbing, which will be done by certified electrician, plumber and gas fitter. All work will be comply with building regulations and certified.

Community Liaison

Significant time savings can be made by running an effective neighbourhood consultation process. This should 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. Ideally this 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 build, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

1. 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.

Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be 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.

The full planning application, drawings and construction management plan will be available for public viewing on the local authority website. Letters to the neighbouring properties have also been issued making residents aware of our intentions.

2. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison 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.

Letters will be issued at key stages of the works informing residents of any work progress, those will provide details of site manager responsible for community liaison.

3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will

also be required to follow the [“Guide for Contractors Working in Camden”](#) also referred to as [“Camden’s Considerate Contractors Manual”](#).

Before commencement the project will be registered in considerate construction scheme, CLOCS and guide for contractors working in Camden.

4. 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.

In our recent investigation we have not identified any local construction sites that are in operation.

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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

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

Please refer to the CLOCS Overview and Monitoring Overview documents which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal contractor:

Les Property Services

2. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

The site is a 'low risk' as assessed using CLOCS Guide – Managing Supplier Compliance. The site manager will ensure the CLOCS compliance in three different areas, operations, vehicles and drivers. To ensure quality operations, online check will be carried for FORS accreditation, and onsite checks will be carried for valid FORS certificate displaying ID number. Vehicles in a supply chain of the project will be checked for warning signature: warning cyclists of the dangers of passing the vehicle on the inside, whether the side under – run protection is fitted to all vehicles over 3.65 tonnes. The vehicles will also be checked for blind spot minimization and manoeuvring warnings. The site manager will carry regular checks for approved progressive training and continued progressive training particularly around vulnerable road users. Regular checks will be carried if drivers hold the correct licence for a correct vehicle. A poster will be placed clearly visible to all indicating CLOCS requirements of supplying vehicles. Because the site has been profiled as low risk, the desk-top compliance checks will be carried every 6 months, and 25% of vehicles will be checked for compliance with CLOCS.

3. 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. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

IZABELA HONEYMAN

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

Site Traffic

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

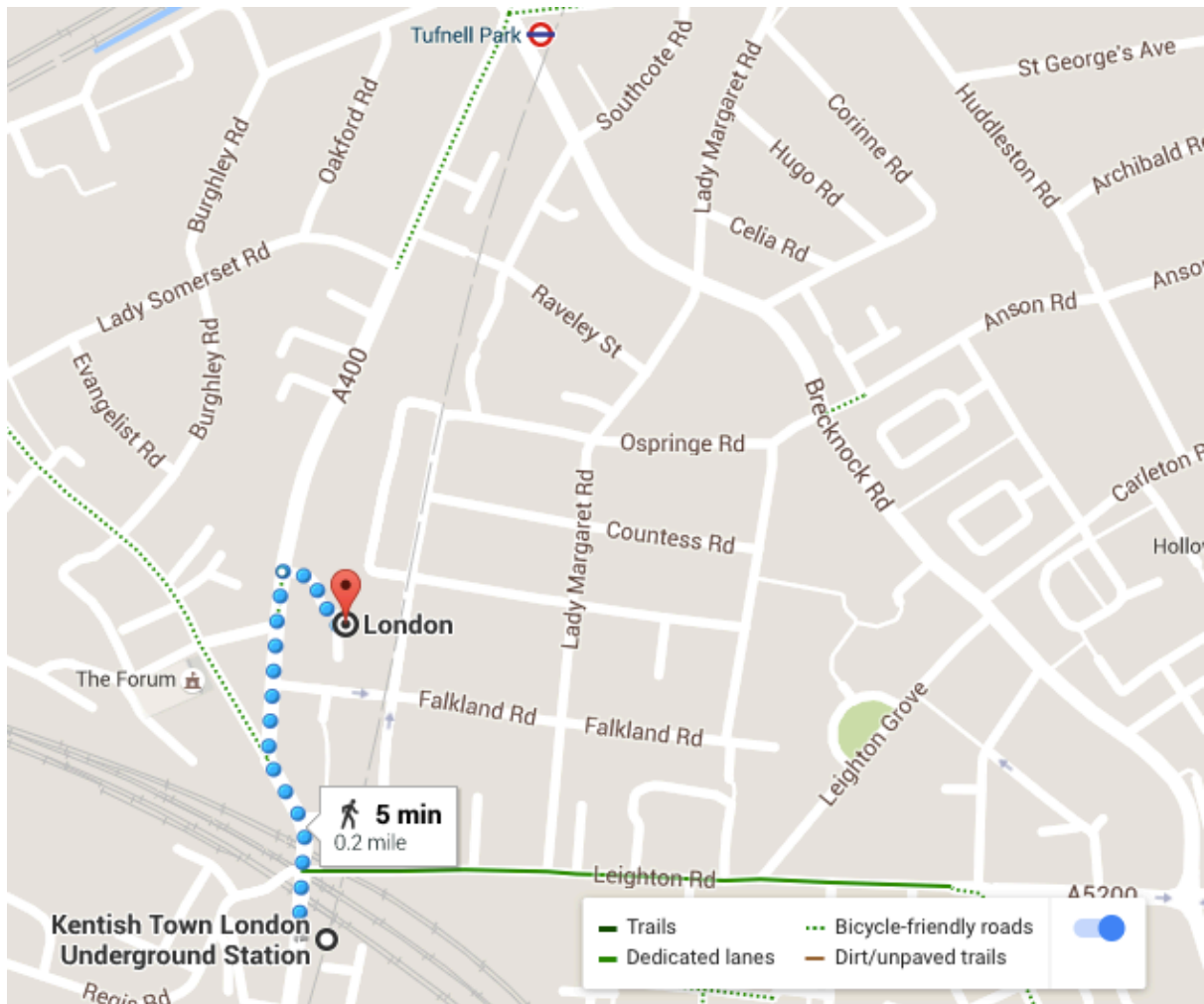
4. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless 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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

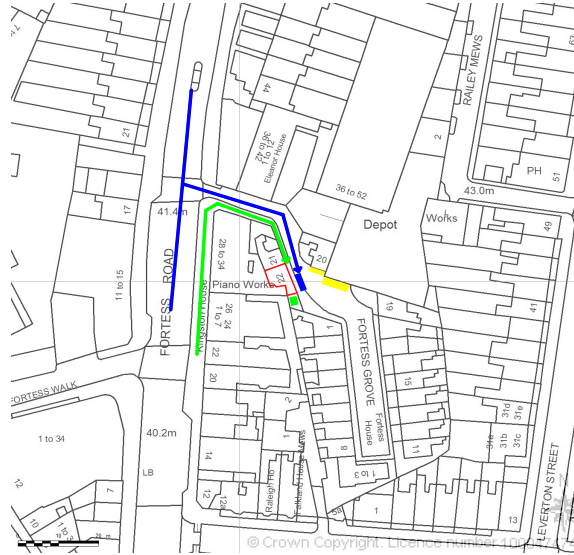
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](#)






(TLRN).



**SITE LOCATION PLAN
AREA 2 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 529014, 185401**



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-  PEDESTRIAN ACCESS
-  MAIN ROAD ACCESS
-  SITE BOUNDARY
-  SKIP
-  PARKING BAYS

The above site plan shows parking bays in yellow. We do not have cycle lanes within the immediate vicinity of the site. The plan also shows access into Fortess Grove from the Fortess Road (A400). There is Kentish Town underground station in proximity and Tufnell Park further away.

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

All contractors, delivery companies and visitors will be made aware of the route to and from the site and of any on-site restrictions such as skip on the road, prior to undertaking the journeys. All visits and deliveries will be made electronically at least 48 hours earlier, allowing for clear information about the site and the route.

5. 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 are generally acceptable between 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 between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

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. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait 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.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

1. Preparation works – there will be maximum of 1 van movements per day. The size of the van is 2.5mx 4m, dwelling time is 30min per load.
2. Ground-works – there will be maximum of 1 muck away lorry movement per day. The size of the lorry is 2.5m x 6m, dwelling time is 30min per load.
3. Main construction – there will be maximum of 1 delivery vehicle per day. The size of the vehicle is 7m x 2.5m, dwelling time is 30min per load.

All deliveries and services will be planned so that there is never more than one vehicle at the time.

b. Please provide details of other developments in the local area or on the route.

We have reviewed the traffic route and there is no development in the local area.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

There is no direct vehicle access to the site, as the site comprises single 2 storey building. All vehicles will dwell outside of the house for maximum of 30 minutes at the time. The site manager will be responsible for coordinating the vehicle movement to the site. He will book all deliveries electronically in advance, at least 48 hours earlier, to ensure single delivery accommodation and coordination with waste removal.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

There will be no off-site holding areas.

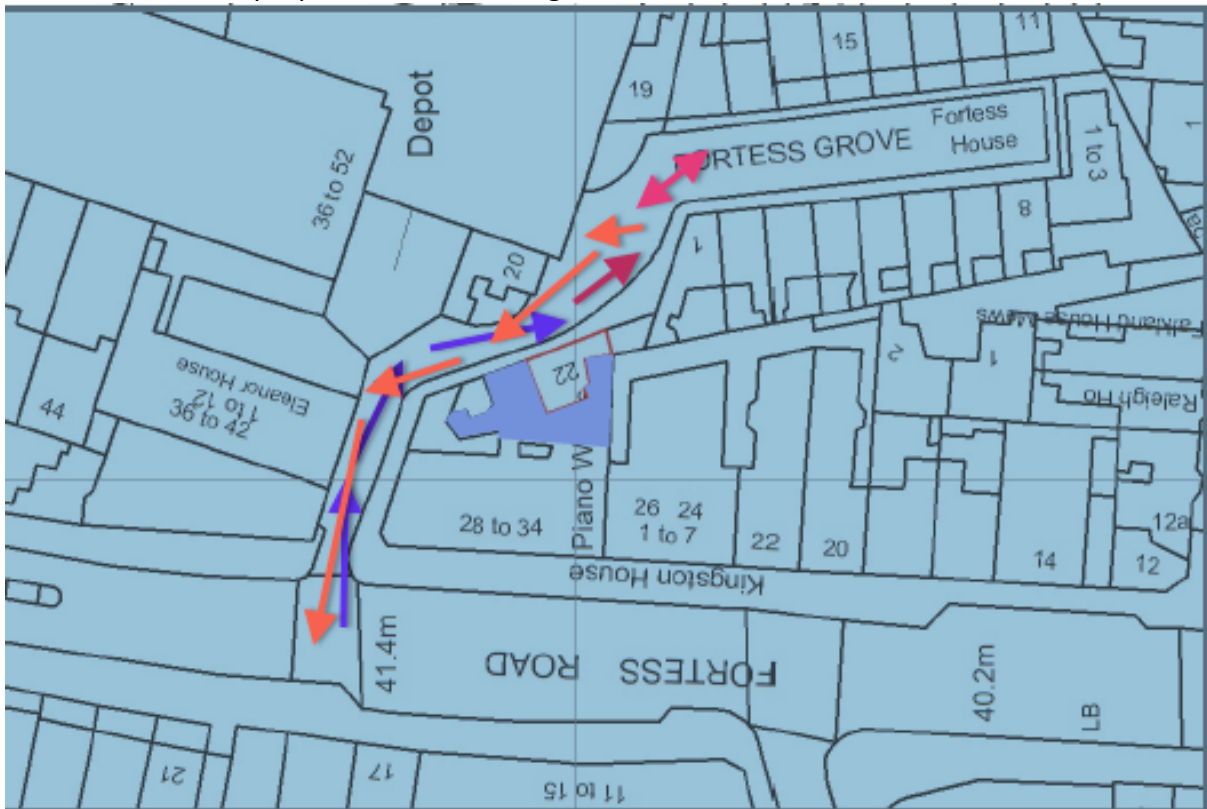
e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

There will only ever be one delivery per day. This will therefore have very little impact on the local traffic. Main Construction manager will be overseeing traffic during each delivery. Fortress Grove is a side street which has relatively low levels of pedestrian traffic. The safety of the pedestrians will be paramount. During any transfers between the site to the skip or a vehicle a site manager will ensure safe passage of each pedestrian, enforcing pedestrian right of way at all times. The site will be clearly marked with safety signs, and all workers will be clearly visible in appropriate PPE.

6. 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)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

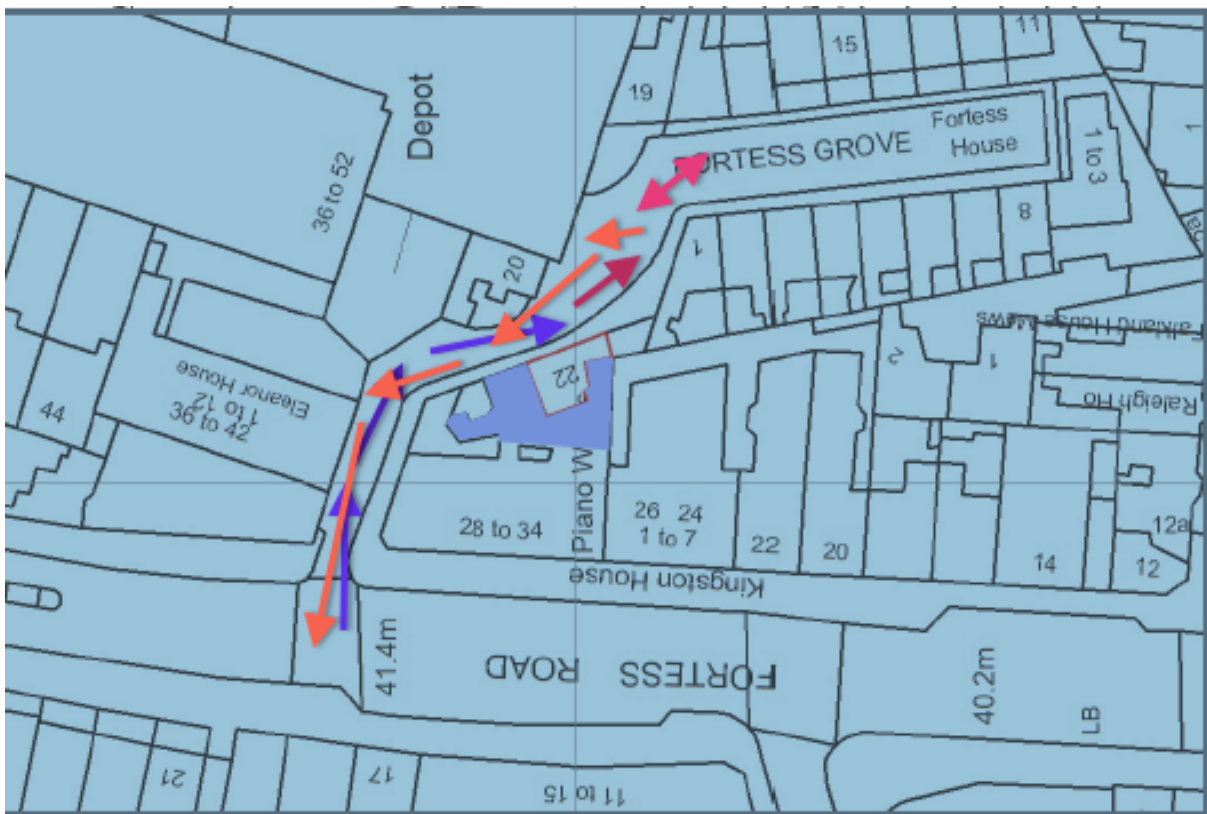
a. Please detail the proposed access and egress routes to and from the site



b. Please describe how the access and egress arrangements for construction vehicles will be managed.

The building site will be clearly marked and there will no obstacles affecting pedestrians or road users. The site manager will ensure safe passage of pedestrians, enforcing pedestrian right of way at all times. He will also coordinate other traffic when vehicles are delivering or collecting goods, particularly when reversing.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).



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.

NOT APPLICABLE

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

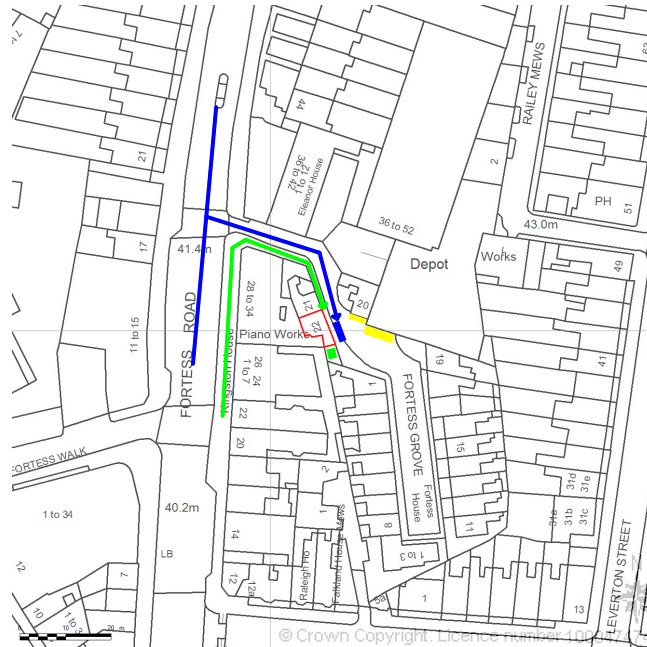
If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide 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 loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

The main construction manager will ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded and unloaded off-site. Skip when required will be placed on the street at the front of the house. The loading and unloading will be scheduled in short intervals maximum 30 minutes a day.

**SITE LOCATION PLAN
AREA 2 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 529014, 185401**



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-  PEDESTRIAN ACCESS
-  MAIN ROAD ACCESS
-  SITE BOUNDARY
-  SKIP
-  PARKING BAYS

Highway interventions

8. Parking bay suspensions and temporary traffic management orders

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

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

No parking bay suspension, TTO or TMO is required. Only skip parking permit will be required.

9. Scaled drawings of highway works

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. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. 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 accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

NOT APPLICABLE

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.



There will be no barriers to access the site is safe and secure by doors and gates to the yard. There will be lighting on skips.

10. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

NOT APPLICABLE

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist 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 ramping 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. Lighting and signage should be used on temporary structures/skips/ hoardings, etc.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

The site manager will ensure safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded and unloaded off-site. Skip when required will be placed on the street at the front of the house. The loading and unloading will be scheduled in short intervals maximum 30 minutes a day.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

NOT APPLICABLE

● SYMBOL IS FOR INTERNAL USE

Environment

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

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

Noisy activities will be restricted within 10.00 – 12.00 and 14.00 to 16.00. Any request to reduce the duration of noisy activities will be respected. Constructors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working practices will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated whenever practical.

Operatives involved in noisy operations will be provided with appropriate ear defenders and earplugs, and regular monitoring will ensure compliance.

Constructors will be encouraged to use equipment that is advanced in technology and equipped with vibration absorbing features.

Below are examples of maximum usage for tools in order to prevent injury and ill health and to control noise pollution to a minimum.

Tool	Hand Vibration m/s ²	Maximum usage time in minutes per working day
Breaker 2-stroker	10	30
Electric breaker	9	45
Circular saw	2.5	450
Hammer drill	10	35
Rotary drill	2.5	450
Grinder	5.5	120
Wall chaser	4	230

2. 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.

No noise survey was carried to date. If requested, prior to any works commencing we will produce a noise survey and provide copy to Camden council planning department.

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

Tool	Hand Vibration m/s²	Maximum usage time in minutes per working day
Breaker 2-stroker	10	30
Electric breaker	9	45
Circular saw	2.5	450
Hammer drill	10	35
Rotary drill	2.5	450
Grinder	5.5	120
Wall chaser	4	230

4. 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.

The site manager will establish communication, environmental site aspects and emergencies controls before and during works. The times of work will be adhered to rigorously, and the noise levels will be monitored at all times.

There will be no demolition works in this project.

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

The site project manager will ensure that all sub-contractors have been trained on BS 5228:2009

6. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

The main construction activities that are expected to generate dust are excavations and external works.

The materials disturbed by excavation are mainly crushed concrete, clay and gravel fill, and dust generated during their removal and transportation does not represent a hazard to either people or environment.

When activities on site generate any risk of dust, the contractor will employ dust suppression measures such as damping down and dust screens.

The site manager will ensure that all muck-away trucks are covered to prevent wind effect on the content.

The site manager will ensure that work areas are kept clean and tidy at all times to prevent migration of dust.

7. 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.

The main contractor will use a hose and pressure washer at the main entrance to prevent any dirt and dust leaving the site. A road sweeper will be used on daily basis to keep the road surface clean. The will be particularly monitored and enforced during excavating works.

8. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

The site manager will monitor noise level on regular basis and the level will be recorded in a site file. This will be done with use of a sound noise level meter.

The amount of time each noise producing equipment is working will be monitored via log in and out book, logged, signed by each operator and monitored by the site manager as per guidelines below.

All potential dust sources will be identified on daily basis and dust suppression measures will be employed accordingly, like damping down or dust screens. Site area will be kept clean to prevent dust migration and the proximity of the site will be monitored and swiped at the end of each day.

9. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage in line with the [GLA's Control of Dust](#) and Emissions Supplementary Planning Guidance

(SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

The Risk Assessment has not been done so far, and if required it will be complete before work commencement.

10. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 9 have been addressed by completing the [GLA mitigation measures checklist](#). Please attach this as an appendix.

Not available at this stage of planning application.

- 11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Not available at this stage of planning application.

12. 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).

At present there are no rats on premises, but the following preventive actions will be taken: the rat traps will be installed, there will be no eating or drinking on site other than dedicated area. This area will be cleaned at the end of each day and monitored by site manager. All drains will be capped and there will be no waste on site.

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

No asbestos survey was carried out on site, but visual inspection by the site manager didn't identify any asbestos on site.

14. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

The main smoking area will be away from the main entrance to the property to limit health risk to local residents. Site personnel will not be allowed to linger directly outside the site.

All personnel will be instructed as to appropriate behaviour, strict no fighting, no arguing, no shouting, no horseplay, no silly jokes, swearing or whistling will be enforced by the site manager.

Any personnel behaving in anti social manner will be removed from the site and barred from further employment on the site.

● 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: IZABELA HONEYMAN

Date: 16/10/2015

Print Name: IZABELA HONEYMAN

Position: PROPERTY OWNER

Please submit to: planningobligations@camden.gov.uk

End of form.