Construction Management Plan

Rev B

pro forma

Camden

Contents

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 as a living 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. 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.

(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.)

Contact

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

Address: 207 Goldhurst Terrace, South Hampstead, London, NW6 3ER

Planning ref:

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

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

Name: Marian Twenefoo

Address: Hamilton House, Mabledon Place, Bloomsbury, WC1H 9BB

Email: marian@ftarchitects.co.uk

Phone: 0207 935 0388

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: Alan Everett

Address: Knowles & Associates Ltd.

Tel: 01344 886 898

Email: Alan@knowles.uk.com

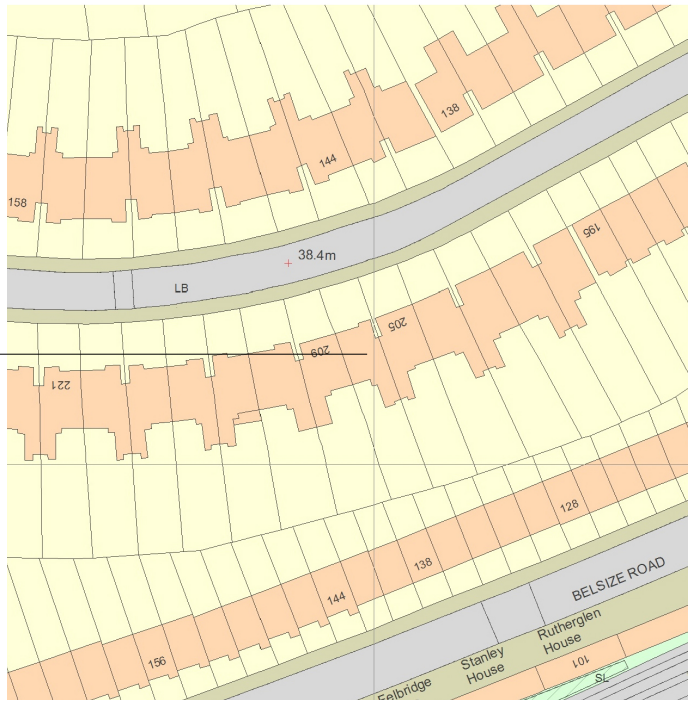
4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3.

As Above (Question 3)

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.

207 Goldhurst Terrace is a 3 storey mid terrace building. The property is currently a single-family dwelling. The development proposals include internal alterations and the excavation of the basement to provide contemporary, flexible living spaces.



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 streets, close proximity to residential dwellings).

Excavation of basement beneath existing house.

The property is amongst a row of terrace houses therefore, maximum effort will be made to cause minimal obstruction and noise on the street

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.).

The neighbouring occupiers

Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

- **Standard construction hours.**
- **The use of quieter alternative methods or mechanical plant, where reasonably practical.**
- **Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.**
- **Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;**
- **The use of site hoardings or portable acoustic enclosures/screens where practical.**
- **Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.**
- **All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.**
- **During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. Primus will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.**
- **Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.**
- **All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. A wheel-washing facility will be provided, as required, for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised. The wheel-washing facilities will be in the form of a hose down point located adjacent to the entrance. The excavation is being loaded directly from conveyors into a lorry. So the wheel washing requirement is minimised, any overspill will be washed off the Road surface.**
- **The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.**
- **Burning of materials on site will not be permitted in order to prevent smoke emissions.**

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).

The start date is anticipated to be upon receipt of approval

Approx. April 2016 - Soft strip and Mobilisation (licence not required): 3 weeks

Approx. May 2016 - Underpinning & basement excavation, external refurbishment and roof works: 17 weeks

Approx. Aug/Sept 2016 - On-going internal refurbishment: 18 weeks

Overall programme approx. 38 weeks

The contractor will liaise with any other construction companies within the immediate environs in order to coordinate traffic flow and hours of maximum impact.

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

Time of operations 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**

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.

The contractor will discuss installation dates with the utilities suppliers, agree trenching details with them and coordinate installation dates. Confirmation on the pathway of main power supplies still need investigation and confirmation on route. After this information has been received a full drawing will be issued as addendum to this CMP.

8. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. 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.

Neighbours will be consulted on an on going basis as part of the construction process in relation to the proposed works.

There were no comments made concerning the CMP during the consultation period.

9. 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. Please confirm how 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.

The contractor will provide neighbours with all project details and all contact numbers for personnel on site and at head office will be provided both to neighbours and posted on external hoarding. The contractors will also arrange weekly drop in sessions to inform residents of the progress of works and enquire about any comments/concerns.

The site project manager contact details are listed above and will be available for residents to obtain.

10. 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".

Knowles are members of the Considerate Constructors Scheme and members of ASUC, the Association of Structural Underpinning Contractors.

Membership number 00615 of Considerate Constructors and 1029/F of the ASUC

11. 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 appointed contractor will review the area in conjunction with our traffic management plan.

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 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 is available here [TBC]. Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

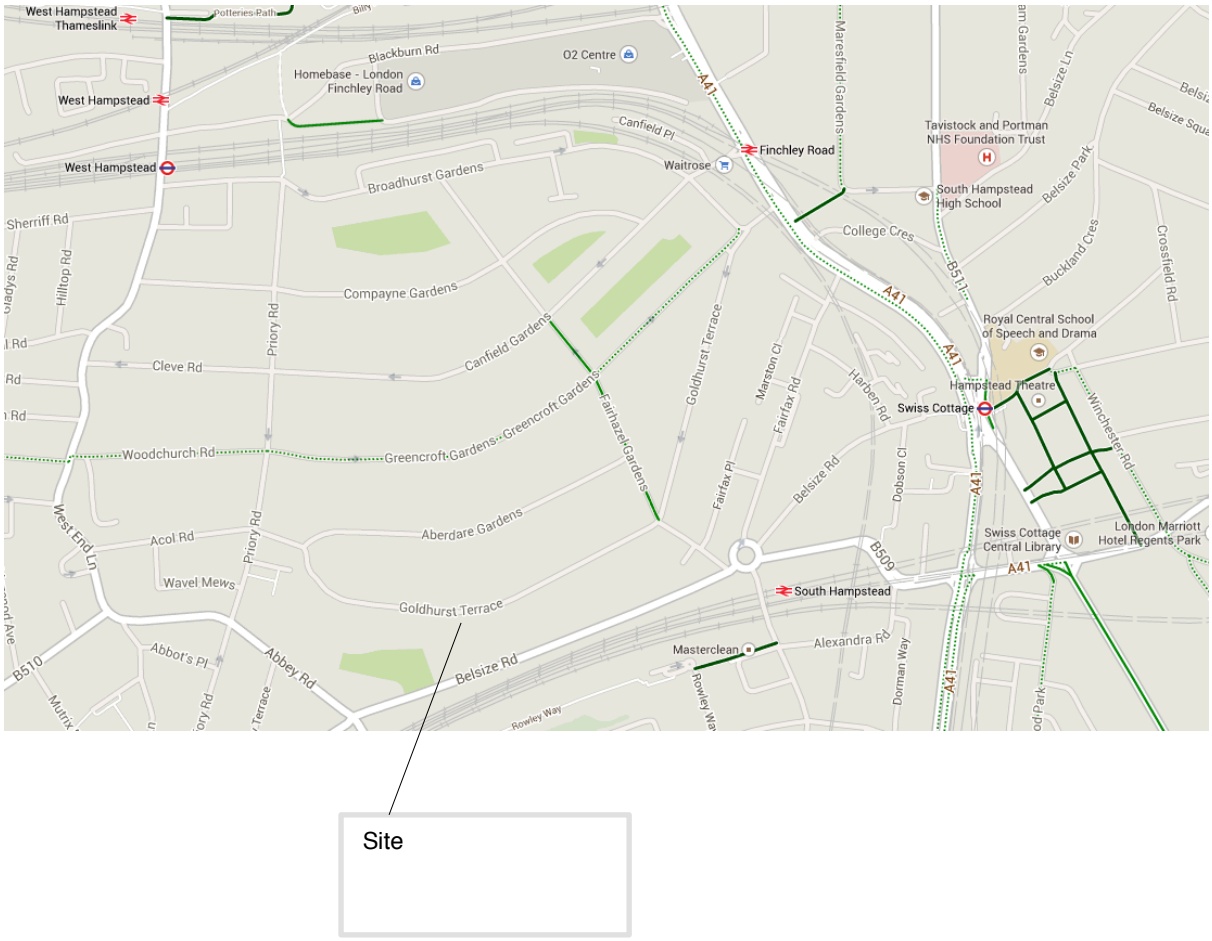
Name of Principle contractor: **n/a to be confirmed post tender**

1. Traffic routing: should be carefully considered and risk assessed, taking into account the need to avoid were possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) may consider installing Trixi mirrors at junctions.

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

This should then be communicated to all contractors and sub-contractors servicing the site and not deviated from unless unavoidable.

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).



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.

The contractor will endeavour to use the same haulage company throughout the programme, so the drivers become familiar with their methodology and Foremen. They should abide by this Construction Traffic Management Program; stacking will be avoided by maintaining a minimum 15-minute call-up. No workmen will be allowed to park in the vicinity, and are expected to use public transport. Visitors are also encouraged to use public transport.

The contractor's Foremen will post a Banksman at the beginning of the street to welcome the vehicle and warn traffic following on of any possible delay, with a request that the delivery vehicle goes 'round the block' again should any emergency vehicle or neighbour need to get past in a hurry.

There will be no contractors vehicles parked on Goldhurst Terrace. Those requiring all day parking will use the St John wood master park, which is a 20 minute walk from the site. Those parking for a short stay can pay in the CAR zone on the adjacent road, Fairhazel street.

2. Control of site traffic, particularly at peak hours: Traffic servicing the site should be controlled using a delivery booking system to manage site traffic. 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.

- **We estimate approx. 4/5 Grab Lorries a week over the basement construction phase for say 12 weeks.**
- **We will liaise and ensure that deliveries and spoil removal will not happen on the domestic waste collection times and local businesses are not affected by the on-going construction works.**
- **We estimate approx. 50 Heavy Lorries over the duration of the basement works. (Grab-lorries and deliveries) over the 5/6 month period.**
- **As part of our contractor awareness on our projects we always submit our condensed traffic plan/leaflet to our suppliers to ensure that our suppliers closely follow our submitted CTMP.**

Please see Scheduling Strategy table below, on the basis of the following:

Major Phases of the Project

Phase 1 - Site Set Up

Phase 2 – Sub Structure Works

Construction Vehicle Types

1. **Car or small box/panel van, approximately 4m x 2m (3.5 tonnes unladen weight);**
2. **Grab/muck away lorry, approximately 8m x 2.25m (16 tonnes unladen weight);**
3. **Concrete lorry, approximately 8.25m x 2.4m (20 tonnes unladen weight);**
4. **Delivery flat-bed lorry, approximately 7m x 2.25m (7.5 tonnes unladen weight).**

Please note:

- **Contractor will have no permanent vehicles on site associated with the work;**
- **Visitor vehicles will park in the pay parking bays nearby. The nearest pay parking bays are on fairhazel street.**

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

We will liaise with any other construction companies within the immediate environs in order to coordinate traffic flow and hours of maximum impact. It is clear that there are other construction sites nearby, though no knowledge is yet available as to the extent of these works, nor duration. Upon commencement of works we will instruct our Project Manager to liaise with their equivalent officer at nearby sites to avoid overloading the locale.

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

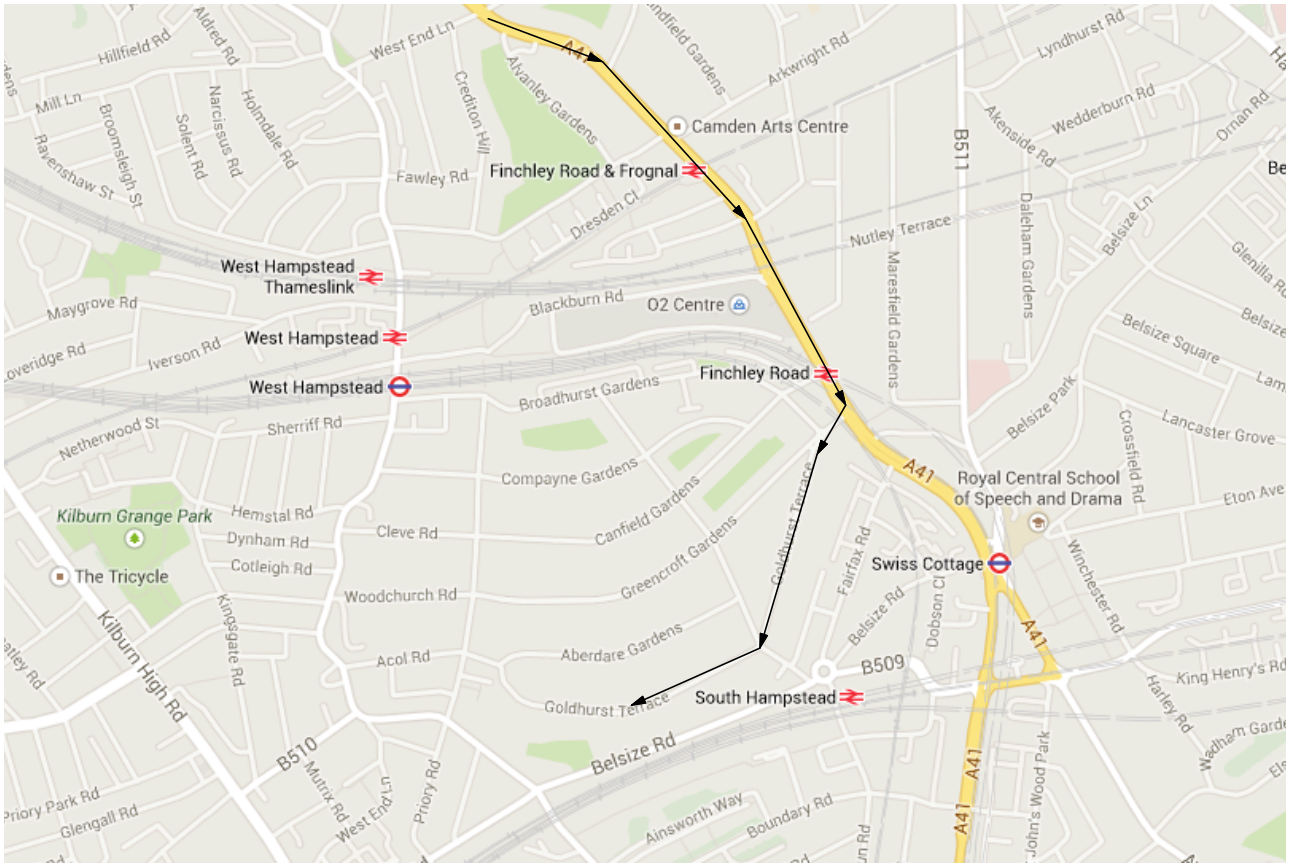
- **All deliveries shall be pre booked and allocated set arrival times.**
- **Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.**
- **Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available.**
- **If the loading area is unavailable construction vehicles shall not proceed to the site.**
- **Vehicles shall not wait or stack on any road within the Royal Borough.**
- **The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.**
- **Contractors' vehicles shall not park in any suspended parking bays or on suspended waiting and loading restrictions.**
- **The engines of contractors' vehicles shall not be kept idling.**

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.

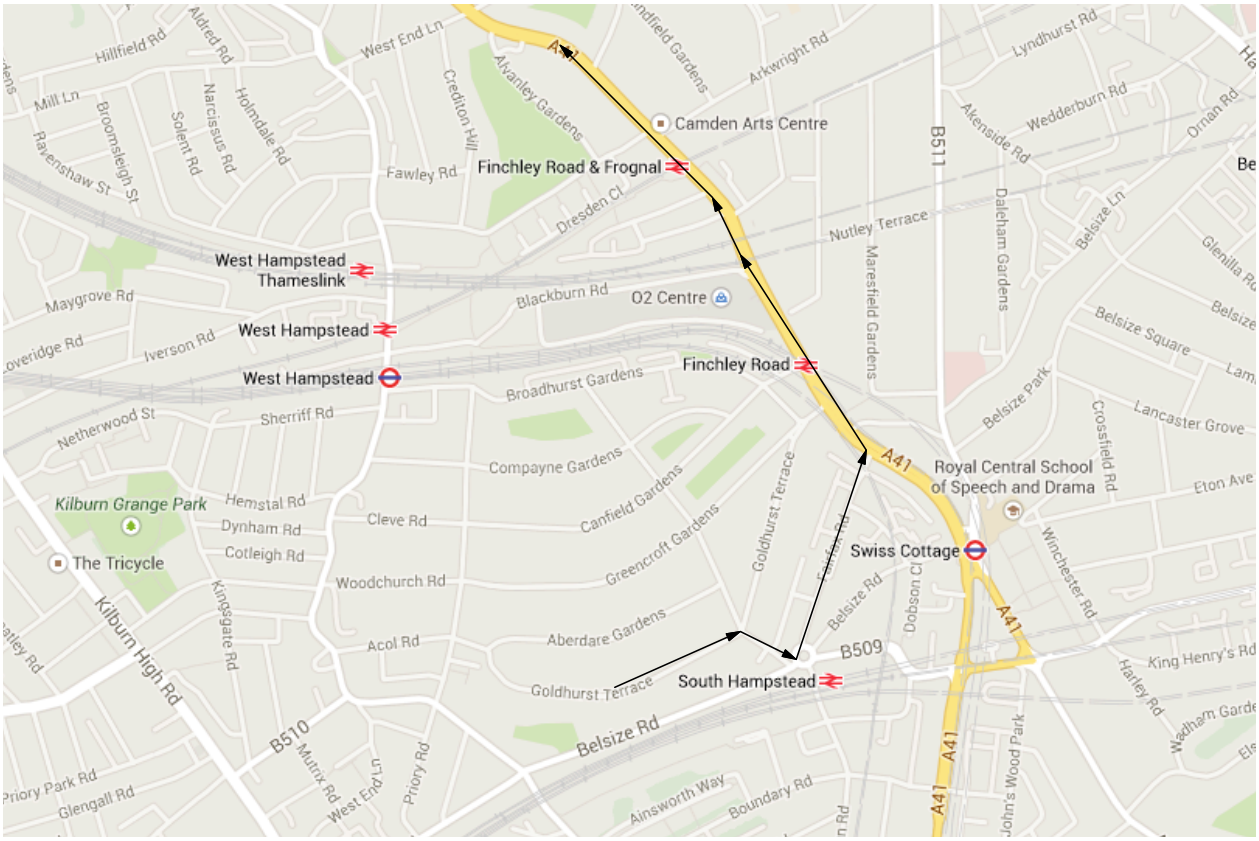
- **The need to store any plant or materials on any area of the highway outside the proposed site is not anticipated**.

3. Site access and egress: 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



Vehicles arriving (see map above) from Finchley road (A41) will follow it and turn right at Goldhurst Terrace, and continue to the site



Due to the one way system, vehicles leaving the site will drive straight to the end of the road and bear right on to fairhazel gardens and continue to the roundabout where they will take the first exit on to Fairfax road. Which will lead on to the A41 Finchley road. Turn left and continue the A41 out of town.

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

The suspended parking bay outside of the house will be used for the unloading of HGVs. Hoses will not be used and deliveries will be supervised by banksmen to manage traffic and ensure pedestrian safety during transition.

- **Two banksmen will be in attendance as for grab / delivery operations;**
- **Road protection will be used and the delivery time kept to a minimum;**
- **Residents in this section of Goldhurst terrace will be notified in advance and asked to let the contractor know if the proposed concreting time will cause problems. The contractor will coordinate in advance with residents to minimise disruption;**
- **Road will be cleaned after each delivery, as required.**

Safe pedestrian passage across the front of the site will be maintained at all times and monitored at all times.

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).

n/a

d. Provision of wheel washing facilities should be considered if necessary.

There is no room for a dedicated wheel wash facility. However, there will be a dedicated banks man who be in charge of making sure that any mud that accidently falls onto the private road will be cleared up and the tarmac hosed down to ensure no dirt is tracked by any vehicles leaving the site.

4. Vehicle loading and unloading: vehicles should be loaded and unloaded on-site as far as is practicable. 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 refer to Q4 under the Highways section if any parking bay suspensions will be required.

- No vehicles will enter or leave the site.


SCALE 1:200
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N
GOLDHURST TERRACE
Pedestrian thoughfare
Enough space road space for passing traffic
3000mm
3000mm
Temporary loading/unloading bay
Lights for the safety of pedestrians and vehicles
12 yard hoarded skip
Gantry with covers over pavement at height of over 2.4m
Company details on front of hoarding, including office and site foreman contact details
1215mm

Camden

5. Where one is assigned, please submit your principal contractor's proposed method for checking vehicle and driver compliance.

The principal contractor will check vehicle and driver compliance through standard procedures.

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

All delivery and waste material drivers will be in constant contact with the Foreman of the site and to his Lantra qualified Banksman. Particular attention is paid to ensure pedestrians are protected with stewards in high viz, ensuring safe passage where deliveries are underway.

The contractor will allow a minimum of 15 minutes between a vehicle's departure and another's arrival to reduce the impact of associated traffic.

7. Please sign-up to join the CLOCS community to receive up to date information on the standard by expressing an interest online: www.clocs.org.uk/clocs-community/.

We confirm that we have downloaded the CLOCS standard to review the document

8. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard [link].

The contractor has reviewed and confirm that all of the aforementioned conditions will be met prior to start on site or will be ongoing throughout the project.

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

Highways

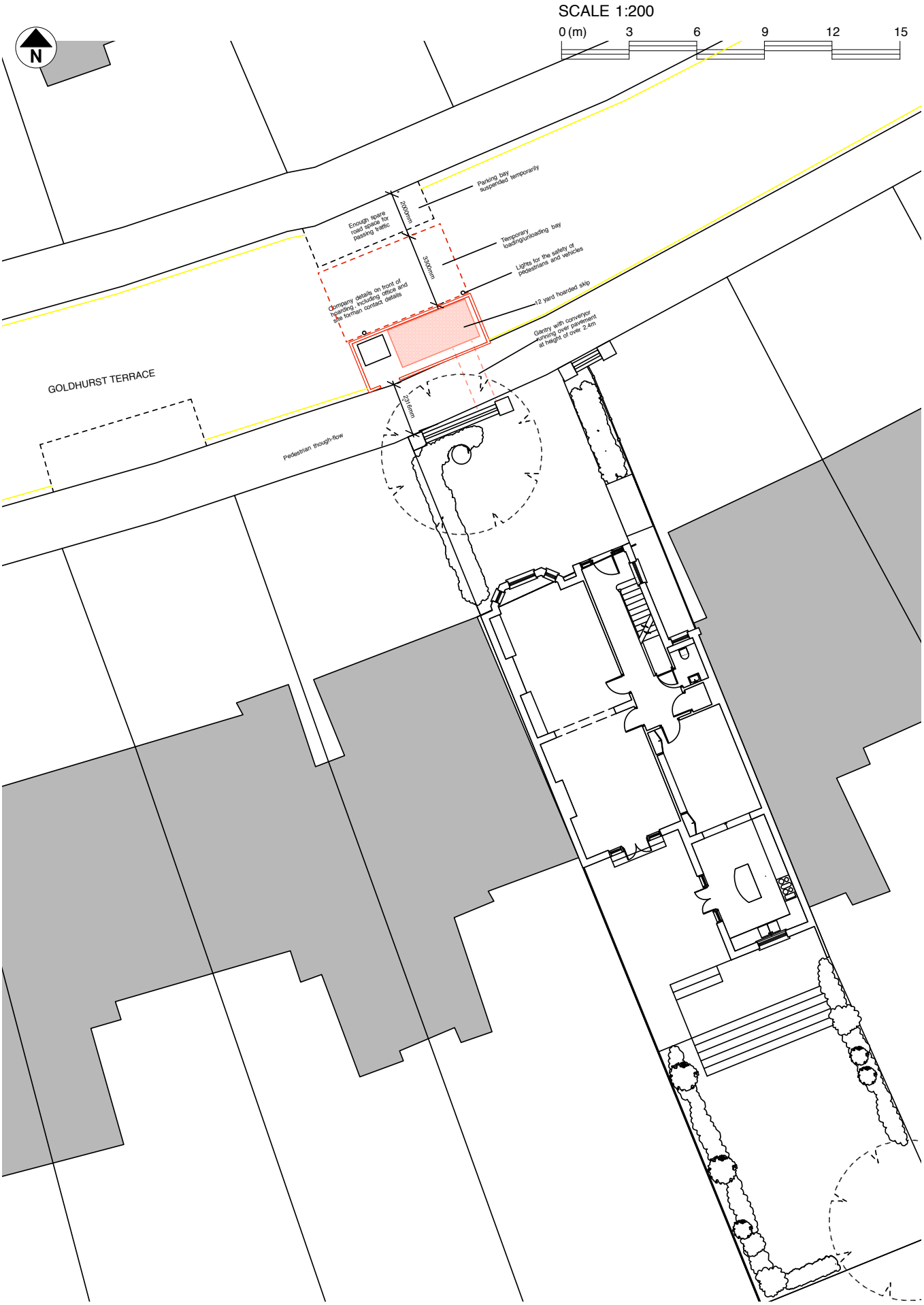
1. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

A gantry with conveyor will run over the pavement at a height of over 2.4m from the property into the skip. This gantry and the hoarding will be lit appropriately for footpath users and road vehicles alike.

2. Please provide details of hoarding requirements or any other occupation of the public highway.

It is not intended to occupy the highway. Please see plan below showing proposed hoarding and skip placement.

3. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.


SCALE 1:200
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N
GOLDHURST TERRACE
Pedestrian though-flow
Enough spare road space for passing traffic
2200mm
3300mm
2216mm
Parking bay suspended temporarily
Temporary loading/unloading bay
Lights for the safety of pedestrians and vehicles
12 yard hoarded skip
Gantry with conveyor running over pavement at height of over 2.4m
Company details on front of hoarding, including office and site forman contact details

Camden

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

The contractor will apply for a temporary structure licence to facilitate the hoarding to allow the lorry to remove the spoil waste from the hoarded skip without causing any problems for passing pedestrians. Qualified Banksmen will supervise load and unloading. The parking bays opposite the site on both sides of the road will need to be temporarily suspended.

5. 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).

There will be no need to divert traffic around the site. Suspending the parking bays will allow enough space for cars to pass.

6. If pedestrians and/or cyclists are diverted, Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements. Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Disturbance to pedestrian movement is anticipated; personnel in high-viz will be provided to supervise loading and unloading at all times during the works.

Any cables will be covered and protected and the hoarding and gantry will have temporary structure licence in place, with suitable lighting and signage.

The need to divert traffic through this project is not anticipated, however, trained Banksmen will be on hand at times of spoil removal and deliveries.

Any waste material will be swept free from the footpath if any debris is left behind.

Environment

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

1. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

Any noisy operations outside the standard hours cannot be undertaken without prior written approval of the Local Authority. The permitted times of working may be reduced in the case of noisy schedules.

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.

The main contractor shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the Construction/Demolition Management Plan.

3. Please provide predictions for noise and vibration levels throughout the proposed works.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'. When dealing with tall buildings, 3D modelling should be used to predict noise levels and Part 2 vibration (in the case of basement/underground works).

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.

Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.

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

The contractor will ensure that the demolition sub-contractor meets all statutory requirements, and is fully competent to carry out these types of work. The correct training will be in place to cover all aspects expected of this standard.

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

Referring to visible dust, it is imperative to prevent statutory nuisance arising from the demolition, construction works or dusty activities. Therefore a philosophy of the prevention of dust formation in the first place shall be adopted. Dealing with dust should be in the following fashion:

- Prevention
- Suppression
- Containment

These three principles are well established and are central to the control strategies to control dust. They follow a hierarchy to control the emissions.

The C/DMP shall identify all the dusty operations and establish the best available techniques are required to control dust emissions. The identified dusty operations shall be recorded in the Fugitive dust emissions should be prevented whenever practicable. When this is not practicable emissions should be controlled at source. Examples include correct storage of raw materials, organising the process in such a way that spillage is avoided, and maintaining high standards of internal and external housekeeping.

Consideration should be given to the siting of aggregate stockpiles, based upon such factor as the prevailing winds, proximity of site boundary and proximity of neighbours. Minimisation of drop height is very important in stockpiling to reduce wind whipping of particulates. When designing storage bays, internal walls separating storage bays should be at least ½ metre lower than external walls of the bays.

Areas where there is vehicular movement should have a consolidated surface which should be kept in good repair.

The main principles for preventing dust emissions are containment of dusty processes and suppression of dust using water or proprietary suppressants. Suppression techniques need to be properly designed, used and maintained, in order to be effective. For example, where water is used for dust suppression, processes require an adequate supply of water and all water suppression systems need adequate frost protection.

Where there is evidence of airborne dust from the building construction/demolition activities the site, the contractor should make their own inspection and assessment, and where necessary undertake ambient monitoring with the aim of identifying those process operations giving rise to the dust. Once the source of the emission is known, corrective action should be taken without delay.

Effective preventative maintenance should be employed on all aspects of the construction/demolition works including all plant, vehicles, buildings and the equipment concerned with the control of emissions to air.

Important management techniques for effective control of emissions include; proper management, supervision and training for process operations; proper use of equipment; effective preventative maintenance on all plant and equipment concerned with the control of emissions to the air; and it is good practice to ensure that spares and consumables are available at short notice in order to rectify breakdowns rapidly. This is important with respect to arrestment plant and other necessary environmental controls. It is useful to have an audited list of essential items.

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 contractor will have a hose and pressure washer at the main entrance to prevent any dirt/dust leaving the site. We will employ a road sweeper on a day-to-day basis, as required to maintain a clean road surface. The main time where the roads will need to be cleaned within the project will be when ground works commence i.e. removal of soil /clay etc. We will monitor this carefully.

8. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling have previously been agreed with London Borough of Camden in writing.

9. Please confirm that a Risk Assessment has been undertaken 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.

An Air Quality Assessment has been undertaken and has focussed on the impact of construction dust and emissions. This assessment has been prepared taking into account all relevant local and national guidance and regulations.

The risk levels of Dust Soiling and PM_{10} effects have both been assessed and identified.

10. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

All relevant mitigation measures from the SPG will be delivered onsite.

11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors 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.

This is not a high risk site.

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 copies of receipts (if work undertaken).

Regardless whether the site has been previously developed the contractors shall take the necessary measures to ensure proper control of rodents.

28 days prior any building works are being carried out the contractors shall submit a method statement on how the destruction/dispersion of rodents will be controlled during demolition works.

The method statement shall demonstrate if / how the presence of rats and mice has been ascertained and how they will be destroyed if they have been/are found on site.

At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal). And we require method statement/s on how existing/new drainage will be sealed during the construction process.

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

There is no asbestos contamination on this 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 contractor will provide a smoking area away from the main gate to ensure limited health risks to local residents. Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.

Within the contractor's Health and safety plan we state 'No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc.'

We will work on a red card system, therefore any personal found to be acting within a manner we deem unacceptable, will be removed from site and consequently barred from working on any of the contractors site within the UK.

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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: *Marian Twenefoo* **Date:** ……..

Print Name: Marian Twenefoo **Position:** ……

Please submit to: planningobligations@cemden.gov.uk

End of form.

Camden