

Construction Management Plan

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
B	05.05.16	Annabel Brown
F	10.06.16	Annabel Brown

Additional sheets

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

Date	Version	Produced by

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](#)."

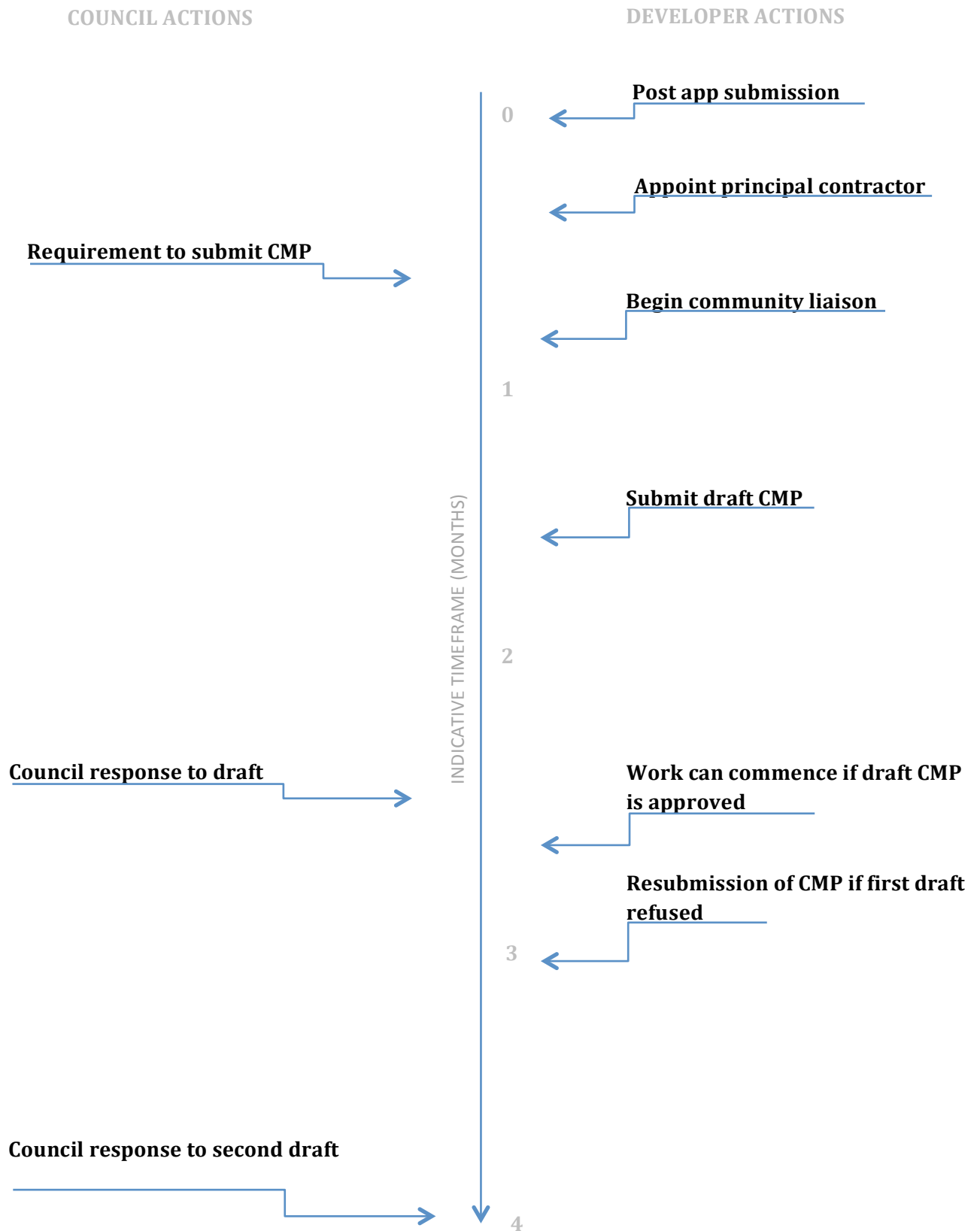
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(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: 30 Princess Road, London, NW1

Planning ref:

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

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

Name: Mr. Fursey Costello

Address: 17 Brook Lane Business Centre, Brook Lane North, London, TW8 0PP

Email: group@noblestructures.co.uk

Phone: 0207 148 1595

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: Thomas O' Malley

Address: 17 Brook Lane Business Centre, Brook Lane North, London, TW8 0PP

Email: group@noblestructures.co.uk

Phone: : 0207 148 1595

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

Name: Annabel Brown

Address: 17 High Street, Maldon CM9 5PE

Email: Annabel@annabel-brown.com

Phone 01621 827000

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Noble Structures Limited

Address: 17 Brook Lane Business Centre, Brook Lane North, London, TW8 0PP

Email: fursey@noblestructures.co.uk

Phone : 0751 745 3232

Site

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

The site is a mid terraced single dwelling at 30 Princess Road. The terrace is primarily residential with a combination of residential and commercial units on the opposite side of the street. On street parking is provided by residents parking bays.

The proposal is for a new basement level and works to the existing lower ground floor of the property.

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

The construction works that will be undertaken on this site include the erection of a single storey rear extension at lower ground floor level, following demolition of existing rear extension and excavation to create new basement level underneath the extension to single dwelling house.

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The owners of the adjoining dwellings on either side will be affected by activities on site such as noise, vibration and dust.

9. 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.

Diagrams attached.

10. 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).

Start date will be 20th June 2016 and the works are expected to take six months. The Gantt Chart and overall programme will be delivered to Camden before this date.

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

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

8am to 5pm on Monday to Friday.

No working on Sundays or public holidays.

12. 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.

N/A

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.

13. 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.

As this is classified as a small domestic project, the above does not have to be considered but the contractor will issue CTMP to adjoining owners.

14. 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.

Before works begin, Noble will provide neighbours with letters outlining the works to be undertaken and newsletters will be issued providing information regarding progress during works.

15. 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](#)".

This site, like all of our other sites, will be a part of the 'Considerate Constructors Scheme.' Our company is registered with Considerate Constructors, who conduct inspections on a number of our sites every year. The results of these inspections have been consistently successful. Please see attached CCS registration.

16. 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.

Should other construction works take place at the same time as the works at 30 Princess Road, we will make contact with their logistics manager to resolve all issues such as deliveries and collections to ensure ours will not occur at the same time as theirs. No other works are in place on Princess Road at the time of writing this CTMP.

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 referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

Noble Structures Limited

18. 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 deliveries and collections to and from site will be with companies personally vetted by our logistics manager, ensuring they are all registered with CLOCS.

19. 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:

As contract administrator , Annabel Brown RIBA, confirms that this requirement is included in the building contract.

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. s

20. 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 (i.e. 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 \(TLRN\)](#).

Traffic will enter the site off the A41 and Wellington Rd, onto the A5205/Prince Albert Rd along Regent’s Park, turning left onto Albert Terrace, right onto Regent’s Park Rd and left again up Princess Road. When leaving the site, traffic will have to turn left at the top of Princess Rd onto Chalcot Rd, left down Fitzroy Rd and left onto Regent’s Park Rd. They will follow this until a right turn down St. Mark’s Square onto the A5205/Prince Albert Rd. They will follow this as far as the Wellington Rd/Park Rd roundabout which will bring them back onto the A41. The A41 is a main road which will give traffic direct access to North and West London. Please see attached diagram (Annabel)

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 call up procedure will be made clear when orders are placed and meetings organized.

All suppliers and other visitors will be advised of the routes to and from site via email from our logistics manager and provided with a copy of the construction traffic management plan.

21. 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.

We confirm that all main operations such as spoil removal and general deliveries to and from the site are carried out between the hours of 9.30am and 3pm. Normal visits will also be scheduled for these hours.

Purpose	Frequency	Duration of Visit	Vehicle Type
General deliveries	2 per week	20 mins	2
Removal of spoil	2 per day	20 mins	3
Project management	1 per day	20 mins	1

Vehicle Types: 1=Small car/van (Noble)

2=Large panel van (Noble) or similar

3=Grab lorry

Please see attachments for vehicle dimensions.

There will be call up procedure in place to ensure no deliveries occur at the same time so as to avoid and blockages and congestion. All delivery drivers will call ahead to the site supervisor, or to the head office, to make sure their delivery slot is still available.

Staff and other visitors to site will be encouraged to use public transport.

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

No other developments are in place at the time of writing this CMP.

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.

Our logistics manager will procure the correct vehicle for specific operations at the required times.

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 any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Our logistics manager will ensure no deliveries occur at the same time and with the correct implementation of the call up procedure, there is no 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).

All site operatives will be encouraged to use public transport.

22. 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

No vehicles will enter site.

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

All vehicles going to and from site will be managed with the aid of a banksman and traffic marshal.

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).

The grab lorry will be accessed the skip area from Princess Road. This is a two-way road and will therefore not require the vehicle to turn or perform tight manoeuvres.

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.

N/A.

23. 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 24 if any parking bay suspensions will be required.

All delivered materials will be offloaded directly outside the site adjacent to hoarding and transferred to site immediately.

Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

24. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

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

Three parking bays to be suspended outside the property as per site plan. We will also apply for a highway licence and a hoarding licence prior the commencement of works.

25. 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).

Drawing provided.

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

All hoardings will have Noble safety signage and lighting installed where required.

26. 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).

N/A.

27. 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 at 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.

During all deliveries, a traffic marshal and banksman will be present to manage traffic and pedestrians. We do not foresee the use of any ramps as the pavement will be kept clear at all times.

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.

A fully encased conveyor will over sail the pavement at a minimum height of 2400mm.

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)**.

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

Table 3 (p12) and Appendix A (p17) of Noise, Vibration & Dust Report

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A noise survey will be carried out in June 2016 and a copy will be provided to Camden.

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

Section 6 (p12-13) of Noise, Vibration & Dust Report

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the

activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Section 5 (p10-11) of Noise, Vibration & Dust Report

Noble shall ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to effect the reduction of noise transmitted from site using best practicable means, this will include:

- Coordinated delivery times and efficient traffic management to prevent queuing traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).
- Utilising construction techniques that minimise the production of noise.
- Strict adherence to the site working hours.
- Using acoustic hoarding where necessary.
- Carry out daily noise surveys at perimeter of site and record findings.
- Implement action plan where noise levels exceed acceptable levels.
- Positioning plant away from properties where possible
- Machines in use will be throttled down to a minimum
- Cutting operations will be kept off site as much as possible by prefabrication where practicable.
- Localised shrouding of plant in accordance with BS5228

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

All Noble Supervisors have attended the Site Supervisor Safety Training Scheme as run by the CITB.

Dust, noise and vibration awareness will be cascaded via means of toolbox talks.

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

Section 5 (p10-11) of Noise, Vibration & Dust Report

Noble will adhere to the key legislation on noise and vibration as detailed in the:

- Control of Pollution Act 1974
- Environmental Protection Act 1990 (ss79-82)
- BS 5228:1997, Code of Practice on Construction and Open Site.

At the time of writing our risk assessments and method statements will confirm the controls, checks and monitoring that will be put in place in connection with the control of dust and noise on site during the project.

Site operations will be controlled so that all plant and machinery noise emissions (including the provision of ventilation, heating and cooling) shall be designed, installed and operated at noise levels that do not cause noise nuisance to the nearest adjoining residential properties.

We will liaise with Camden on the following:

- Monitoring of dust levels – in agreement with Camden
- Reacting to results from dust monitoring
- Establish site recording of levels of dust
- Plan our site management and logistics so that receptors for demolition arisings are not located where they might cause a nuisance to our neighbours
- Avoid site run off from vehicles
- Regular boundary inspections
- Use scaffold protection screeds
- Clean down hoardings using wet cleaning methods
- Establish hard standing areas for clean down vehicles before they leave site – including wheel washing facilities
- Keep the public highway clear of any debris using wet cleaning methods
- Damp down any stock piled excavated materials on site
- Water suppression will be used during any demolition

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Noble do not anticipate any vehicle spreading dirt or dust onto the public highway due to the works being undertaken and the size of the site.

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

Noble will ensure that disruptive sound levels will be kept to a minimum where reasonably practicable.

Where possible noise produced by work activities will be reduced or removed by design. When this is not possible controls will be introduced to reduce exposure so as to avoid harm or injury to persons on site or others within the vicinity of the site works.

Where this has not been possible, noise, vibration and dust levels will be monitored daily. Before any work is undertaken, we ensure that we have the manufactures levels for both noise and vibration.

The dust, noise and vibration outputs from this project are not considered significant.

We ensure that we manage exposure to both by trying to use other methods which don't emit noise or vibration. We record daily trigger time levels of employees, ensure job rotation is in place, and provide sufficient PPE for the task. When required we have also installed noise acoustic pads to prevent noise travelling.

Dust is either extracted at source by means of hoover or bag attachment depending on the

36. 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.

Section 7 (p14-15) of Noise, Vibration & Dust Report

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

This has been addressed.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), 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.

The site at Princess Road is considered to be medium risk during the concrete construction phase and 2 real time dust monitors will be installed during this phase from the commencement to end of concreting activities.

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

A pest control survey was carried out on 12.05.16 to investigate the presence of rodents, including rats.

A copy of the report is attached, in which no evidence of rats was discovered.

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

Completed on 25th April and attached.

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

Noble have a set of site rules which the site supervisor will continuously enforce.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

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

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

From 1st September 2020

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

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

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

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

 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.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed:

Date:

Print Name: ...Fursey Costello.....

Position: ...Quantity Surveyor.....

Please submit to: planningobligations@camden.gov.uk

End of form.