

Draft Construction Management Plan

For Aran Chadwick

17 Railey Mews

Kentish Town

NW5 2PA

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DRAFT

Review

For Internal use only

Please initial and date in the relevant section of the table.

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areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	<i>(attach appendix if necessary)</i>
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

● INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance ([CPG](#) [6: Amenity](#) and [CPG](#) [8: Planning Obligations](#)).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

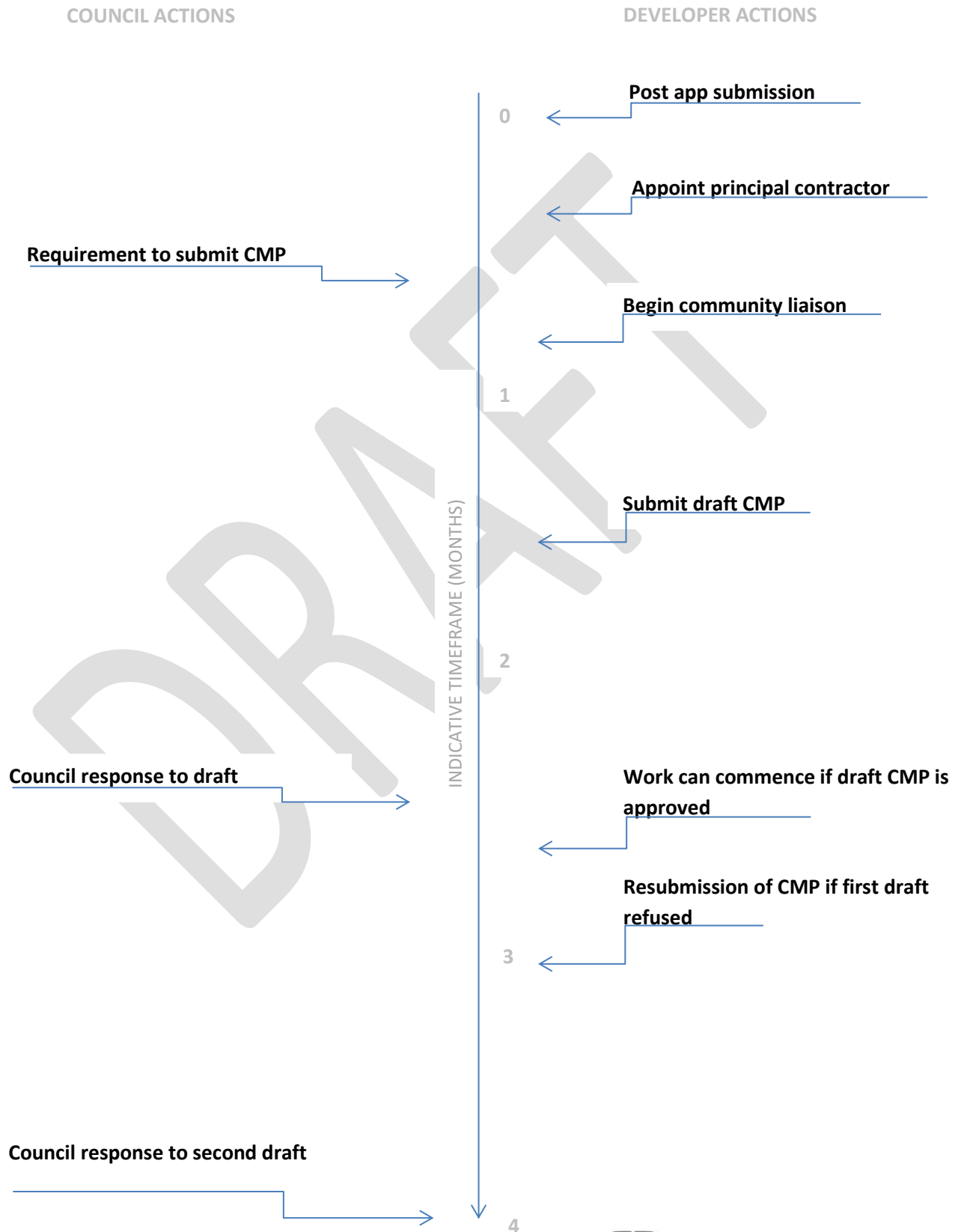
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: 17 Railey Mews, Kentish Town, NW5 2PA

Planning ref: to be confirmed.

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: David Kemp

Address: DRK Planning Ltd, 215 Alfred Court, 53 Fortune Green Road, London NW6 1DF

Email: david@drkplanning.co.uk

Phone: email only

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.

Planning stage. Project manager yet to be appointed.

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: David Kemp (by email only and only during the planning stage)

Address: DRK Planning Ltd, 215 Alfred Court, 53 Fortune Green Road, London NW6 1DF

Email: david@drkplanning.co.uk

Phone: email only

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

Name: David Kemp (by email only and only during the planning stage)

Address: DRK Planning Ltd, 215 Alfred Court, 53 Fortune Green Road, London NW6 1DF

Email: david@drkplanning.co.uk

Phone: Email only

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.

Planning stage. Contractor yet to be appointed.

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.

Please refer to submitted drawing for site location plan: A0110

The site is located at 17 Railey Mews, within the Kentish Conservation Area, adjacent to where Railey Mews meets Leverton St. It is a residential area with the surrounding properties predominantly terraced houses, however, the existing house only has one neighbour.

The house front is on Railey Mews and has neighbours gardens to one side and at the rear of the site and a building (16 Railey mews) to one side.

The proposal includes a small extension to the rear of the existing building and a single storey basement within the existing footprint of the house.

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).

- New basement circa 50sqm. Additional floor area to ground, first and second floor to create an amended stair is an additional 12 sqm

- Residential area

- Relatively narrow street

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

16 Railey Mews (Neighbour) 95 Leverton St (other side of Railey Mews)

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.

To be provided post planning with finalised CMP prior to commencement of development.

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).

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

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

- 8.00am to 6pm on Monday to Friday

- 8.00am to 1.00pm on Saturdays

- No working on Sundays or Public Holidays

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.

Utilities already available on site and connections will not change.

Community Liaison

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

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

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

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

1. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

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

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

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

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.

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.

A Site telephone number has been set up and will be issued to the addressees of the Construction Working Group. It will also be made visible at the site entrance signage.

3. Schemes

Please provide details of any schemes such as the ‘Considerate Constructors Scheme’, such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the “[Guide for Contractors Working in Camden](#)” also referred to as “[Camden’s Considerate Contractors Manual](#)”.

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

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.

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 which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal contractor:

Main contractor yet to be appointed.

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).

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

3. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

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

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

Site Traffic

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

4. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network \(TLRN\)](#).

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

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.

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

5. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

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

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.

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

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

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

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).

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

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

All access and construction methodology will be designed and agreed with the Main Contractor.

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

All access and construction methodology will be designed and agreed with the Main Contractor.

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).

All access and construction methodology will be designed and agreed with the Main Contractor.

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.

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

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.

The site is located on Railey mews where it joins Leverton st with good access from two directions. All deliveries will be made according to the ‘Guide for Contractors Working in Camden’.

All access and construction methodology will be designed and agreed with the Main Contractor.

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](#).

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

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).

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

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

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

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).

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

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered, these include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skids/ hoardings, etc.

A secure hoarding will generally be required to the site boundary with a lockable access

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

All access and construction methodology will be designed and agreed with the Main Contractor.

All pedestrians and cyclists will be directed to the other side of the road where appropriate, a Marshal will manage this during deliveries.

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.

No occupation of public highways will be required. Hoarding will be required around the site on the Railey Mews side.

● SYMBOL IS FOR INTERNAL USE

Environment

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

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

Noisy work will be carried out from 08:00 until 18:00 Monday to Friday and 08:00 until 13:00 on Saturdays. No noisy works will be carried out on Sundays and Bank Holidays. (This is in line with Camden's Guidelines)

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.

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

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

Can be provided on request when a more detailed 'construction methodology' is available.

4. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

The following key factors have been identified as determining the degree and type of mitigation required in order to undertake the demolition and construction works on site.

(a) Duration of Works

The duration of site operations is considered to be a factor for this development. It is essential, therefore, to cultivate an appropriate environment in which this exposure can be best tolerated from the outset, minimising adverse community reaction. Communications and public relations are dealt with in detail below, but it is important to establish that information regarding the overall project duration is also significant in controlling adverse community reaction.

(b) Communication with Neighbours

In conjunction with effective communication of site activities and scheduling, liaison with local residents is essential in cultivating a positive attitude in the community. A dedicated telephone number and designated staff contact will be made available to respond to any complaints or queries. Information on current and forthcoming activities will be made as freely available as possible.

(c) Contractor's Obligations

In order to minimise and manage noise and vibration impacts at neighbouring properties, the Contractor will:

- Communicate with neighbours to establish good relationships between all parties. This will occur prior to commencing on site and describe the forthcoming works, the likely impacts and mitigation measures to be taken and the opportunity to discuss in full. Any reasonable representations will be noted.
- Notify at key stages of impending noisy works and their likely duration by mail.
- A member of onsite staff will be designated as community relations manager to maintain good communications with neighbours;
- Publicise a dedicated community contact telephone number for the site, upon which neighbours can contact the community relations manager to discuss issues arising;
- Operate a 'considerate builder' type scheme in which a commitment is made, amongst others, to undertake proper maintenance of equipment, control use of radios on site, site equipment with due consideration to proximity of neighbours and ensure it is turned off when not in use.

(d) Contractor Action

Where there is evidence of neighbour disruption from noise or vibration during demolition, the contractor will undertake a review of procedures identifying those process operations giving rise to noise. Once the source of the emission is known, corrective action will be taken without delay.

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

No evidence at this stage. Information to be provided when a Contractor / Team is appointed.

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

In order to manage dust at the site, the Contractor 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
- Ensuring that site tools are fitted with dust extraction at source.
- Ensure effective communication with neighbours where a disruptive or dusty activity is programmed.

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.

Same as question 6. All Public Highways will be cleaned should the spread of dust or dirt occur. However this will be minimal because of the 'prevention techniques' adopted. The following process has been identified as potential dusty operations: Breaking out ground floor slab

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

We do not envisage any significant vibration and dust levels will be kept to a minimum when breaking out the ground floor using water and screening. Daily sound levels will be measured and recorded on site

9. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage in line with the [GLA's Control of Dust](#) and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Yet to be completed.

10. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 9 have been addressed by completing the [GLA mitigation measures checklist](#). Please attach this as an appendix.

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

- 11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

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

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

A rodent control contractor will be appointed and visit the site three times to undertake an inspection and undertake necessary rodent control. Prior to commencement of any works, all site drains will be sealed. Following demolition of the ground floor, the rodent control contractor will be again be instructed to survey the site on a monthly basis throughout the development period, and advise on rodent control should it be required for immediate action. If there is evidence of rodent activity, the contractor's advice will be sought as to the appropriateness of increasing the frequency of rodent surveys.

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

No survey has been carried out yet.

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.

To be completed by Main Contractor when appointed.

● 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:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.