

Construction Management Plan

**23 Rochester Road, London,
NW1 9JJ**

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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

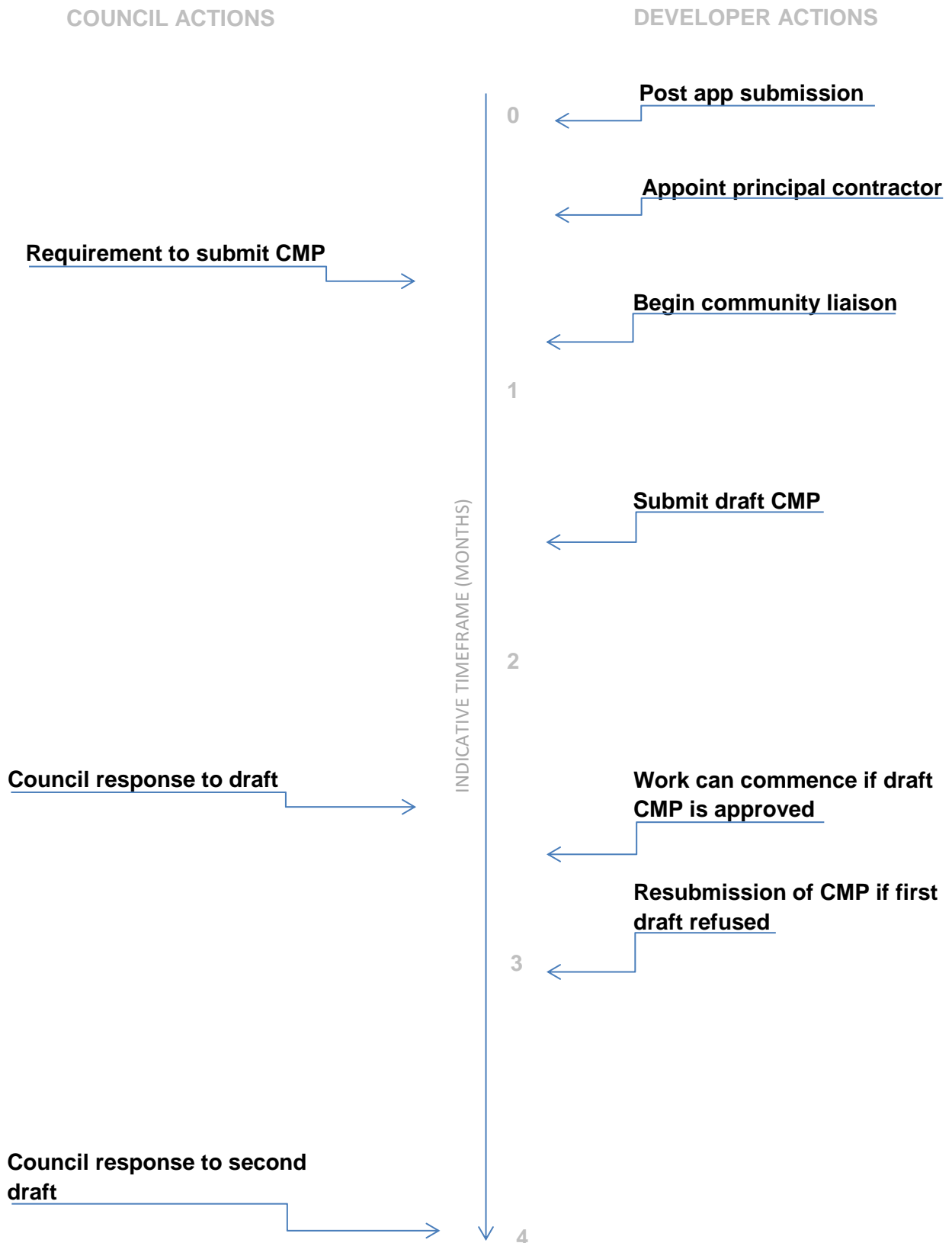
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

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: 23 Rochester Road, London, NW1 9JJ

Planning ref: 2014/4559/P

Type of CMP - Section 106 planning obligation

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

Name: Stephen Merritt

Address: SAB Projects, Summer Lodge, Edwin Road, West Horsley, Surrey, KT24 6LN

Email: Stephen@sabprojects.co.uk

Phone: 07894 529813

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: Stephen Merritt

Address: as above

Email: Stephen@sabprojects.co.uk

Phone: 07894 529813

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: Stephen Merritt

Address: as above

Email: Stephen@sabprojects.co.uk

Phone: 07894 529813

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: Stephen Merritt

Address: as above

Email: Stephen@sabprojects.co.uk

Phone: 07894 529813

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: Stephen Merritt

Address: SAB Projects, Summer Lodge, Edwin Road, West Horsley, Surrey, KT24 6LN

Email: Stephen@sabprojects.co.uk

Phone: 07894 529813

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.

See attached site location plan. Property is located on Rochester Road, approximately halfway between Kentish Town Road and Camden Road. CMP applies to works in connection with planning application 2014/4559/P

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).

Proposed works involve excavation of basement beneath the footprint of the existing building, and part of the rear garden, and erection of single storey rear extension to create additional floorspace in connection with the existing lower ground floor flat (Class C3). Creation of front and rear lightwells, and associated external alterations.

Main issues are access to property for installation of steel beams and removal of excavated material. Property is a semi-detached building with occupied units adjoining and above.

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.).

Upper flats at 23 Rochester Road

22 Rochester Road

24 Rochester Road

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.

See attached

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).

A start date in April is anticipated. It is envisaged that the construction programme would be as follows:

Site set up – 1 weeks
Enabling and strip out – 2 weeks
Underpinning – 24 weeks
Excavation – 4 weeks
Temporary support works – 4 weeks
Basement slabs – 4 weeks
Roof slab to rear basement – 2 weeks
Waterproofing – 2 weeks
Total 36 weeks (allowing for overlap of some of above works)

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

We will work within the standard working hours for construction sites in Camden.

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.

No requirements anticipated but this is subject to confirmation by the M & E engineer (to be appointed shortly)

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements 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**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

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.

Since the original planning application in 2014, the property owner has been in discussions with local residents and neighbours and a liaison group has been agreed with monthly meetings when the projects starts. An initial meeting took place in June 2015. About 2-3 weeks before commencement of works, a letter will be sent to local residents with contact details.

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.

Contact details for the construction team will be provided to all those potentially affected by the works and will also be attached to a noticeboard on the site hoarding. This will provide:

- a) Name of the main contractor, address and person to whom correspondence should be addressed.
- b) Name of the site manager.
- c) Month and year of completion of works.
- d) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

We strive to work with the local community and will provide monthly newsletters (a copy of which will be fixed to the site noticeboard with contact details provided and emailed to those who provide an email address). The main contractor is registered with the Considerate Constructors Scheme. Noise and licensing enforcement team will also be notified of contact numbers.

Any complaints are recorded in a Complaints Register held on site. Works are stopped where until the complaint/incident is resolved.

See previous comments about Community Liaison Group which will meet every 2 months.

We will keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing to those impacted.

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](#)".

We will register the project with Considerate Constructors Scheme and incentivise the site team to obtain high scores.

We will follow the guidelines set out within the "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.

There are no other construction sites in the vicinity of 23 Rochester Road, which would impact on this project. We will continue to monitor any new projects starting and will liaise with any contractors to agree a method for mitigating cumulative impact from vehicle movements e.g. staggering of deliveries.

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:

SAB Projects

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).

We will use the templates and suggested methods on the CLOCS website.

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:

Confirmed by Stephen Merritt, Director, SAB Projects

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 \(TLRN\)](#).

See attached

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.

A copy of the proposed routing for vehicles will be provided to all contractors and delivery companies. All will be required to call the site manager 15 minutes before arrival to ensure banksmen are deployed to assist with management of traffic and to ensure no other delivery vehicles are on site.

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.

Vehicle type/no of visits per day/Dimensions

- 1 concrete lorry/day maximum 9.0m x 2.5m – 30-45 minute dwell time
- 1 spoil wagons/day maximum 9.1m x 2.6m -20-30 minute dwell time
- 1 material delivery/day maximum 7.5m x 2.45m – 20 minute dwell time

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

At present there are no other sites potentially impacted by this development. We will continue to monitor this and liaise with other contractors if other projects commence to ensure cumulative impact is properly managed.

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.

Only one vehicle will be on site at any one time so this is not anticipated to be an issue for this development.

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.

N/A

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).

Deliveries will be dealt with by one supplier to ease traffic impact. Grab lorries are proposed for removal of spoil – this allows the equivalent of 2-3 times the amount of spoil to be removed compared to a skip exchange method resulting in lower vehicle movements.

Construction vehicle movements will be scheduled to avoid morning and afternoon/evening peak periods and vehicle movements will be organised for between 0930 and 1500 hours on Monday to Friday and between 0800 and 1300 hours on Saturday (although currently we do not plan to work on Saturdays).

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

See attached proposed routing for vehicles to and from the site

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

By trained traffic marshalls with appropriate warning signs for pedestrians and road users.

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).

There are no tight manoeuvres anticipated on approaching and leaving the property.

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.

No wheel washing facilities are required as vehicles will not go into the site where dirt/mud can get on the wheels.

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.

See attached plan. All delivery vehicles including grab lorries will park by the kerb outside the property and empty the skip. Materials will be off/on loaded and the vehicles will leave the property. During arrival and departure, trained traffic marshalls will be on hand to assist and ensure safe passage for pedestrians, cyclists and motor traffic. From our observations, traffic volumes are light during the day.

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](#).

None will be required as all deliveries/collections will only have a dwell time of 20 minutes. This ensures that residents bays are not impacted outside of working hours.

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).

None will be required.

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

A hoarding will be erected to the frontage of 23 Rochester Road with safety signage and lighting. Pedestrians will not be impacted by this development. Banksmen will be on hand for when construction vehicles arrive and depart from the property.

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).

None will be required.

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/skids/ 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.

All construction activity will be within the site boundary. Main access gate to the working area will open inwards to ensure that pedestrians and cyclists are not impacted by the works. Trained traffic marshalls will be on hand during arrival and departure of construction vehicles.

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.

Hoarding will be to edge of property boundary with street to ensure no unauthorised access to the working area.

● 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.

For the basement dig, traditional underpinning methods will be used. A compressor will be used to power air tools to excavate individual pins. Concrete will be batched on site except for the new floor slabs, which will be provide by shute/pump. All plant and machinery used will be modern and well maintained to help with management of noise. Where possible, sound protection will be used and noisy works will not commence until after 9am.

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.

A noise assessment has been carried out and a copy of the report is attached.

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

Please see attached Noise assessment.

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.

Hoarding to the frontage of the property will assist with reducing sound leakage from the site. No noisy operations will occur outside of approved working hours.

See SAB Projects noise, dust and vibration mitigation policy. This highlights various things including that:

- 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.
- 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'

Noise readings will be checked by the site manager and upon discovery of any excesses, the site manager is authorised to immediately rectify. He will then review how this can be avoided in future.

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

Once the site team has been appointed, which will be dependent on timing of start, we will provide evidence of this training, which has been provided via toolbox talks on other project sites and topics include control of noise and dust. Please confirm this is sufficient.

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

The following highlighted measures will be considered as appropriate to mitigate the impact of dust due to the construction activities:

- Solid barriers could be erected around the site particularly to the neighbouring buildings and boundaries;
- There will no on-site bonfires;
- Site set-up to be planned to ensure where possible dust creating activities are located away from the sensitive areas;
- Demolition activities will use water as a dust suppressant;
- Adjacent road surfaces will be frequently swept to keep in clean;
- All loads entering and leaving the site will be covered where appropriate;
- All non-road mobile machinery will utilise ultra-low sulphur tax exempt diesel, where available;
- All road vehicles will be requested to comply with set emission standards;
- Cutting equipment will use water as suppressant or have a local exhaust ventilation system;
- Skips will be securely covered;
- A method statement will be developed as part of this Construction Management Plan prior to the works commencing to minimise gaseous and particulate emissions generated during construction.
- ***Please also see our noise, dust and vibration mitigation policy.***

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.

Vehicles will not enter the site where it is possible for muck to be transferred to the wheels of the vehicles. All loads on delivery vehicles will be covered upon leaving the property.

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

Real-time alarms, audio recordings and vibration monitoring devices will be used for monitoring of noise and vibration levels. Dust will be monitored by the site manager. This will enable any breaches of pre-set trigger levels to trace and identify the source and precise time of the noise/vibration and quick remedial action taken when and where necessary. In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential and using a suggested trigger criteria of 2mms^{-1} for commercial).

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.

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.

This was undertaken at planning application stage. The Risk Assessment demonstrates the risk level is Low.

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.

Confirmed, please see attached appendix.

- 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 required

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 the beginning of February, the site was investigated for evidence of rodents. No evidence was discovered. If any evidence is discovered then the appropriate pest controls will be employed to prevent them from spreading out from the site.

A welfare area will be provided and no food will be allowed to be consumed outside of this area with all rubbish being collected and disposed of on a regular basis to prevent the attraction of rodents.

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

A demolition/refurbishment asbestos survey has been undertaken and a copy of the report is attached. No asbestos was found during the survey inside the property.

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.

Our site team understand these issues and sign up to a code of conduct which deals with these issues. Breaks are taken in the welfare area and the site is a no smoking zone. Radios and shouting on site is not allowed.

A complaints register will be held in the site office containing where possible complainant's details, date and time of complaint's made, causes of complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, reasons for any unresolved complaint.

An incident logbook shall be held on site and all incidents shall be recorded stating date time and worker/s involved and action taken. (e.g. equipment operations started at 07:30 hours by and the action taken measures incorporated to prevent recurrence of similar event)

 SYMBOL IS FOR INTERNAL USE