

Construction Management Plan

pro forma v2.1

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced/amended by
25/11/2016	1.0	Angelo Takkas – Health & Safety Risk Services Limited
13/1/2017	2.0	Angelo Takkas – Health & Safety Risk Services Limited
2/2/2017	3.0	Angelo Takkas – Health & Safety Risk Services Limited
14/2/2017	4.0	Angelo Takkas – Health & Safety Risk Services Limited
10/5/2017	5.0	Angelo Takkas – Health & Safety Risk Services Limited
17/5/2017	6.0	Angelo Takkas – Health & Safety Risk Services Limited

Additional sheets

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

Date	Version	Document
25/11/2016	1.0	Gantt Chart
25/11/2016	1.0	Scaffold Design
14/2/2017	4.0	Plant & Tool List

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](#)."

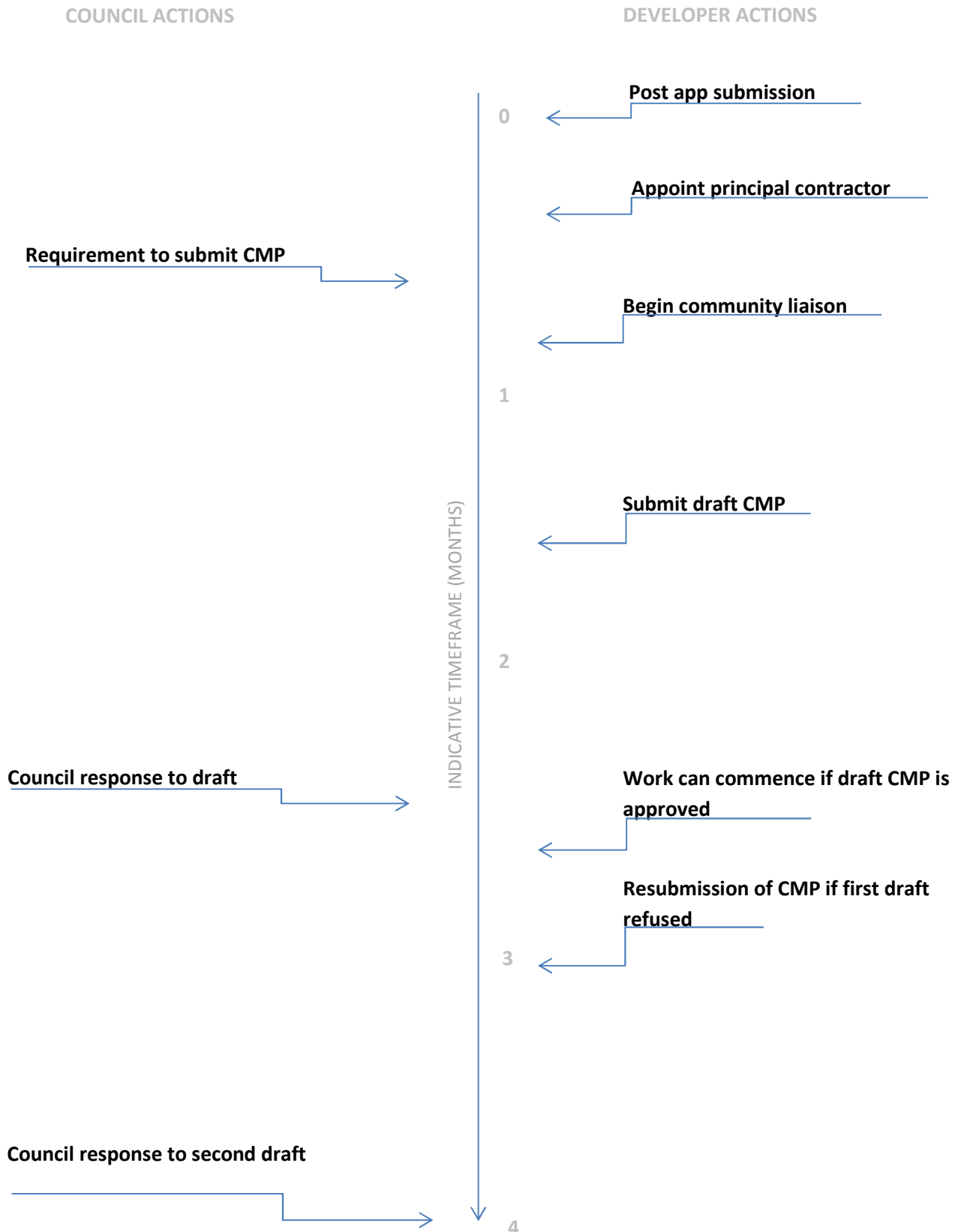
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: 32 & 34 Swinton Street London WC1X 9NX

Planning ref: 2015/5831/P and 2015/5834/P

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

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

Name: Steven Byfield

Address: Eldan Management, Room 309, 152-154 Coles Green Road London NW2 7HD

Email: Steve@eldanmanage.co.uk

Phone: 07534 652391

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: Dariusz Szczupal

Address: AO & DS Building Contractors Unit 7 Meridian Business Park Fleming Road Waltham Abbey Essex EN9 3BZ

Email: dszczupal@aol.com

Phone: 07940 950183

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:

Address:

Email:

Phone:

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: AO & DS Building Contractors Limited

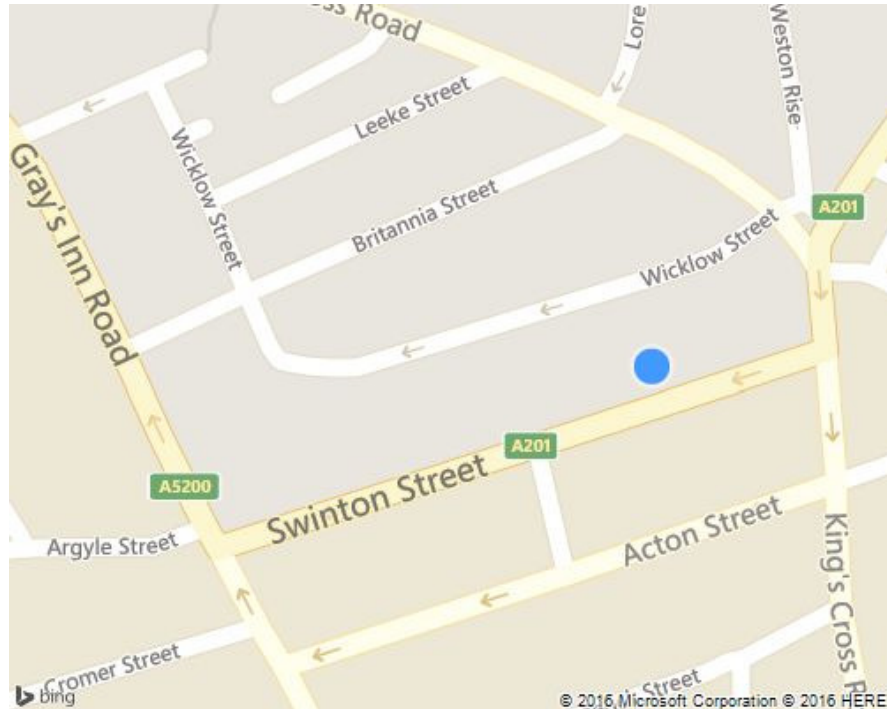
Address: Unit 7 Meridian Business Park Fleming Road Waltham Abbey Essex EN9 3BZ

Email: AO-DS@live.co.uk

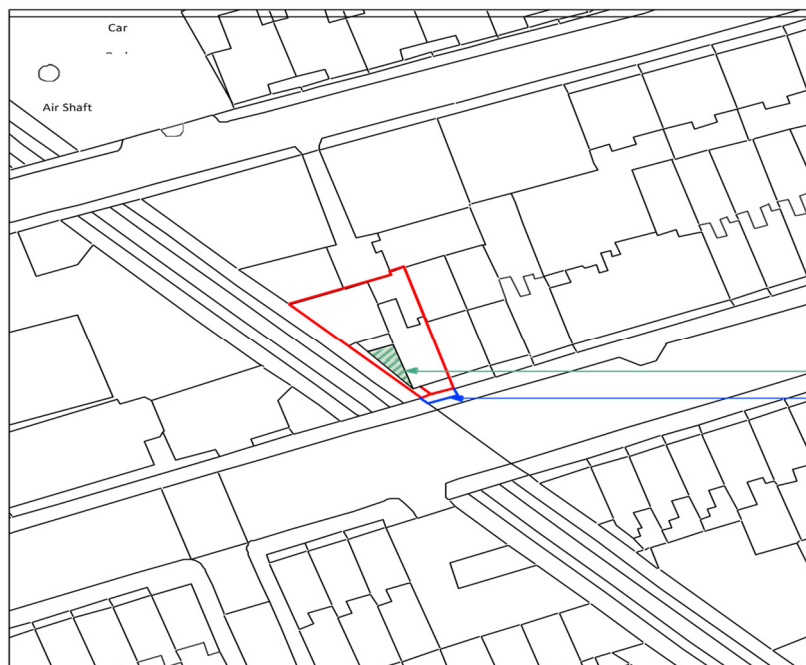
Phone: 01992 700 707

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.



Blue dot represents site location



Redline shows site boundaries

Blue line shows front hoarding line

Green shade is courtyard to front of 34 Swinton

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

Located on a busy one way street between Kings Cross and Gray's Inn Road the two existing residential buildings are currently in a poor state of repair. Number 32 is a 4-storey building (including basement) divided into 12 studio flats and currently lie directly above an underground line. Number 34 is a 3-storey building (including basement) divided into 8 studio flats with its boundary wall adjacent to an over-ground railway bridge line.

The site is located on a busy one way street with the traffic flow coming from Kings Cross Road and leading to Gray's Inn Road. Swinton street is a combination of commercial and residential premises.

The site located within a short walking distance of Kings Cross Underground and St Pancras mainline stations and is serviced by numerous bus routes in the close vicinity.

The proposed works will take place within the confined boundaries of the site as shown above (Red lines) with adequate security and planning which will minimize any disturbance to the local community.

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 involves a complete refurbishment to both buildings, which will include some demolition to the front and flank wall of 32 Swinton Street and the introduction of a mansard roof to both properties.

The main issues and challenges include:

- The construction of the mansard roof to number 34 Swinton street requiring a significant scaffold design (see attached scaffold design to be approved by TFL.) adjacent to a railway line – Project coordination and cooperation with TFL.
- The close proximity of both residential and commercial properties/operations to the site – Good community liaison

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 residential and commercial premises surrounding the construction site may be affected by noise and dust during some periods of this project. The demolitions and construction of Mansard roof's to both buildings are to be completely encapsulated by scaffold debris netting which will reduce any dust impact on the nearest receptors. There are no significant works being undertaken that would involve significant plant and therefore it is not anticipated that vibration and fumes will be an issue. Adequate lighting one hour before dusk and one hour after dawn will be installed on any scaffold cantilevered over the pedestrian walkway on Swinton Street.

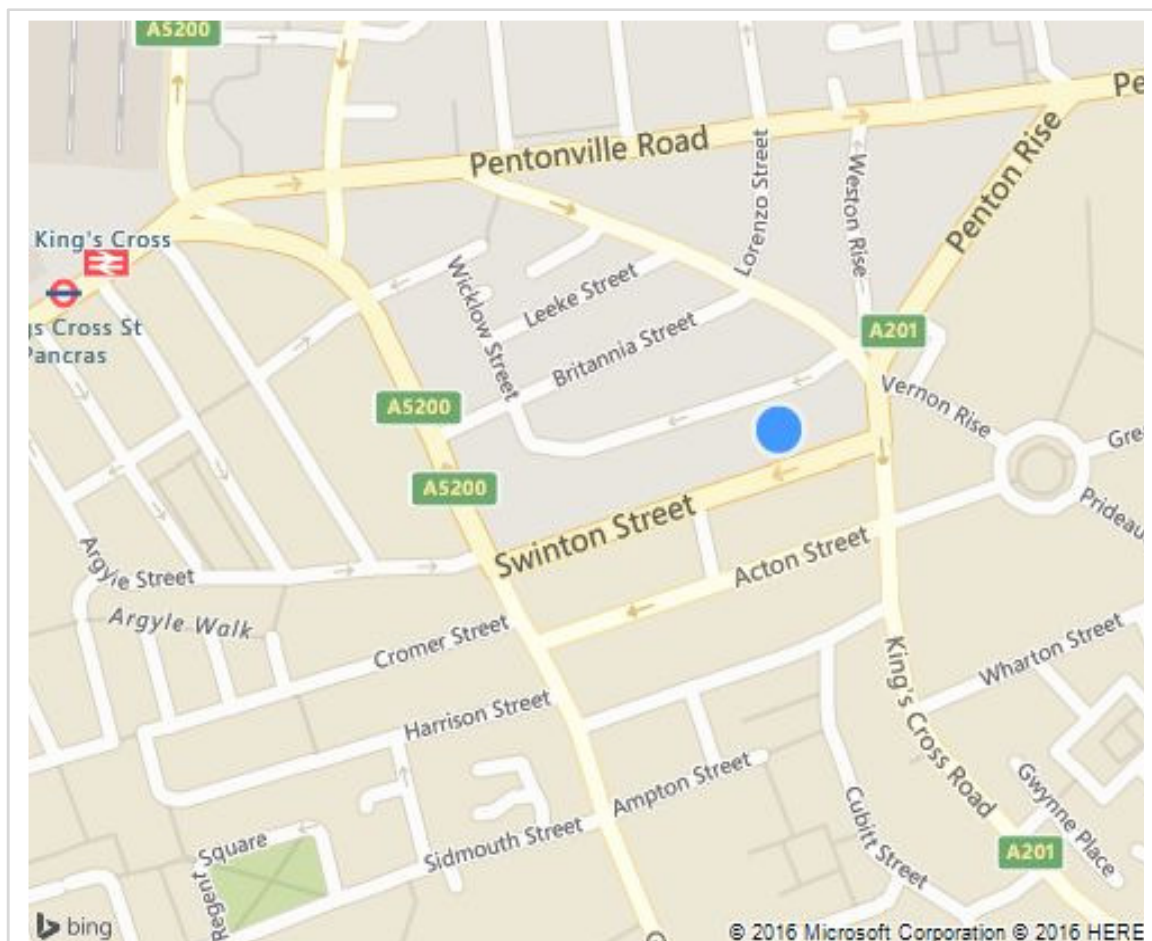
Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated.

Suitable mitigation measures to be used include:

- Standard construction hours.
- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut/throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.

Solid hoarding (minimum 2M in height) will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.

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.



There are no Bus or Cycles lanes located on Swinton Street and the resident permit holder parking bays located immediately to the front of 32 and 34 are constructed in a way to not interfere with the traffic flows. It should be pointed out, that due to the nature of this project being primarily refurbishment it is not anticipated that there will be any significant deliveries with large dwell times during peak hours that will have a detrimental effect on the local highway.

Any deliveries to this site will be performed using the existing loading bay outside 24-28 Swinton Street

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).

A Gantt chart has been provided as a separate attachment

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

It is confirmed that the Principal Contractor and any subcontractors on this project will adhere to the standard working hours for construction sites in Camden

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.

It is proposed that all services for the planned Mansard roof extensions will be derived from the existing properties at 32 and 34 Swinton Street respectively.

It is not anticipated at this point of time that required services for this development will need any excavations or traffic management proposals.

The following utility companies will be contacted:

Thames Water

National Grid

EDF Energy

BT

If at a later stage, there is a requirement by any of these companies to perform excavations to facilitate new installations related to this project then the Principal Contractor will coordinate and ensure any excavations are shared where possible and the Principal Contractor will also introduce traffic management proposals if applicable.

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 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.

Eldan Management will undertake the responsibility regarding local resident consultation of the Draft Construction Management Plan (DCMP) in the following ways:

- Publicising the proposed DMP consultation meeting (date TBD) via a letter drop to all local addresses and emails sent to those already engaged during the planning process. The distribution will include but not limited to, ward councillors, local residents and businesses
- Holding any further meetings to discuss the Draft DMP and taking on board feedback before finalising the DCMP.
- Updating all consultees once the final DCMP is published.

The minutes of all resident consultation meeting minutes will be publicized and distributed to all concerned.

Consultation letters have been delivered to all the properties and business in Swinton Street providing them with a brief explanation of the works and necessary contact details to obtain further information including guidance through the existing plans and schedules.

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.

The Principal Contractor shall keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

On the hoarding and clearly visible a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

All Contact Boards shall include the following materials:

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

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

The Principal Contractor will ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Camden Council Noise and Licensing Enforcement Team

Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

community liaison continued.....

Should complaints be received concerning works/activities, then all works/activities being the cause of complaint must cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

Principal Contractor Contact Name: Mr. Dariusz Szczupal

Principal Contractor Contact Address: AO & DS Building Contractors Limited
Unit 7 Meridian Business Park
Fleming Road
Waltham Abbey
Essex EN9 3BZ

Principal Contractor Contact Details: Landline: 01992 700707
Mobile: 07940 950183
Email: dszczupal@aol.com

Site Manager: Mr. Dariusz Szczupal - 07940 950183

Duration of Works: 28 Weeks

Community Liaison Contact Name: Mr. Dariusz Szczupal - 07940 950183

Project Manager Contact Name: Mr Steven Byfield – 07534 652391

A Complaints Register will be maintained and where possible will contain the complainant's details, date and time of complaints made, causes of complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, reasons for any unresolved complaint.

An incident logbook shall be on site and all incidents shall be recorded stating date time and worker/s involved, action taken and measures incorporated to prevent recurrence of similar event.

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](#)".

The Principal contractor will adhere to the following:

'Freight Operators Recognition Scheme' and 'TfL's
Standard for construction logistics and cyclist safety – [CLOCS scheme](#)'.
The 'guide for contractors working in Camden'

AO&DS Building Contractors has registered the company and this site with the Considerate Contractors Scheme (CCS).

Details of registration will be provided to the local authority and TFL – see attached certification

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.

We understand that there is a development due to begin at the Tune Hotel, on the corner of Swinton Street and Gray's Inn Road. We will contact the site manager to avoid any large deliveries occurring at the same time/day.

Contact details below for Tune Hotel site manager:

Name: Stewart Dawson-Derry
Address: M.R. Allen Limited, Penley, Hollings Hill, Cradley, Worcs. WR13 5LY
Email: stewart@mrarefurb.com
Phone: 07841 460887

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:

AO & DS Building Contractors 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).

Contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the [CLOCS Standard](#)

OPERATIONS:

- **Quality operation:** accreditation via an approved fleet management audit scheme e.g. [Fleet Operator Recognition Scheme \(FORS\)](#) or equivalent.
- **Collision reporting and analysis:** of any collision involving injury to persons, vehicles or property, ideally including use of the [CLOCS Manager](#) collision reporting tool.
- **Traffic routing:** any route specified by the client is adhered to unless otherwise specified.

i. VEHICLES:

- **Warning signage:** warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection:** fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation:** front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings:** enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. DRIVERS:

- **Training and development:** approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing:** regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

18. Continued...

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction management/logistics plan:** is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment:** that the site will be suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress:** will be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading:** vehicles will be loaded and unloaded on-site as far as is practicable.
- **Traffic routing:** will be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours:** other options will be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance:** contractors and sub-contractors throughout the supply chain should comply with requirements

Links to the relevant CLOCS and FORS aspects mentioned here are given below and should be used as part of the checking process.

Please contact CLOCS@Camden.gov.uk for further advice if necessary.

Contracts

*FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module **OR** Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.). CLOCS Compliance will be included as a contractual requirement.*

Desktop checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

18. Continued...

Site checks continued...

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

Useful links

[FORS operator database](#) – lists accredited operators.

[FORS driver training database](#) – lists drivers that have undertaken approved additional driver training (required by CLOCS). Please cross reference this with the FORS list of approved course (link below).

[FORS list of approved courses](#) – Practical courses to have been completed within the last 3 years, e-learning courses to have been completed within the last year.

[Example letter to suppliers](#) – Contains some contractual clauses that may be helpful when writing contracts, if this hasn't been done already.

[CLOCS Managing Supplier Compliance](#) – Outlines method for ascertaining compliance check frequency using suggested risk scale given on P24 – 26.

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:

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

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

Site Traffic

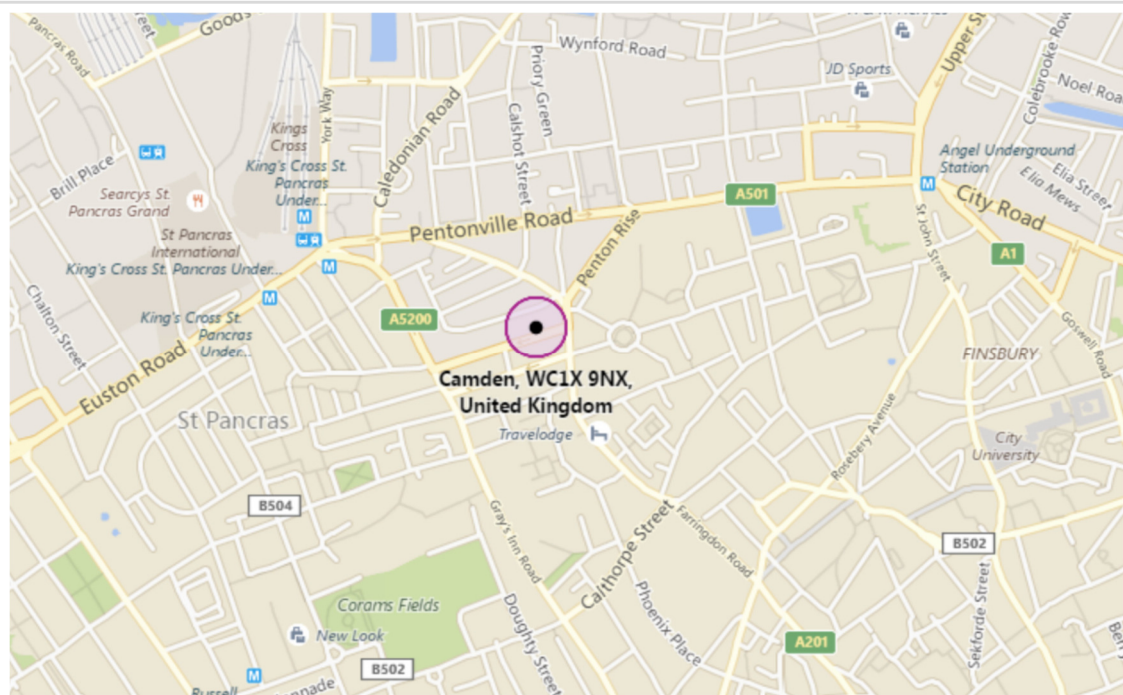
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

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).



The site location is highlighted by the black dot. This map shows the location of the site relative to key arterial routes which will carry the majority of site traffic from all directions. These routes are the responsibility of Transport for London. The site lies within the London Borough of Camden. The Principal Contractor will work in partnership with TFL, Camden Council and our supply chain to reduce and in some cases, eliminate the nuisance of fumes, noise and dust within the community

The site is well served by a number of arterial Red Routes that will carry the majority of site traffic from the North, North East and North West. The following guidance on the most appropriate routes for our primary materials will be developed with Camden Council & TFL and sets out the preferred access routes to site.

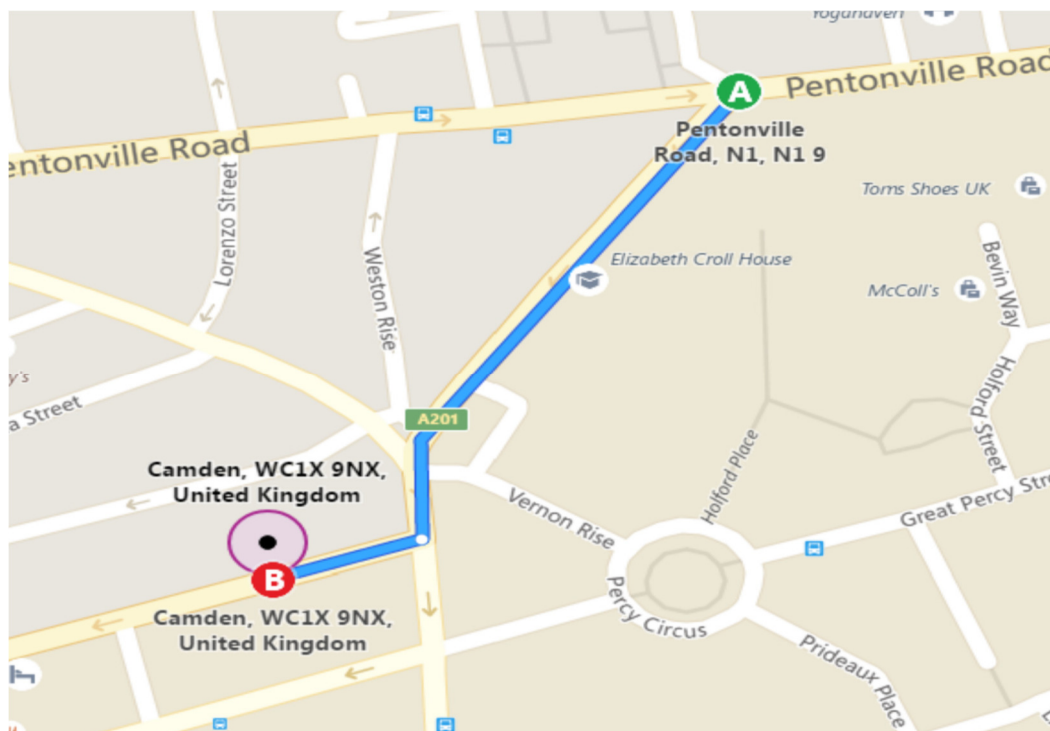
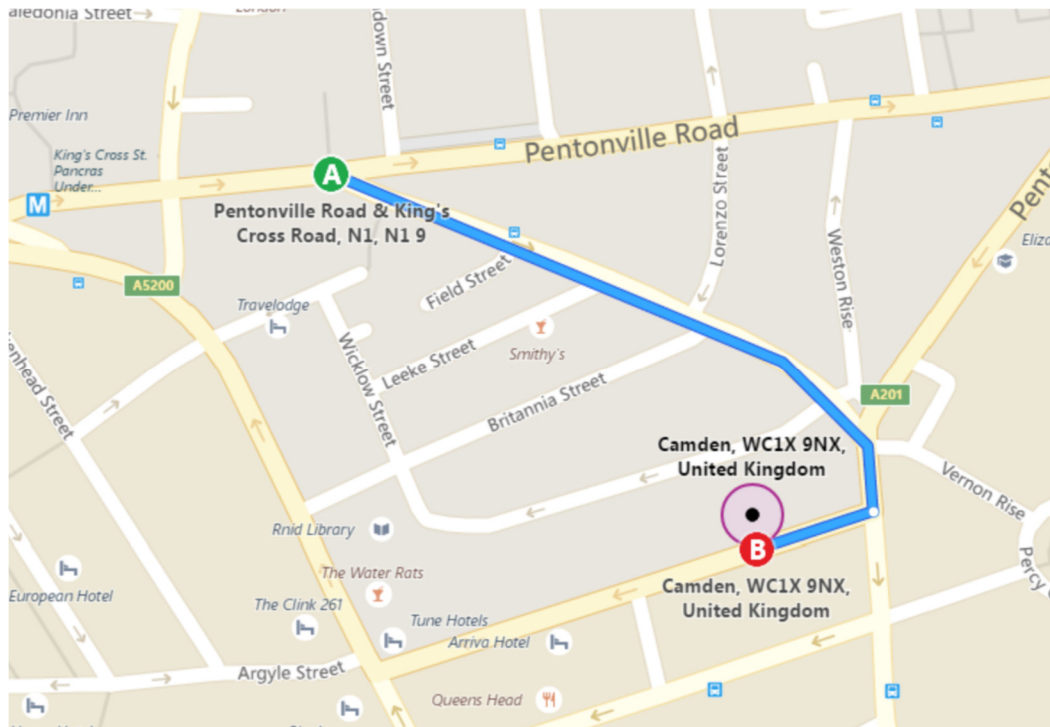
This information will be distributed through our supply chain mainly to the following key sub-contractors and suppliers:

- Demolition Debris
- Structural Steel
- Scaffolding
- Brick & Blockwork
- Stud Partition
- Insulation
- Mechanical and electrical plant.
- Roofing suppliers.
- Doors, windows and curtain wall suppliers.
- Case-good items, finishes, carpets, and furniture.

a. Continued...

Preferred Access Route for all Vehicles:

The preferred route available for all delivery vehicles will be from the North via the A501 Pentonville Road and then the A201 Kings Cross Road or A201 Penton Rise before turning right onto Swinton Road.



a. Continued...

The route described above has been evaluated to consider any existing width restrictions, to accommodate the size of the vehicles, to ensure when safer to do so the approach to the site avoids where possible passing by or driving in the vicinity of schools located around the construction site.

When leaving, the construction site the vehicles will continue along the Swinton Street one way system and turn right onto the A5200 Grays Inn Road.

Local Highways Authority

London Borough of Camden is responsible for all roads in the vicinity of the site not classified as red routes. Their responsibilities include:

- highway maintenance
- drainage maintenance
- gully cleansing
- winter gritting
- filling salt bins
- repairing faulty street furniture
- making potential hazards safe in an emergency
- clearing up after road traffic accidents
- road and pavement markings
- street lighting and illuminated signs
- registration, co-ordination and inspection of roadworks

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.

There will be no site access for any delivery vehicles. **All vehicles will park in the existing loading bay outside 24-28 Swinton Street (approximately 15 metres).**

All suppliers and contractors utilised on this project will be provided with verbal and written

Communication's to make them aware of the planned route. This communication will include the highlighted route on a map for distribution to all drivers. The agreed vehicle routes shall be included as a contractual requirement of all the Sub- Contractors

Suppliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the project manager to ensure deliveries are controlled and vehicles are not waiting on local Roads, thereby ensuring that there is always space at the site to accommodate the necessary deliveries.

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

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.

Scaffold erection and strike

Standard 18 tonne Hiab lorry – 2 times per day – 2 days – Dwell time 3-4 hours

Steel delivery

Standard 18 tonne Hiab lorry – 1 time per day – 1 day – Dwell time 20-30 Minutes

General materials (Timber, Bricks/Blocks, Plasterboard, etc.)

Standard 18 tonne Hiab lorry – 1 time per day – 3 days - Dwell time 20-30 minutes

As there are no schools in the immediate vicinity of the construction site all deliveries will take place between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays

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

We understand that there is a development due to begin at the Tune Hotel, on the corner of Swinton Street and Gray's Inn Road. We will contact the site manager to avoid any large deliveries occurring at the same time/day.

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.

Not applicable

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.

Not applicable

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).

Not applicable

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

Not applicable

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

Not applicable

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).

Not applicable

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.

Not applicable

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.

During delivery dwell times the pedestrian pavement (immediately outside 32 and 34 Swinton Street) will temporarily closed using barriers to ensure any unloading/loading is carried out safely.

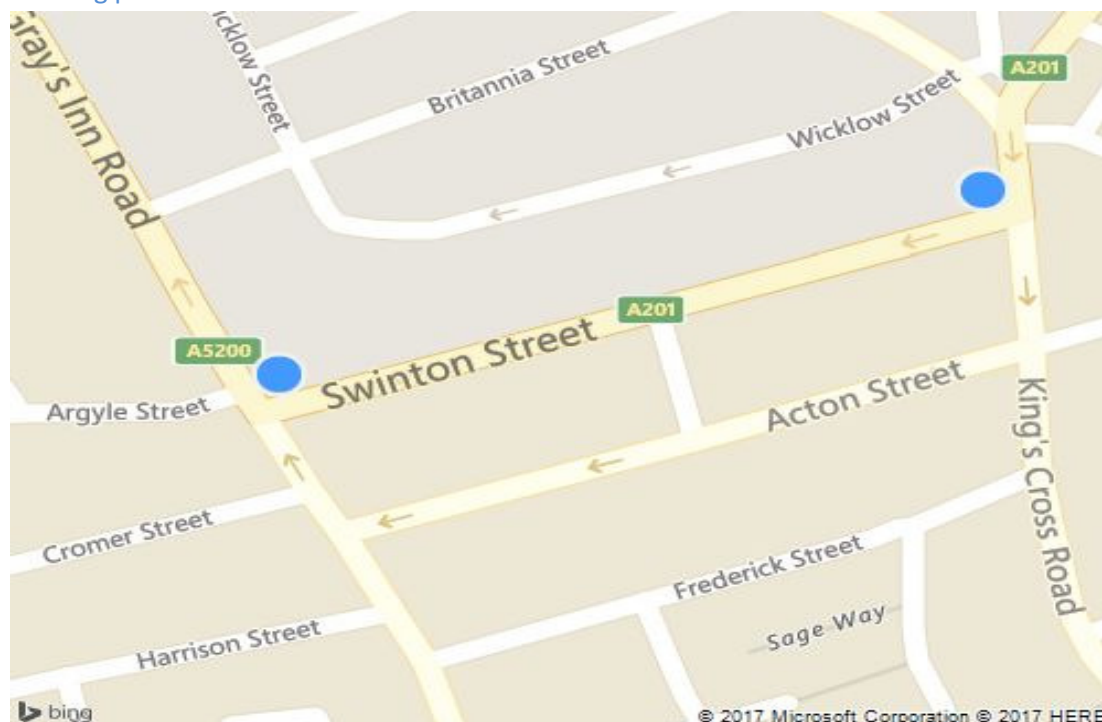
Swinton Street is considered to be a busy one way street which should only be crossed at the safe crossing points which are the traffic lights at each end of Swinton Street. Therefore just before any loading/unloading pavement closures signs will be placed at each end of Swinton Street advising pedestrians of the pavement closure and recommending them to use the alternative pavement opposite the site.

A banksman will also be on hand to supervise the loading/unloading and to provide instructions to pedestrians with regard to an alternative crossing point.

None of the deliveries identified in Q21 will occur on the same day

23. Continued....

The Blue dots represent the location of the warning signs and the traffic light operated crossing points



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](#).

No parking bay suspensions will be required for this project. The existing loading bay outside 24-28 Swinton Street (15 Metres) will be utilised for deliveries.

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).

Not applicable

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

As described in point 23

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).

As described in point 23

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.

As described in point 23

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.

Not applicable

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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 operations must be carried out within the local council noise regulations, noisy works will not be allowed to commence before 08.00am in the morning and after 6.00pm in the evening Monday to Friday, and after 1.00pm on Saturday.

No noisy operations will take place on Sundays or Bank Holidays.

The Principal Contractor (PC) does not anticipate performing any activities which are likely to create any significant noise levels and therefore at this stage of the project the PC does not anticipate conducting any noise surveys.

There are no muck away vehicles involved in this project and the delivery vehicle noise level will not exceed the general noise levels generated by traffic on Swinton Street in any normal day. Demolitions will be performed using hand tools due to location of buildings in relation to railway line and materials will be retained for reuse.

A Plant & Tools List for the works to be performed on this project is attached to this plan. Hand held breakers, hammers and chisels will be used to perform demolition works.

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.

Not applicable – No works anticipated that will create any significant noise levels

There will be no requirement for the use of any significant plant (no muck away, no piling, no percussion tools) and all materials will be pre-fabricated before arriving on site. Currently we do not anticipate the noise level generated by hand tools to achieve the health and safety noise regulation action levels.

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

Not applicable

Our demolition process involves carefully reducing the size of 2 existing flank walls using hand tools and the stripping of existing roofs (reusing materials where possible). There will be no muck away vehicles and delivery vehicles for materials are standard Hiab lorries which will not generate any significant noise or vibration. As specified before no significant plant on site only hand tools.

Noise attenuation screening will be used if deemed appropriate and noise monitoring to be carried out if deemed necessary at regular intervals during each task period. Any mobile screens (if required) shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.

Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that 'Best Practicable Means' are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.

There will be NO piling or excavation works performed on this construction site.

In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mm/s^{-1} PPV for potential disturbance in residential and using a suggested trigger criteria of 2mm/s^{-1} for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

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.

The face and flank wall of 32 Swinton street down to the render level (second floor) will be carefully removed manually using hand tools.

The hand tools will involve some use of a hand-held breaker, hammer and chisel gently tapping at the pointing between bricks. This will be performed from a scaffold platform surrounded by monarflex.

We will adhere to the codes of practice for construction working and piling given in British Standard BS 5228:2009 and the guidance given therein minimising noise emissions from the site. Demolition debris and general waste will be removed via wait and load vans or Skips to a licenced disposal site and Waste Transfer Note (WTN) will be retained for inclusion in the H&S File

If deemed appropriate temporary acoustic enclosures/screens will be established with sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels. When installed a noise measurement will be taken to determine the level of noise reduction offered by the acoustic screens.

For regenerated structure borne noise, where required, we will incorporate 2hr on/off respite periods to reduce impact to nearby sensitive receptors.

A philosophy will be taken by our organisation to reduce noise/vibration levels throughout the site. Actions will be implemented, maintained and improved throughout the duration of these works.

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

Not applicable for this project

All operatives will be competent and fully trained to perform the work function being performed and will at a minimum hold a CSCS certification. Based on the proposed works and methods we do not believe it is necessary to train all operatives to BS 5228:2009 standard

AO&DS will recruit an individual with the necessary training in BS 5228:2009 to facilitate the necessary guidance throughout this project. Evidence of competence will be forwarded to Camden Council prior to commencing works

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

Referring to visible dust, it is imperative to prevent statutory nuisance arising from the construction works or dusty activities. Therefore, a philosophy of the prevention of dust formation in the first place shall be adopted. Dealing with dust should be in the following fashion:

1. Prevention 2. Suppression 3. Containment.

These three principles are well established and are central to the control strategies to control dust. They follow a hierarchy to control the emissions.

The CMP has identified the dusty operations and established the best available techniques are required to control dust emissions. The identified dusty operations shall be recorded and in the Future dust emissions should be prevented whenever practicable.

When this is not practicable emissions should be controlled at source. Examples include correct storage of raw materials, organising the process in such a way that spillage is avoided, and maintaining high standards of internal and external housekeeping.

Consideration will be given to the siting of aggregate stockpiles, based upon such factor as the prevailing winds, proximity of site boundary and proximity of neighbours. Minimisation of drop height is very important in stockpiling to reduce wind whipping of particulates. When designing storage bays, internal walls separating storage bays should be at least ½ metre lower than external walls of the bays.

The main principles for preventing dust emissions are containment of dusty processes and suppression of dust using water or proprietary suppressants. Suppression techniques need to be properly designed, used and maintained, in order to be effective. For example, where water is used for dust suppression, processes require an adequate supply of water and all water suppression systems need adequate frost protection.

Where there is evidence of airborne dust from the building construction activities on site, the contractor should make their own inspection and assessment, and where necessary undertake ambient monitoring with the aim of identifying those process operations giving rise to the dust. Once the source of the emission is known, corrective action should be taken without delay.

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

Important management techniques for effective control of emissions include; proper management, supervision and training for process operations; proper use of equipment; effective preventative maintenance on all plant and equipment concerned with the control of emissions to the air; and it is good practice to ensure that spares and consumables are available at short notice in order to rectify breakdowns rapidly. This is important with respect to arrestment plant and other necessary environmental controls. It is useful to have an audited list of essential items.

Prevention

- The site manager will be appointed as the responsible person
- Consideration of weather conditions will be taken into account (dust generating potential of material) prior to demolition works
- Plan site layout to maximise distance from plant/stockpiles etc. to sensitive receptors
- Erection of solid screens at least as high as planned stockpiles
- Materials generating dust will be removed from site as soon as possible
- No bonfires will be permissible on this site
- Operatives will be instructed on pollution prevention during induction process
- Tool box talks will take place on pollution prevention on days when the potential dust emissions may occur

Suppression

- Minimise dust generating activities, particularly near residential receptors during prolonged dry, dusty weather unless using damping and other suppressants
- Ensure an adequate water supply to site and use water as dust suppressant where applicable
- Ensure any site machinery is well maintained and in full working order
- Ensure equipment available for cleaning spills etc. available at all times
- Sand and aggregates will be stored away from sensitive receptors and screened/shielded.
- Concrete batching will take place away from receptors where possible.
- No idling of delivery vehicles, all engines to be switched off.
- Delivery vehicles to comply with Low emission zones

Containment

- Records of dust and air quality complaints to be kept, including likely causes and mitigation measures to reduce impacts if appropriate
- Daily on-site and off-site visual inspections to be undertaken and recorded
- Consideration should be given to dust soiling monitoring at nearby residential properties, at locations agreed with local authority
- Inspection frequency increased for periods of high activity or prolonged dry, windy weather
- Keep site perimeter, fences etc. clean.
- Continue to review and amend RAMS as necessary following any complaints

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.

Dust suppression techniques described above along with the best scaffold monarflex netting will be installed during demolition works.

There will be no vehicles entering or exiting the site.

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

Prediction

Prior to the commencement of each relevant task were the noise, vibration or air quality from dust is likely to cause significant environment pollution predicted target levels will be established.

Measurements

For the duration of this project any task being undertaken which are likely to cause environmental pollution the following devices will be utilised to take measurements at regular intervals:

1. Air Sampling Pump

Readings will be compared against the anticipated targets and if these readings exceed the predicted levels then works will cease and necessary actions taken to reduce the level of the readings.

Noise

AO&DS shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the CMP.

Noise attenuation screening will be used if deemed appropriate and noise monitoring to be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass to be able to resist the passage of sound across the barrier and to be free of significant holes/gaps between or under any acoustic panels or board materials as far as reasonably practical.

Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling can be agreed with Camden Council.

Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.

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

If required AO&DS will introduce a monitoring scheme with an action plan if any limits are exceeded or if any complaints are received, to bring noise within acceptable levels and/or prevent complaints.

AO&DS will:

For short term (hand held) noise monitoring:

Identify who will carry this out?

Identify how often will they make them?

What time period will they measure for?

Provide a site map indicating NML's

Ensure Class 1 sound level meter is used

For unattended long term noise monitoring:

Install of two semi-permanent Class 1 sound level meters at appropriate site boundary locations, continuously monitoring a range of noise metrics, including LMax, LMin, LAeq, LA90, at 15 minute intervals.

Introduce alerts via SMS or email when levels breach specified noise levels allowing site staff to undertake immediate investigation and take remedial action where necessary.

Introduce weekly/monthly reports to the Council on request, detailing daily noise emissions, and listing and discussing of any noise level triggers by text alert and action taken.

Vibration

Due to the type of construction works being undertaken (predominately refurbishment) It is not anticipated that the Control of Vibration at Work Regulations 2005 action levels will be exceeded.

In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential and using a suggested trigger criteria of 2mms^{-1} for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

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.

Assessing the risk at the planning application stage It is was concluded that the receptor sensitivity of the area for this project is classified as **LOW** and subsequently the risk of dust impacts can be defined as **Negligible** in accordance with 'The Control of Dust and Emissions during Construction and Demolition' supplementary planning guidance from The Mayor of London.

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](#).

Confirmed

- 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.

'Low Risk Site' – Not applicable

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).

There is currently no evidence of a rodent infestation on site. Should infestation occur during the works then a specialist pest control contractor will be commissioned to undertake a survey of the site and provide a report.
Any actions identified by this report will be performed using the specialist contractor.
Any Pest Control receipts generated will be retained on site

The specialist will be registered with the British Pest Control Association (BPCA) and will demonstrate existence/non-existence of rats and mice. How the rodents living on the site are being prevented escaping the site prior commencing the works and during the works.

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

Due to previous refurbishments of both properties to convert the dwellings into studio flats any previous existing Asbestos Containing Materials (ACM's) will have been removed prior to the commencement of this project.

Prior to the commencement of these works, the client will submit the relevant assessment for asbestos identification, removal and disposal.

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.

In addition to the general site rules imposed on all operatives our site induction process will reiterate the location of a suitable smoking area and that bad language and unnecessary shouting will not be tolerated.

Any complaints received regarding individuals on site will be processed through the complaints procedure described within the community liaison section described earlier within the CMP.

Continuous liaison will take place with the local community, before works commence, during the works and in particular in case of exceedances and/or change of techniques or methodology and or complaints/concerns.

In the case of complaints from noise/vibration/dust these complaints will be investigated by the appointed community liaison officer and recorded in a complaint's register, which will remain on site and be made available to the Local Authority if requested.

The complaint register will provide information on day, time, details of complaint, details of monitoring carried out, and any additional mitigation works. Complaints will be resolved in a timely manner and where required, AO&DS will be supported by the appointed noise consultant who will oversee the site monitoring.

AO&DS will also ensure that complainants are updated in writing, detailing their investigation and outcome.

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.

Not applicable

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:

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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.