

Draft Construction Management Plan

10A Wavel Mews, NW6 3AB

Brickson Construction Ltd

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
10/08/2016	Draft	Brickson Construction Ltd

Additional sheets

Construction Traffic Management Plan

Date	Version	Produced by
10/08/20156	Draft	Brickson Construction Ltd

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](#)."

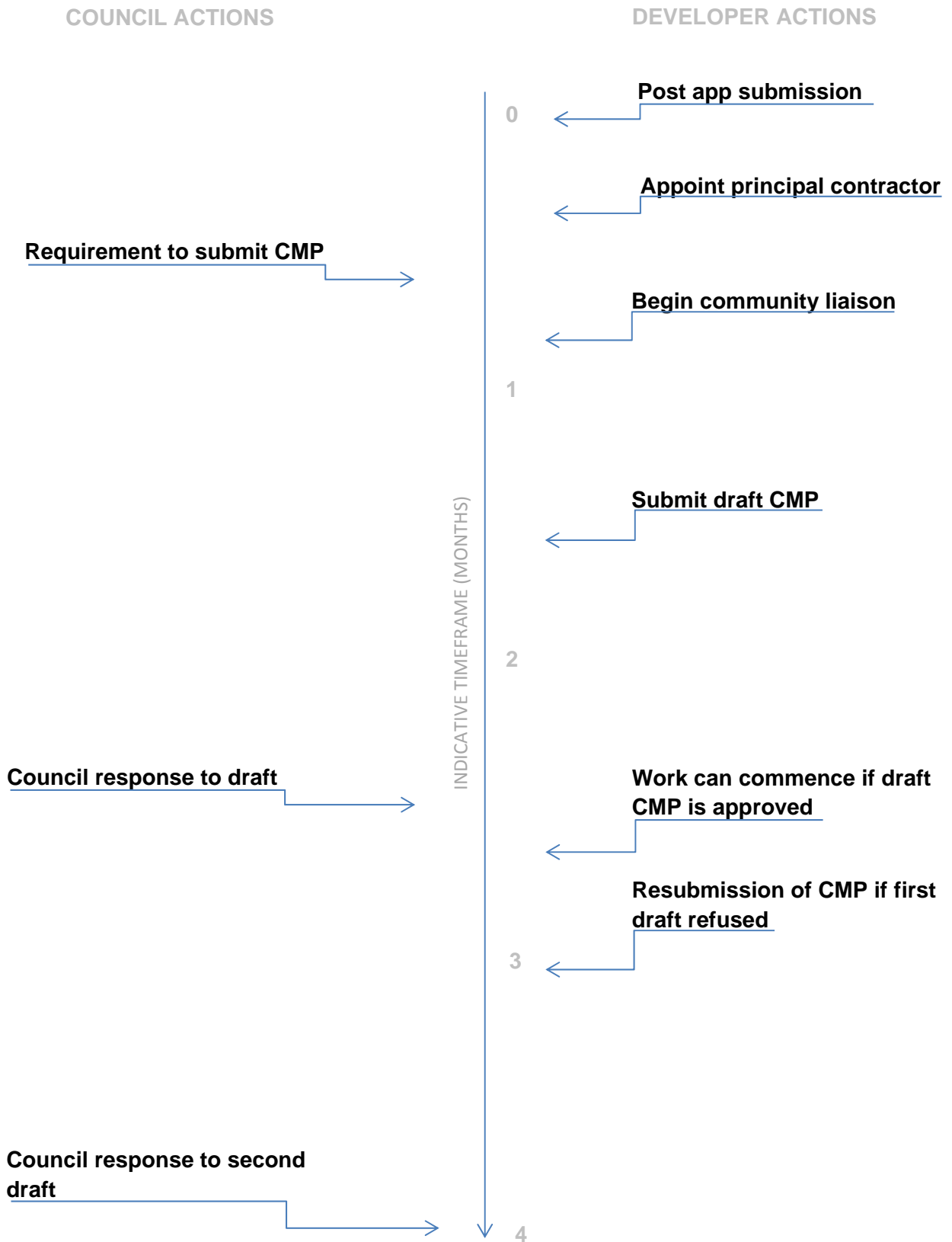
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: 10B Wavel Mews, NW6 3AB

Planning ref: TBC

Type of CMP - Section 106 planning obligation: Draft CMP for planning purposes. To be finalised prior to commencement of development in association with the chosen contractor.

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

Name: Imants Celitans

Address: Brickson Construction Ltd, 76 Roding Lane, North Essex IG8 8NG, United Kingdom

Email: ic@brickson.co.uk

Phone: +44 (0) 203 287 7009

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: Imants Celitans

Address: Brickson Construction Ltd, 76 Roding Lane, North Essex IG8 8NG, United Kingdom

Email: ic@brickson.co.uk

Phone: +44 (0) 203 287 7009

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: Imants Celitans

Address: Brickson Construction Ltd, 76 Roding Lane, North Essex IG8 8NG, United Kingdom

Email: ic@brickson.co.uk

Phone: +44 (0) 203 287 7009

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: Imants Celitans

Address: Brickson Construction Ltd, 76 Roding Lane, North Essex IG8 8NG, United Kingdom

Email: ic@brickson.co.uk

Phone: +44 (0) 203 287 7009

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.

Please refer to submitted drawing for site location plan.

Wavel Mews links Acol Road and Priory Road located in the South Hampstead Conservation Area (formally known as the Swiss Cottage Conservation Area). The site at 10b Wavel Mews is located on the north-east side of the Mews close to the junction with Acol Road.

This planning application submission to the London Borough of Camden is for the demolition of the existing building and adjacent garage and erection of a dwelling house comprising basement, ground and first floor.

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).

- Demolition of the exiting dwelling
- New build of a private 5-bedroom dwelling
- Residential area
- Site topography and trees

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.).

No. 13-15 Acol Road, 11A Acol Road, 10A Wavel Mews.

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.

See attached Traffic Management Plan.

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 unknown at this stage – to be confirmed prior to commencement of development.
Approximate programme provided below

TASK	DURATION	
Site Set Up and Demolition	4 weeks	
Excavation, Substructure, Superstructure	12 weeks	
Roofing and Facade	8 weeks	
Fit Out	12 weeks	

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

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- 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.

Unknown at this stage – to be confirmed prior to commencement of development.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

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 routing 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.

A letter will be sent to each of the addresses affected by the site construction inviting comments on the contents of the draft CMP.

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.

An invitation will be sent to the residents at the nearby addresses to form a Construction Working Group, with a Liaison Officer appointed to them. News letters will be sent at key working stages to keep them informed of progress, as well as to inform residents of any unavoidable disturbances or disruptions of traffic in advance. It will also enable them to discuss concerns or raise issues during the construction process.

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”](#).

Brickson Construction will register the site with the Considerate Contractors Scheme which sets out standards to be adhered to ranging from site tidiness, keeping local residents informed, minimising impact of deliveries, employing sustainable practices, protecting ecology and minimising the risk to the public and workforce. The site will be inspected to check for adherence and given a rating.

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.

Unknown at this stage – to be confirmed prior to commencement of development.

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:

Brickson Construction Ltd (BC)

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).

BC will make every effort to ensure that our own vehicles and vehicle used by subcontractors and suppliers as well as drivers are compliant with CLOCS Standard. For this purpose, where appropriate, the vehicles entering site will be randomly checked the appropriate action taken. Regular audits of the compliance process to be performed.

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:

Confirmed

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.

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 \(TLRN\)](#).

Please see attached Traffic Management Plan.

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

All subcontractors and suppliers will be supplied with the Traffic Management Plan ahead of their journeys. They also will be provided with contacts of the site foreman and on approach will be assisted by an appropriately qualified banksman.

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.

The main types of vehicles that will be accessing the site are as follows:

Delivery Vehicle: 7m x 2m

8 wheel Muck Away Vehicle: 9.1m x 2.6m

Concrete Lorry: 9.3m x 3.1m

Delivery vans

TASK	DURATION	Number of Vehicles per Day
Site Set Up and Demolition	4 weeks	2
Excavation, Substructure, Superstructure	12 weeks	4
Roofing and Facade	8 weeks	2
Fit Out	12 weeks	1

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

Unknown at this stage – to be confirmed prior to commencement of development.

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.

The Site Manager and Logistics Manager will share responsibility for the day to day deliveries to the site. These will be booked in using a delivery schedule so as to prevent lorry congestion to surrounding roads. Should a lorry / vehicle arrive that has not been booked in, it will be turned away. In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential. All site personnel will travel to site by public transport and we will encourage all subcontractors to do the same.

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.

It is not anticipated that a holding area will be required. Vehicles to site will be scheduled by the contractor to avoid a large number arriving at once. If vehicles are required to wait then this will take place outside of the Borough.

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).

To be provided prior to the commencement of works

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

Please see the Traffic Management Plan attached

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

Generally vehicles will arrive and depart from site during normal working hours as listed above. However, on occasion when special operations such as a crane may be required and so it may be necessary to make special access arrangements including parking bay suspensions. If these operations are required BC will organise these operations through the council and notify all local residents and businesses. Sub-contractors and suppliers will be co-ordinated to ensure that there is minimal disruption to local traffic. They will be given clear instructions of access/egress routes, which can be seen below and also times for deliveries. An BC representative who will also act as a banksman will be present at all times. An assessment will be undertaken and procedure implemented to ensure that deliveries do not damage existing infrastructure and that materials are immediately loaded into site and not left in the public domain.

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).

Please see the Traffic Management Plan attached

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.

Due to the site access constraints it is not currently planned for vehicles to drive onto site.

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.

Please see the Traffic Management Plan attached. All materials to be stored on site.

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](#).

Site access to be provided using the current drive way into the two existing garages. It is not intended to suspend any parking bays.

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).

Please see attached the Traffic Management Plan

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

Signs "Use opposite footpath" to be erected on both sides of the hoarding. Hoarding to be fitted with high lighting.

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).

Wavel Mews is a small residential street and is not used by through traffic. Mews has two access/exit points. In most of the cases the delivery will be on the curb allowing vehicles to pass. Therefore, we do not expect that a diversion route would need to be set up.

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.

Special provision will be made for vulnerable users using the footways and carriageways near or adjacent to our project, we will ensure that wheel chair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people can make their way passed our site without any obstructions, plant or construction vehicles causing them difficulties or distress, this will be controlled by a full time Traffic Marshal.

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.

There will be no temporary structures over hanging the footpath or highway.

● 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.

All noisy works will not commence prior to 8am and will cease by 6pm. Quiet periods during working days can be established with neighbours and local residents on request. Where there is a significant noise, control measures must be identified, implemented and monitored as per the guidance for employers on the Control of Noise at Work Regulations 2005. All possible steps shall be taken to reduce the noise levels to the acceptable limits. (e.g.; maintenance, alternative plant, alternative methodology, positioning of plant, acoustic screens/barriers, time spent and as a last resort with the issue of PPE).

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.

Noise survey to be undertaken prior to the commencement of any works on site and a copy will be provided.

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

We will follow HSE guide lines on noise and vibration exposure limits and ensure that the higher action values are not exceeded. Control measures will be used throughout the duration of the project to minimise the noise and vibration levels emitted. Levels will be monitored, recorded and reviewed on a regular basis.

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.

A range of measures to reduce disturbance from construction noise and vibration will be used. Noise mitigation measures will include the use of echo barriers, agreed limited hours for percussive works, noise monitoring, plant and equipment fitted with silencers, good community relations. Vibration mitigation measures will include undertaking a vibration survey during appropriate stages of work activities and providing an appropriate response depending on the level of vibration. If noise or vibration levels reach higher action levels then immediate action will be taken based on statutory requirements, HSE guidance and industry best practice.

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

To be provided prior to the commencement of works

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

In order to manage dust at the site, BS will employ the following best practice techniques following Best Practice Guidance 'Control of dust and emissions from construction and demolition' which aim to prevent dust from being generated in the first place, to minimise and suppress dust that is produced, and to use reasonable methods of containment to keep it from spreading.

- Damping down generally but also of structures being demolished
- Covering bulk materials
- Use of bagged or silo stored materials
- Erecting of wind breaks/fences/plastic screening (these can double as acoustic barriers)
- Use off site fabrication where possible (we refer to the pre fabrication of timber framed elements where possible)
- Ensuring that site tools are fitted with dust extraction at source.
- Ensure effective communication with neighbours where a disruptive or dusty activity is programmed.

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.

Screens and site hoarding will prevent the majority of any dust emitted from leaving the site boundary, operatives will be required to change their work footwear before leaving site. The site traffic marshal will be equipped with a broom and jet wash to maintain cleanliness of the external site footpath and highway at all times.

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

Vibration, Noise and Dust monitors will be used on site and frequent readings will be taken and recorded. Results will be analysed and actions will be taken where necessary in appropriate time frames.

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.

To be confirmed prior to commencement of development

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](#).

To be confirmed prior to commencement of development

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.

I can confirm that if required, 4 real time dust monitors will be installed within the given timeframe and all subsequent reports will be issued to the council detailing any exceedances of the threshold and control measures / actions taken.

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).

On the first sign of rodent / vermin infestation we will contact a pest control company that are members of the NPTA (National Pest Technicians Association) or BPCA (British Pest Control Association) for professional help in dealing with and eliminating the problem as fast as possible with as little fall out as possible.

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

An asbestos survey and removal will be carried out prior to any works commencing.

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.

By being associate members of the Considerate Constructors BC operate to the schemes code of conduct and have won three national awards in the last two years. We achieve this by implementing measures to prevent site operatives becoming a nuisance, such as onsite training and providing internal designated smoking areas out of the public view, fully equipped site canteen so operatives do not need to leave the site at break times and a list of site rules that are enforced which focus on personal appearance and conduct.

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): TBC
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): NA
- 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: NA
- 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: NA
- 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: NA

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:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.