**Construction &**

**Demolition Management Plan**

**pro forma** v2.0

Submission dated 7.4.16

Rev 1 – 12.4.16

Rev 2 – 27.4.16

Rev 3 – 5.5.16

Rev 4 – 19.5.16

**Contents**

**Internal review sheet 3**

**Introduction 4**

**Timeframe 5**

**Contact 6**

**Site 8**

**Community liaison 11**

**Transport 14**

**Environment 24**

**Agreement 28**

**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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.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 | *(attach appendix if necessary)* |
| 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](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Cyclist Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318) **(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 CMPdoes 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**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)”

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**

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Post app submission**

**0ommunity liaison**

**Appoint principal contractor**

**Requirement to submit CMP**

**Begin community liaison**

**Work can commence if draft CMP is approved**

**Council response to second draft**

**Resubmission of CMP if first draft refused**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

**Submit draft CMP**

**Contact**

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

Address: **259-263 Kentish Town Road, London NW5 2JT**

Planning ref: **2015/1286/P**

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

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

Name: Liz King (project manager)

Address: DDC Ltd, 77 Elmers End Road, London, SE20 7UU

Email: [lking@ddclimited.com](mailto:lking@ddclimited.com)

Phone: 020 8778 6111

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: Matt Hamshere

Address: As Q2 above

Email: [mhamshere@ddclimited.com](mailto:mhamshere@ddclimited.com)

Phone: 07932 717423

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: As per Q2 & Q3 (in our discussions with the neighbours, we have advised that Matt Hamshere will be the main point of contact but they can also contact Liz King at our offices.

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)**](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en), please provide contact details of the responsible Camden officer.

Name: As per Q2 to Q4

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: As per Q2

Address:

Email:

Phone:

**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.

Site location plan is attached.

It is proposed to retain the front façade of the existing building and demolish the rest of the structure. (Temporary works / façade retention / scaffold design is being drawn up currently).

The scheme includes the rebuild of external envelope, to create new commercial unit at ground floor / existing basement, and creation of 5 self-contained residential units (3 x 1 bed flat and 2 x 2 bed flat) spread over 5 storeys, basement to third floor.

A site meeting took place with Highways officer (Bill Talbot) on Thurs 24th March. With reference to the temp works & scaffold design, he has agreed the location of the proposed gantry, hoarding, site welfare etc and measures required to minimise disruption to the neighbouring occupants / road users.

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).

Description as per item 1 above.

With regards size: Commercial – Grd & basement =205m2 and Flat 1 = 56m2, Flat 2 = 50m2, Flat 3 = 71m2, Flat 4 = 71m2, Flat 5 = 57m2.

New construction will be steel & masonry, timber roof, clad with stainless steel cladding.

The site is situated on a busy high street, with a pedestrian crossing directly outside the site.

We do not anticipate any major issues or challenges outside of the norm. Priority will be given to maintaining good and safe access for pedestrians using the nearby crossing and to Crown Place which serves the residential block at the rear. Every effort will be made to ensure this, and that good communication / relationship with those in the surrounding dwellings are a high priority.

In answer to your query raised re demo - We had not anticipated the need for a separate DMP as this plan deals with both the demo & the new construction, and there is information attached in the ‘supporting info’ pack from the demolition contractor relating to that phase of work. If after review of this revision you still believe a separate DMP is required then we will of course comply, but we would hope that this CMP deals with all the relevant matters.

You ask in the response what we see as the main issues and challenges. These are as follows:

**Crown Place will be obstructed during deliveries / clearances** and this is the principal concern of the residents at the rear. We have met with them and agreed strategies for managing this (see copied text below from the email sent to Camden on 21st April

We had a very fruitful meeting this morning with the residents to the rear of the property, agreeing ways to mitigate / minimise the impact of the works on them. Their major concern, which we can fully appreciate, relates to the current heavy use by various parties of Crown Place, often meaning they cannot get in or out of their property without a delay, and how the addition of the planned build process will add to this. We have assured them of our willingness to move our construction related vehicles whenever necessary and discussed various strategies to avoid delays, such as them giving the site manager prior warning to give clear access etc.

(cont on p 10)

Q2 - cont

I believe they have contacted the council previously about permission to have a drop down bollard of some sort, allowing access only for emergency / council vehicles, the residents themselves and Salter Rex who have a parking bay to the rear of their property. Whilst this is obviously a matter for them to discuss with yourselves, I do wonder whether we should consider something of this nature during the build process as it sounds like the combination of our works plus the current heavy use by others is going to prove extremely frustrating for all parties. There is only so much we can do and if our delivery vehicles or demo waste guys are then blocked in by others, it becomes very hard to move as quickly as they would like. This is especially of concern to them in a potential emergency situation.

**Management of the noise arising from works** – we know from initial conversation with local residents that one chap at the rear of the site works from home and is particularly sensitive about noise, already having altercations with neighbours over the noise arising from minor works. He was not available at the meeting we had with the other residents in that block but we will make every effort to maintain good communication with him (have sent written communication previously) and to work within set guidelines etc.

These are the two main issues we see that may give rise to complaints and we will continue to work hard to mitigate the likelihood of this.

The other main challenge with this project is the retention of the front façade whilst the main building is demolished and rebuilt. This façade retention has been fully designed by structural engineers and the scaffold design is also taking this façade retention work into account. If the council wish to see copies of all temporary design matters please advise and we will send this over.

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.).

Most affected will be the Mind Charity Shop & residential unit above, at 257 KTR (which is owned by the same client as 259 – 263) and the residential apartment building at the rear of the site (accessed via Crown Place). There is also a rear alleyway running behind 263 to 249, to which safe access will need to be maintained.

Being a busy high street, there are many other businesses nearby / opposite and a surveyors/estate agents business just across Crown Place.

Every effort will be made to maintain good communication and good practice as laid out in this document, in order to ensure that issues / complaints are at best non- existent or at least minimal and dealt with promptly and professionally.

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 the following drawings. Appended to this document.

* 1502-0100-AL-001 – site plan
* DDC-SK-001 – proposed location of scaffold / hoarding / site access
* DDC-SK-002 – details of local highway layout / restrictions
* DDC-SK-003 – traffic plan

As previously stated, we have now met with the highways representative and run through our proposals with him.

Swept Path Analysis drawings will follow within the next few days, but prior to site commencement

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 draft programme has been prepared and a copy is appended to this document.

This is to be revised once we have C/DMP sign off, to reflect correct start date. A copy will be sent to Camden once this is done.

The start date is dependent on design & sign off on the steelwork and temp works / façade retention design but at present we can advise that planned commencement (also subject to meeting with highways / sign off of demolition notice which was submitted 11.216) is Tuesday 3rd May 2016, with a duration of 56 weeks.

The demolition work will be carried out after the initial steel box frame is installed and the front façade retention works are completed. Demo will therefore start 5 weeks into the programme and take approx 6 weeks

Anticipated completion is June 2017

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

Our general site hours are 8.00am to between 4.30 & 6.00pm latest on Mon to Fri & 8.00am to 1.00pm on Saturday. No works will take place on Sundays or bank holidays

This is in line with Camden’s minimum requirements ([www.camden.gov.uk/ccm/cms-service/stream/asset/;jsessionid=ABE4CDF196C0A81C10F777FA97AF489A?asset\_id=3344378](http://www.camden.gov.uk/ccm/cms-service/stream/asset/;jsessionid=ABE4CDF196C0A81C10F777FA97AF489A?asset_id=3344378) )

You state that condition 2 is recommended. We are not anticipating works outside of the regulation hours set by Camden (other than the front scaffold gantry which Highways have requested be done on a Saturday / Sunday. This was requested following a meeting on site but we have not been advised of this in writing by Camden highways. Interestingly, the residents’ comments indicate that they feel the area is busier at the weekend and the disruption from weekend working will be greater. Can the council please confirm in writing if they are insisting the the initial basing out of the front gantry can only be done at the weekend).

IF restricted noisy work times need to be applied in response to complaints, then this will be dealt with at the appropriate time and in the appropriate manner, following due consultation and involvement of the council if necessary.

We note your comment re EH consent req’d for out of hours working.

Standard break times are 10.00 to 10.30am & 1.00 to 1.30pm

Regardless of season or type of work, site hours remain the same.

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 discussions have taken place as yet but applications have been submitted by the M&E consultants, to Thames water, Fulcrum & UK Power Networks for new supplies. Every effort will be made to co-ordinate their works to cause minimum disruption.

**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 scheme received planning in October 2015, so the local neighbours and residents should be aware of the details of the project, and an information pack (copy attached) has this week been delivered to the neighbouring properties by GMS Estates Ltd. (I believe an amendment to this document has gone out correcting a date error on the document but I do not have a copy of this).

We also attach a copy of the letter which will be dropped to the local residents prior to our site commencement

There is no requirement for party wall awards as the client (GMS Estates) own the only property that shares a party wall.

Following the previous CMP submission, a meeting has now taken place with the residents at the rear of Crown Place (some comments following this meeting are noted on page 9/10 of this document). Salter Rex were unable to attend this meeting but arrangements have been made to meet with David Heasman. These will be the most effected by the works as they all use Crown Place to access their building or parking space.

The site manager will also be going in personally to meet with those who use the rear alleyway for access (Mind, Bengal Lancer & PDSA in particular).

Further consultation has now taken place with Salter Rex, and we have spent time with them, marking out turning circle for their parking space at the rear, to ensure we get the scaffold standards in the best place possible.

We have also been in dialogue with the neighbours adjacent to the site at 257 (and others who use the rear alleyway) to discuss timings of their deliveries so that we can tailor ours to avoid clashes where possible.

During the re-development of 259-263 Kentish Town Road we are focused on ensuring our neighbours will be totally aware of the site activity and progress and also fully aware and comfortable that they can approach us at any time to ask questions, or maybe provide feedback to our communications.

Should any complaints take place, our complaints procedure will be implemented, please see supporting info folder for further information.

**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.

Prior to the commencement of the works, a letter of introduction will be given to the neighbouring properties by DDC Ltd to ensure they have contact details for both our head office and site contacts (contracts manager and site manager).

We will seek to keep any close neighbours advised of any large scale operations but any works that may impact the site hours or restriction to vehicular access would be dealt with via the appropriate channels. It is not anticipated at this stage that any full road closures will be required.

We will generally seek to liaise with neighbours via regular verbal dialogue but will also advise them via a letter of any major events such as road closure or craneage.etc

Details of site contact person will also be posted on the contact board on the outside of our site entrance area so anyone else in the vicinity who has any issues / queries can contact the site direct.

Contact board will contain the following information:

a) The title ‘Contact Board’

b) Name of the main contractor, address and person to whom correspondence should be addressed.

c) Name of the site manager.

d) Month and year of completion of works.

e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

See sample contact board info in the supporting info file. This has been prepared in line with Camden’s minimum requirements guidelines.

Any complaints made direct to the site will be recorded and advised to both the contracts manager and our head office. They will be investigated by the site manager and if necessary, the contracts manager will follow any complaint up within 24 hours and again, a record will be kept of the outcome.

Should a complaint be received regarding works that are taking place, those works will be put on hold temporarily until agreement can be reached with regards any noisy works restrictions etc. If agreement cannot be reached, we would seek to involve a representative from Camden council to agree a way forward.

Q2 cont

Camden’s minimum requirements (in particular your conditions 21, & 24 to 27) are noted and we believe that both the initial consultation process / meetings to date, the ongoing communication that the site manager will undertake, and the complaints procedure we have in place, all demonstrate our willingness to comply with your requirements.

We are fully aware that this project, far more so than most we undertake, is going to need a high level of consultation, and we have allocated our most senior site manager to this project.

You state under your ‘additional requirements’ that we have not met the minimum requirements regarding with the actions following a complaint. I have checked our comments on the previous page (final 2 paragraphs of p 17) against your conditions 26 & 27 and do not see where we are failing to meet the requirements.

~~In addition to the comments on the previous page, I refer you also to the ‘incident or complaint follow up procedure’ document previously submitted with the supporting info.~~

Camden’s minimum requirements (and your conditions 21 & 24 to 27 as per response document) are noted and will be implemented.

I would also note that we have now drawn up a separate complaints policy and procedure for logging any complaints and this is now included in the supporting info folder.

We have set up an email group for all relevant neighbours and will be sending regular emails notifying of any major operations and updating them on progress etc.

**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](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

The site has now been registered with the ‘Considerate Constructors Scheme’ (copy of email verifying this is attached with this CMP resubmission) and we are aware of the code of considerate contractor standards contained within your manual (Table 1.1) and will endeavour to work within all 8 of these standards. A copy of these standards will be displayed in the site welfare area and site office.

**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.

We are not aware of any planned works in the neighbouring area at this time. Should this arise as an issue whilst we are on site with this project then we are happy to look at ways to further mitigate any impact to neighbours.

**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.](http://www.clocs.org.uk/wp-content/uploads/2014/09/CLOCS-Standard-v1.2.pdf)

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](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345819&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345820&).

Please contact [CLOCS@camden.gov.uk](mailto: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:

DDC Ltd

77 Elmers End Road, London SE20 7UU

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).

All subcontractors and suppliers to the site will be advised at point of our placing orders of the requirement to comply with the council requirements as laid out in the CLOCS Overview document. We will put in writing at point of order / set up of supply contract that CLOCS requirements must be adhered to.

Our principle supplier for the site will be Travis Perkins who are already signed up to the FORS scheme (Gold) and waste will be cleared by Metro Waste who are also registered (Bronze). The demolition contractors (Demo One, part of the McGrath Group) are also accredited with FORS scheme (Bronze). We will carry out office based checks on all new suppliers to check their compliance and if not signed up to the FORS scheme, then they will be asked to advise on driver training regime & vehicle equipment, such as blind spot minimisation.

3. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](http://www.clocs.org.uk/wp-content/uploads/2015/05/CLOCS-Standard-v1.2-APRIL_15.pdf) and included it in your contracts. Please sign-up to join the [CLOCS Community](http://www.clocs.org.uk/links-to-partners/) 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. This will be done on an ongoing basis during the contract, with the necessary office based and site based spot checks used regularly.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Site Traffic**

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

**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](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (TLRN).

It is anticipated that construction vehicles will reverse into Crown Place and offload directly onto the front gantry.

Delivery drivers will be asked to contact the site 5 min before arrival, to approach the site from the south, crossing the pedestrian lights and banksmen will then be used to stop traffic and allow the vehicle to safely reverse into Crown Place. (See SK-003 showing traffic plan)

A meeting with Highways officer has taken place and we have discussed the proposed traffic plan with him. We also have a further meeting with Highways arranged for 14th April to discuss the concerns raised by local residents over vehicles using Crown Lane.

This will be given to all appropriate vehicle users for the site.

See next page for further amendments following highways meeting.

4a cont.

At the second meeting with Highways, some changes were made regards the front gantry and the scaffold licence application (and design) reflected what was agreed with Nick Markwick of Camden Highways.

We are also going to put an additional gantry over the rear of the site (on private land) which will assist with offloading more gear at the rear, away from the busy pedestrian area.

The second meeting (with Mr Markwick) covered the Crown Place scaffold in more detail and the height and width of this was agreed, ensuring vehicular access for all vehicle sizes will be maintained.

Caneparo Associates are in the process of preparing swept path analysis drawings, using information we have provided to them on vehicles sizes, proposed route etc and these will be forwarded to Camden prior to our site commencement.

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.

See item a) above regarding site deliveries / waste clearances.

With regards site visitors & contractors – they will be advised to travel to site by public transport or on foot / by cycle. Details of public transport will be provided as required.

This will all be done via email at point of our placing orders and for first few occasions with each individual delivery company etc, this will be backed up verbally prior to the delivery.

**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*](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)).

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 anticipate that during the demo phase, a clearance will be carried out every 2nd or 3rd day, and we will endeavour to restrict any large scale deliveries to once a day.

The demo contractors will aim to schedule any clearances between 10am & 2pm and will notify the estate agents the day prior that a clearance will be taking place and at what time.

Following demo phase there will be more frequent coming and going by subcontractors but these will be smaller vehicles, none of whom will be parking on site. As stated previously, they will be encouraged to use public transport once their tools & materials are on site.

Construction vehicle movements will be booked for between 9.30am to 4.00pm on weekdays, and where possible we will work within the same window as the demo clearances , ie 10am to 2pm.

We may further consider early morning deliveries as suggested by the highways officer, should the non-peak daytime deliveries be deemed to be causing issues.

Maximum time for any vehicle offloading will be half hour and for demo / waste clearances maximum would be one hour. As the vehicles will be pulling off the highway into the smaller access road (Crown Place) we do not anticipate any negative impact on the main road (Kentish Town Rd) and the impact that it may have on those using Crown Place will be minimal. As part of the initial consultation with neighbours, we will advise on the nature of the works, the need to temporarily block Crown Place for short periods, and that we will move any waiting vehicles as necessary (and where safe to do so) to allow for someone to access or egress the rear residential development.

Largest anticipated vehicle sizes will be 18.5 tonne & 2.6 wide

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

None that we are aware of at this stage.

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.

This is a small site with only one point at which vehicles can park and all deliveries and clearances will be at pre-agreed times so we do not anticipate any issues on this front.

You raise the issue of swept path analysis. Our info previously provided, and matters discussed with the highways officer, all demonstrate that good consideration has been given to how vehicles should safely enter and exit the site delivery points.

The additional gantry at the rear has been added to reduce the impact on pedestrians on K.T. Rd and as regards pedestrians to the rear / Crown Place, we have made the residents aware of the restrictions that may occur for short periods, and we have put in place strategies for dealing with those.

We previously stated that vehicles would be reversed in to Crown Place (using banksmen etc but it is now clear that dependant on the type of vehicle and where hyab is located, some will have to drive in forwards in order to offload to the rear gantry and they will then be seen back out onto the highway, again using banksmen as required.

This has all been carefully considered, discussed with the neighbours most affected by the use of Crown Place, and the site Manager will have all delivery drivers contact him prior to their arrival on site.

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.

As stated above, due to the size and nature of this development, and the fact that any deliveries or clearances will be staggered we do not anticipate the need for any off site holding area.

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](http://www.tfl.gov.uk/cdn/static/cms/documents/building-on-the-benefits-of-consolidation-centres.pdf)).

We will avoid peak times, as per Camden’s recommendations.

Banksmen will be used as necessary

**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

This was discussed with highways - as noted in Q4 of this section & as per the traffic plan provided.

All vehicle manoeuvres to & from the proposed loading area will be supervised by trained banksmen in order to manage the interaction between pedestrians, cyclists & other road users.

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

As above

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).

These will be provided if requested by the highway officer but due to the size, location and nature of the project, we do not anticipate that this will be required. NB – this was not requested when we met with Bill Talbot and he was shown the current traffic plan. As prev noted (p23) – these are being prepared currently.

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 vehicles will be entering the site itself so wheel washing will not be necessary.

The area where loading & offloading takes place will be swept down at the end of each day and during the day as necessary.

**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.

At present it is not anticipated that any bay suspensions will be necessary. We will take the advice of the highways officer with regards the double yellow lines that are located at the corners of Crown Place.

The SK drawings attached show the planned extent of hoarding etc

**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.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

This was discussed with Highways officer and it was advised that we do not need any dispensation for offloading on the area proposed which has yellow lines.

**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.

Appropriate safety signage will be displayed on the hoarding / scaffold , the contact board.

No ramps required.

Hoarding and scaffold were agreed with highways . Following that meeting on the 24th March, any necessary licence applications will be made.

Appropriate level of lighting will be used to comply with the current regulations.

**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 anticipated

**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.

At present it is anticipated that the scaffold gantry at the front of the site will have a pedestrian walkway below, with hoarding erected to scaffold supports as required.

This was discussed with highways as to how they would like this dealt with and agreement was reached as to exact position of gantry and hoarding.

During the initial gantry erection, the working area will be closed off using barriers, and one member of the scaffolding team will be responsible for a constatnt visual check to ensure pedestrians do not access the works area. Once this initial work is done, hoarding will be in place as agreed with highways.

The other times when pedestrians and cyclists will be most at risk, is when vehicles are entering or leaving Crown Place. Banksmen will be situated on both corners of Crown Place and pedestrians/cyclists will be asked to wait or will be safely re-directed as necessary. Banksmen will also be used to safely halt the traffic whilst a vehicle manoeuvres in or out of the side road.

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.

See previous notes / sketch drawings – all as agreed with highways

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**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318)**).**

**PLEASE REFER TO THE NDV DOCUMENT WHICH SUPERCEDES MUCH OF THE INFO COVERED IN THIS SECTION**

1. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are to be carried out.

Demolition of existing structure (retaining front façade) – please refer to all information contained in the documents from Demo One, attached to this submission.

The following notes are taken from Demo One method statement – full document and all relevant RAMS are appended to this CMP, (as per previous submission)

WORKS

Partial demolition and Clearance of the Structure excluding the front façade and front

shopfront brickwork support piers and returns. Demolition to the underside of the timber

ground floor structure. Works to include removal of basement internal walls and slab.

CONTROLS

Allow for all considerations in complying with the Provision of the Control of Pollution Act

1974 particularly Sections 60 and 61 of part III which relates to noise on construction and

demolition sites.

The amount of noise made on the site is to be kept to a minimum at all times due to the

location of the site. No radios or other audio equipment to be utilised on site at any time. All

generators, compressors and other noisy mechanical plant to be muffled at all times by

means of silencers, screens etc. and in this respect the Contractor is to comply with the Noise

at Work Regulations 2005 (the Noise Regulations.) and BS 5228 Parts 1,2 and 4, Noise Control

on Construction and Open Sites.

ALL WORK TO BE CARRIED OUT BY HAND BY LABOUR USING HILTI GUNS POWERED FROM A GENERATOR.

Construction of the new five storey (inc basement) structure is steel / masonry. New timber roof and roof coverings / cladding, new windows and internal fit-out. It is anticipated that ready mix tubs of mortar will be used so no on site cement mixers are required and carpentry wise, a chop saw will be used but at this stage the building envelope will be completed and equipment will be used internally, thereby vastly reducing the noise outside of the façade.

All works will be carried out within the previously stated site hours.

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.

Matrix Acoustics have carried out a 24 hour noise survey.

See copy of report attached.

Your comments seem to indicate that you have not received the noise report. This was submitted with the previously issued ‘supporting info pack’ but I will send again as a separate attachment with this revised CMP.

3. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

All generators, compressors and other noisy mechanical plant to be attenuated as required by means of silencers, screens etc. complying with the Noise at Work Regulations 2005 (the Noise Regulations.) and BS 5228 Parts 1,2 and 4, Noise Control on Construction and Open Sites.

The resultant construction noise depends on the source noise level, attenuation measures, distance to receptor and on-time of the operation of the equipment.

The nosiest item of equipment used on the site will be a Hilti TE 700 breaker, which will be powered from a generator.

Manufacturers data for the Hilti TE 700 breaker shows a measured A-weighted sound pressure level of 86 dB (A) at 1m and a triaxial vibration for chiselling in concrete of 6.5m/s2.

Using a 15-minute ‘on-time’ together with a 3m distance to the nearest façade the resultant sound pressure level is LAeq,1hr 70dB (86 – 20 x Log(3) + 10 x Log (15/60)). The breaker will not be used any closer to any of the dwellings than this distance. For dwellings at a greater distance or for shorter ‘on-times’ the resultant noise level will be less.

The nosiest item of equipment used on the site will be a Hilti TE 700 breaker, which will be powered from a generator. Manufacturer’s data for the Hilti TE 700 breaker shows a measured A-weighted sound pressure level of 86 dB (A) at 1m and a triaxial vibration for chiselling in concrete of 6.5m/s2.

The resultant construction noise depends on the source noise level, attenuation measures, distance to receptor and on-time of the operation of the equipment.

Examples of a resultant façade level at 1m from the façade using the Hilti TE 700 breaker as a source noise level with no mitigation measures in place have been calculated using Lp– 20 x Log(d-1) + 10 x Log (T/60) + F, where Lp is the source sound pressure noise level at 1m, d is the distance to the façade, T is the ‘on-time’ over a 1hr period and F is a 3dB façade correction. A façade level of LAeq,1hr 70dB will be achieved for:

* d = 3m, T = 3minutes
* d = 5m, T = 13minutes
* d = 9m, T = 54 minutes

It must be noted that the existing environmental ambient noise level at the Kentish Town Road facades of the nearest dwellings exceeds LAeq 70dB.

4. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

We will work within the previously stated site hours which are compliant with the council set guidelines. (ie, no Sundays or Bank holidays – all as per our comments on p13)

Construction noise and vibration will be a short-term effect, which may affect existing dwellings adjacent to the site.

The construction of the new building will be a relatively quiet operation, but noisier operations will occur during the demolition and preparation of the site such as the digging of trenches for services, forming new slab etc

BS5228 lists a number of factors, which can influence the likelihood of complaints from construction noise. Specifically these are:

* Site location
* Existing ambient noise level
* Duration of site operations
* Hours of work
* Attitude of the contractor
* Noise characteristics of the work being carried out.

To minimize complaints we will aim to achieve the following:

* Best practicable means to reduce noise as defined in the Control of Pollution Act 1974 Section 72 shall be used to reduce noise levels at all times and at all locations
* No construction work which is audible at residential properties shall be permitted outside of the following hours: 08.00 to 18:00 hours, Monday to Friday and 08.00 hours to 13.00 hours Saturday.  Construction work will not take place on a Sunday
* Noise levels within the permitted work hours should be limited to 70 dB LAeq at 1 metre from the façade of the nearest dwellings
* Nearby residents should be kept informed of the construction activity taking place especially with regard to particularly noisy operations.

We will take all practical measures to keep noise to a minimum, using well maintained plant and on site power rather than generators. 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.

Acoustic noise barrier will be used to the internal face of the hoarding if deemed necessary, but due to the small scale nature of the works, we do not anticipate that this will be required.

We do not anticipate that continual noise, dust and vibration monitoring would need to be set up for this scale of project. However, regular noise monitoring (daily during

4) Continued…

demo/ groundworks and at least once a week during all other phases of the build process) will be undertaken at 1m from the nearest residential facades. A minimum measurement duration of 10-minutes will be used.

In the event of a complaint being received, this will be recorded on the ~~log sheet we use for incidents/complaints, a copy of which is attached to this submission~~. This has been superseded by the new complaints policy and procedure for logging this (see supporting info file).

Works will cease whilst a resolution is agreed and if necessary we will agree some noisy works restrictions.

Our site manager and contracts manager are both fully committed to developing and maintaining good relations with those living around the site.

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

All personnel have carried out either the SMSTS, SSSTS or site operatives H&S awareness training via the National Construction college.

The demolition supervisor has received environmental training within the CCDO Gold supervisor’s course and the operatives have also received training on environmental management.

Please see attached certificates.

I confirm that training includes training on BS5228

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

The dwelling is to be demolished by hand, using handheld tools only.

The site will be completely enclosed with independent scaffolding and enclosed with monoflex or debris netting to prevent the spread of any airborne particles past the site boundary.

Water suppression will be used as necessary/ period spraying as works progressed and regular visual monitoring will take place to ensure that the netting / monoflex are doing their job. Should the level of dust be unacceptable then additional measures will be undertaken. This will be swiftly assessed as to causes and actions may then include addition suppression or extraction equipment.

Any aggregate to be removed from site will be stockpiled within the site compound until it is ready to be removed from site.

Correct storage, prevention of spillage and maintaining high standards of housekeeping are all matters which will be given high importance, in line with Camden’s recommendations.

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.

We do not believe that significant amounts of dust can be spread onto the highway with the measures in place but regular and at a minimum daily sweeping of the area outside the site compound will take place.

8. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels.

As previously stated, we do not anticipate that full noise, dust and vibration monitoring would need to be set up for this scale of project but this could be put in place at any point in the project if it was felt necessary.

A noise monitor has now been purchased (TSSL1 Class 2 (Type 2) Sound Level Meter) and levels will be checked daily at the same monitoring locations as used in the noise assessment report dated 1.12.15 (points A, B & C on page 2 of report), 1m from facades.

Data will be recorded on site log (not stored on the device)

We will take measurements daily during the demolition phase and at a minimum of once every 5 days during normal periods of low noise works. Should any complaints be received, this will increase to daily and if levels cannot be maintained at a suitable below threshold level ten acoustic noise screening will be used at the site boundaries (to internal face of hoarding)

Measurements using a Class 2 noise monitor (calibrated before and after the measurements) of the LAeq,T dB at the nearest  affected facade of the surrounding dwellings of the site will be undertaken during the potentially noisiest construction activities. A time period T of up to 1hour will be used.

With regards vibration, we don’t expect any of the construction/demolition works to result in significant levels of vibration and therefore in accordance with BS5228-2 on-site vibration monitoring is not required. We will do a basic on site check by someone standing near to the affected façade to judge if any vibration can be perceived.

Demo One will carry out their own independent monitoring during the demo phase and this will include background readings prior to the works and then at regular intervals during the demolition.

You state that the proposed monitoring arrangements are insufficient but we believe that the combination of the pre-commencement acoustic survey, the monitoring by the demolition company, and our in-house monitoring all serve to demonstrate our commitment to protecting those around the site. Should the results of the ongoing monitoring or complaints from neighbours dictate the need for acoustic screening then this will be actioned accordingly.

Should you wish to discuss this further then we are more than happy to meet on site, but we are keen that any subsequent discussions you feel are necessary do not hold up the commencement of site set up and enabling.

9. Please confirm that a [Risk Assessment](http://www.hse.gov.uk/risk/controlling-risks.htm) has been undertaken at planning application stage in line with the [GLA’s Control of Dust](http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp) 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 not requested at planning application stage and has not been carried out.

The Construction Phase Plan will include a method statement that deals with managing the risk / dust control and use of personal protective equipment.

As stated in the CPP, dust control measures are in place (see extract from CPP)

**Control measures to be implemented**

Where chasing operations are undertaken dust levels will be reduced to a minimum by the use of local exhaust ventilation equipment. Where dust levels are to be of a low level personal protective equipment will be provided. All operatives will be issued with personal protective equipment selected in accordance with the Personal Protective Equipment at Work Regulations 2002 and include the following:

Head protection - Safety helmets.

Foot protection - Safety footwear.

Eye protection - Eye protection to a suitable standard for the work to be undertaken i.e. BS2092 to grade 1/D&C.

Hand protection - Gloves will be provided to provide an adequate level of protection for the work to be undertaken.

Respiratory - Respirators will be provided to provide and adequate level of protection and as identified in our COSHH Assessments.

Hearing protection - Ear defenders will be issued where it is identified that a noise level exceeds 80 dBA. (lower exposure action value - Noise at work Regs 2005)

HAVS – Initial screening questionnaire undertaken by all DDC operatives and appropriate action taken.

Relevant areas will be damped down during the works to reduce the dust level.

A risk assessment has been carried out by Demo One, who are responsible for the demolition phase of the works, which will the period of work most likely to create a dust nuisance. This RA this was previously submitted with the supporting information but has been updated and we attach a copy with this resubmission.

10. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance) document relative to the level of risk identified in question 9 have been addressed by completing the [GLA mitigation measures checklist.](https://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3347562&) Please attach this as an appendix.

An additional RA has now been done by DDC and this is appended to this resubmission

11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance). 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.

We do not believe this site to be high risk, especially with the assessments carried out and the control measures put in place.

12. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), 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).

During site set up phase, if any evidence of current rodent infestation is found, a pest control contractor will be instructed to take necessary measures, until such point as the problem has been dealt with.

Record will be kept of this as necessary.

To date, no pre-start inspections have indicated the presence of rodents. We are aware of the recommendations shown in your conditions 17 to 20 and we will take the appropriate actions should they be necessary.

I can confirm that visual inspections have taken place at all likely entry points and no evidence of faeces, gnawing etc has been found. We have had 24 hour security on this site for the past few weeks and they also confirm that there is no visual presence of rodents at any times during the day. We attach photos in the supporting info file of the 3rd inspection carried out on 16.5.16 (Previous inspections were carried out in March and April ’16).

A canteen 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.

Drainage will be appropriately capped or sealed during the works.

Should rodents become an issue at any point during the build process, we will contact Adam of Armour Pest Control, who we use regularly. Their contact details are 07875485581. Method of removal would be by a baiting programme but this would be subject to site survey.

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

A survey was been carried out prior to our involvement with this project and all known asbestos was removed.

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.

All of our site personnel are aware of the need to behave in a professional manner and the same is expected of any subcontractors and this is made clear at the site induction.

An agreed area will be set for any smoking breaks and personnel are aware of the need to dispose of cigarette butts in a correct manner.

Any personnel deemed to be causing a nuisance to third parties would be spoken to immediately about appropriate conduct by the site foreman.

Radio noise will be kept to a sensible level so as not to cause a nuisance to those in the surrounding dwellings or passers-by.

SYMBOL IS FOR INTERNAL USE

**Agreement**

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

**Signed:** …………………………………………………………………

**Date:** ………………19/5/16……………………………..

**Print Name:** …………Liz King…………………………………………..….

**Position:** ………………………Project Manager…………………

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

End of form.