Construction Management Plan

v2.2

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
28/03/17	02	Guy Goodall
19/5/2017	02.1	Will Thorpe (020 7692 0670)
07/06/17	02.2	Guy Goodall

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

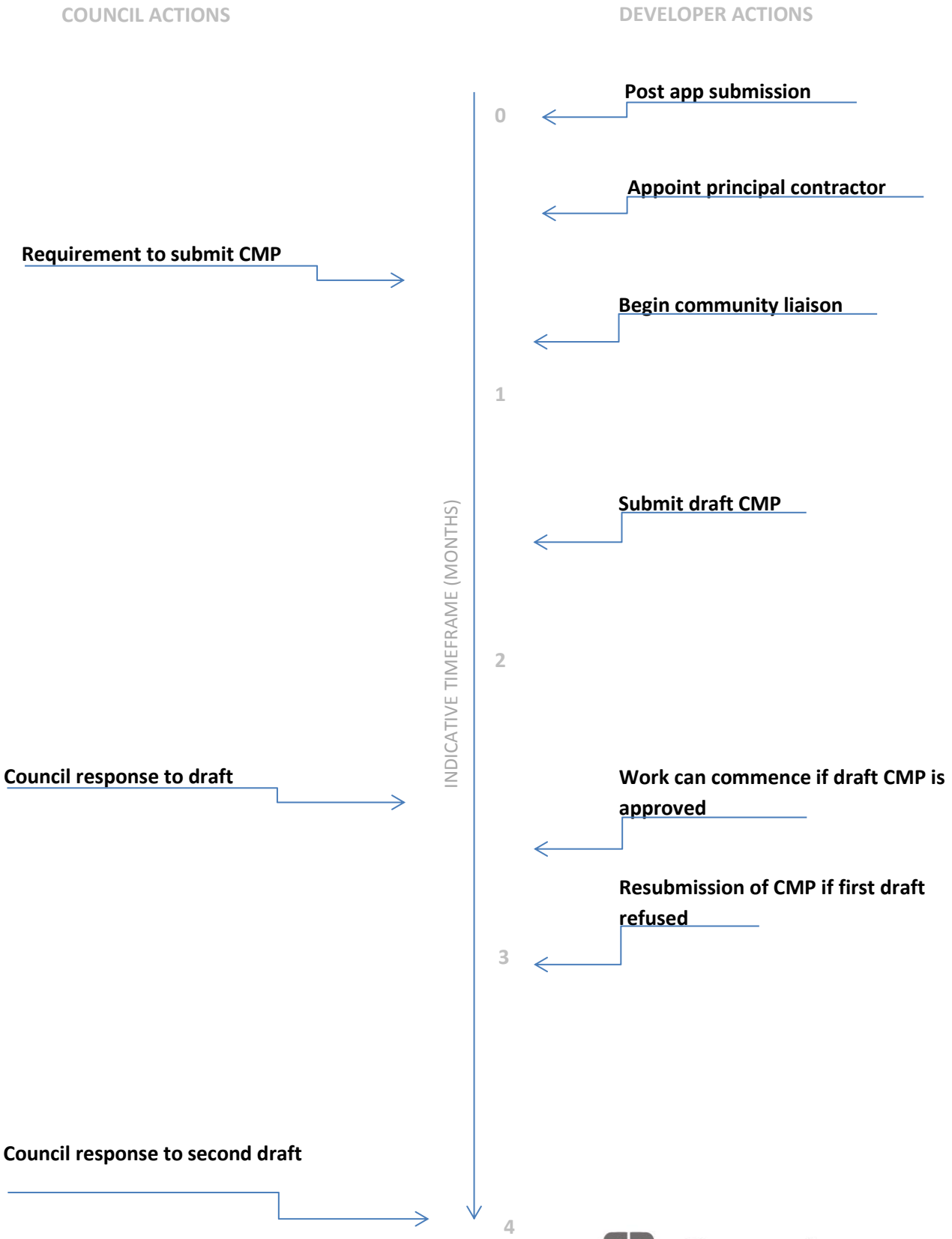
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: 77 Parkway, Camden Town, London, NW1

Planning ref: 2016/5935/P

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

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

Revsion 2

Name: Guy Goodall

Address: Polyteck House, 143 Leman Street, London, E1 8EY

Email: guy@polyteck.co.uk

Phone: 0207 481 0222

Also:

Revsion 2.1

Name: Will Thorpe

Address: Southwest Environmental Limited , 80-83 Long Lane, EC1A 9ET

Email: swenviro+london@gmail.com

Phone: 020 7692 0670

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: Stuart Fetti

Address: Polyteck House, 143 Leman Street, E1 8EY

Email: stuart.fetti@polyteck.co.uk

Phone: 0207 481 0222

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: Joanna Kola

Address: Polyteck House, 143 Leman Street, E1 8EY

Email: Joanna.kola@polyteck.co.uk

Phone: 0207 481 0222

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: Stuart Fetti

Address: Polyteck House, 143 Leman Street, E1 8EY

Email: stuart.fetti@polyteck.co.uk

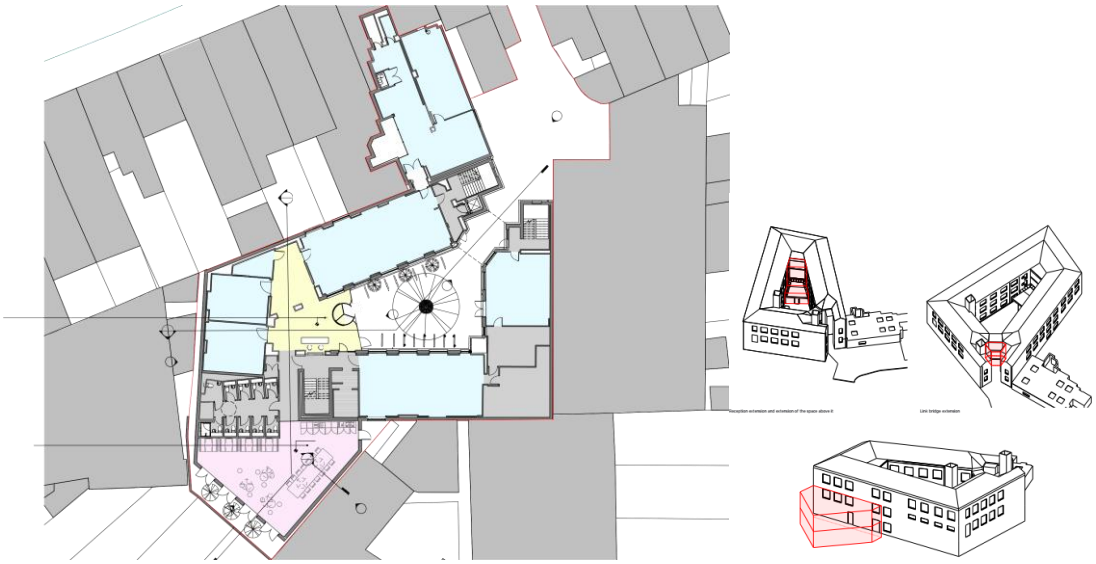
Phone: 0207 481 0222

Site

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

The site, 77 Parkway, is set back from Parkway behind a retail and residential buffer and are accessed from Parkway, via an archway, to an outer courtyard. These are the offices of Sheppard Robson Architects.
This outer courtyard provides access to the loading bay of the Jewish Museum, access to two number flats and the refuse collection point for the Sheppard Robson offices.
From this outer courtyard access is gained to the main central courtyard, this courtyard is the heart of the building and provides the bulk of the daylight and visual amenity, being mainly glazed and fully private to the offices.
The surrounding area is predominantly commercial & retail with increasing residential as you move further away.

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 proposal for 77 Parkway comprises the garden extension, reception and space extension above it and extension of the link bridge between the entrance and the central courtyard. In addition, general works to the building infrastructure are proposed.

Garden Extension;

- Two storey extension, accessed from the main building, built in the existing rear garden.
- Steel frame, brick clad with composite steel and timber floors.
- Aluminium glazing to windows and sliding doors at ground floor level.
- New WC block to provide 6 extra WC's.
- Roof lights at level 2 with reduced size accessible staff space.

Reception and new meeting rooms over;

- Enlarged reception at ground floor.
- New entrance revolving door and pass door.
- New double glazed screen to courtyard.
- New finishes and reception desk.
- Enlarged footprint of reception carried on up to form two new meeting rooms at 1st and 2nd floors.
- New rooms to be supported off new steel beam, timber floor and ply decking.
- New double glazed window to courtyard side, single glazed partition and door to office side.

New meeting rooms off link bridge;

- Two new meeting rooms built off existing link bridge at first and second floors.

- New rooms to be supported off new steel beam, timber floor and ply decking.
- New double glazed window to outer courtyard side , single glazed partition and door to bridge side.
- New double glazed window to inner courtyard side.

General Works to infrastructure;
- Works to M&E Infrastructure.
- New Boilers
- Overhaul and redecoration of the windows.
- Full internal redecoration of the building.
- Full Cat B fit out to all tenants area.

Due to the height/ width restriction of the site entrance, partial temporary lane closures may be necessary and co-ordinated with LB of Camden in accourdance with our traffic management plan.

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.).

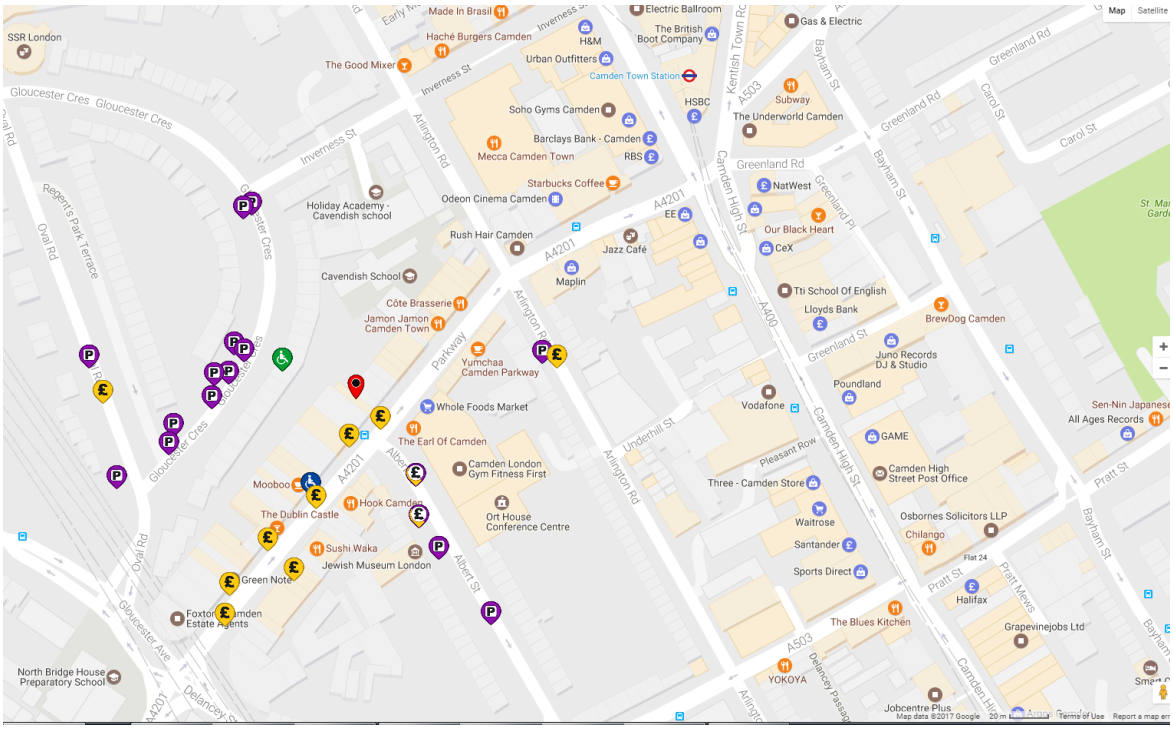
The development is surrounded by mixed use residential, commercial and retail units. The outer courtyard of the development provides access to the loading bay of the Jewish Museum & access to 2no flats.

The noise generated by the construction works has been considered and its impact on neighbouring properties will be mitigated with measures such as:

- Noise/vibration reduction techniques have been given to operatives on a regular basis through training/tool boxes;
- Smaller construction plant and equipment will be used to reduce noise and vibration levels;
- All construction plant and equipment will comply with EU noise/vibration emission limits;
- Plant will be serviced regularly to minimise adverse noise/vibration impacts;
- All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers and maintained in good efficient working order;
- Vibrating equipment, plant, will be located as far as practicable from sensitive receptors;
- When necessary and practicable the working hours for potential noisy/vibrating activities will be restricted from 9:00 to 12:00am and 14:00 to 17:00pm from Monday to Friday;
- Noisy and vibrating works will be avoided on Saturday Mornings when necessary and practicable;
- Selection of inherently quiet plant where appropriate;
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum;
- Materials will be handled with care and be placed, not dropped;
- Materials will be delivered during normal working hours;
- Plant reversing near dwellings having banksmen in place of 'beepers'.

practicable;
- Selection of inherently quiet plant where appropriate;
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum;
- Materials will be handled with care and be placed, not dropped;
- Materials will be delivered during normal working hours;
- Plant reversing near dwellings having banksmen in place of 'beepers'.

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.



Group	Parking bay type
Permit holders	Permit holder
	Pay & Display / residents permits
Meter	Pay & Display
Disabled	Disabled blue badge
	Disabled green badge
	Loading/disabled bay
Trader	Loading bay
Miscellaneous	Coach parking places
	Coach paid parking

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).

To be provided upon contractual commencement.

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

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

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

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

N/A

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.

A consultation letter has been written and delivered (twice) to the local residents in Parkway and Delancy Street. A map identifying the properties delivered to shown below.

In addition to the consultation letter, we have invited local residents to attend a 'Drop In' session at 77 Parkway on Thursday 18th May 2017. At the drop in session, residents had the opportunity to meet and talk with representatives from the Architects and Main Works Contractor. No resdients attended the "drop in".

We have also provided a website address where residents can view the completed CMP and provide feedback.

Residents Consultation letter:-

Dear Neighbours,

Re: 77 Parkway, London, NW1 7PU – Construction Works

We wanted to take this opportunity to inform you of the new construction works taking place at the above property. Polyteck has been appointed as principal contractor for the works as described below which will be commencing from 1st June for a duration of 39 weeks.

The works will comprises of a garden extension, englarged reception area and creation of additional meeting rooms above reception and adjacent to the link bridge between the entrance and the central courtyard. In addition, general works to the building infrastructure are proposed.

Model view of the proposed garden extension

Model view of the proposed extended reception entrance with the extender space above

The site will be registered with the Considerate Contractors Scheme and accordingly Polyteck have signed up to the ethos set out by this scheme. Details will be added at the entrance to the site in the near future. If you would like to know more about the Considerate Constructors Scheme details can be found at www.ccscheme.org.uk or alternatively by calling 0800 783 1423.

We will endeavour to ensure that all works carried out on site will be done so whilst considering their impact upon the local environment and residents. If however you feel that improvements could be made please do not hesitate in contacting us either by visiting the main site office located at 77 Parkway or by calling one of the numbers below;

Stuart Fetti (Project Manager)	07771 332292
Michael Theodorou (Site Manager)	07792 833104
Polyteck Head Office	0207 4810222

We would kindly request that for the duration of the construction works, children are discouraged from entering the site. Construction sites can be dangerous, particularly to children.

As we lead up to the commencement of works we will keep you updated on the programme of works and any significant operations which may affect you.

A copy of our draft Construction Management Plan will be available from Friday 19th May, and can be found at:

www.polyteck.co.uk\ParkwayCMP

During the works we will require a number of vehicle movements to remove and deliver our materials. These operations will be managed from the road side on Parkway adjacent to the property. During the works there will be no loss of existing parking bays, and all operations will be supervised by competent banksman. Pedestrian access will be maintained at all times.

Prior to commencing works on site we will be holding an open meeting at 77 Parkway to discuss the works and any comments / feedback you wish to provide.

The open evening shall be held Thursday 18th May @ 6.30pm in 77 Parkway. We look forward to seeing you all on the evening.

Kind Regards

Stuart Fetti

Project Manager

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.

We will present a clean, professional and presentable image to staff, visitors and local residents and indeed anyone passing by the site, if only a visitor to the area. Safety and cleanliness is at top of our agenda and a good neighbour policy will extend to holding open evenings or local residents and issuing regular newsletters and notices to keep the neighbours up to speed with what is happening now and what is being planned for the future.

Following the residents letter drop, we have provided the residents with 3 contact details for them to use should they wish to engage with us during the development programme. Any written correspondence will be processed within 5 working days.

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".

We will register with the 'Considerate Constructor Scheme' which is the national initiative, set up by the construction industry to improve its image. Once the site has been registered we will forward on the registration details and subsequent reports. This will be upon contractual commencement.

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.

Council to advise.

We have undertaken a search of the planning portal, and can find no evidence of any other planned developments at this time.

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:

Polyteck Building Services Ltd

143 Leman Street, London, E1 8EY.

Guy Goodall

0207 481 0222

Guy@polyteck.co.uk

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 and Q18 example response).

The site shall:

1. Have clearly marked access and egress points and, Lantra qualified traffic marshals to control vehicle movements / unloading operations.
2. Allow for loading/unloading on site where possible.
3. Be suitable for a vehicle fitted with underrun bars.
4. Comply with our CMP

Our operators shall:

1. Only use vehicle routes agreed with us and the London Borough of Camden to service your site.
2. As a minimum be accredited to bronze level Fleet Operator Recognition Scheme (FORS) or equivalent.
3. Have additional safety equipment fitted to vehicles over 3.5t.
4. Only use drivers who have received additional training e.g. Safe Urban Driving, e-learning, Van Smart, on cycle awareness, vehicle safety equipment training etc.
5. Perform driver licence checks.
6. Record, investigate and analyse collisions.
7. Ensure that they have written to their supply chain informing them of the need to comply with the above requirements.

Deliveries and traffic management will be managed by the on site management team who will operate a carefully coordinated delivery schedule. Our normal procedure is to agree a series of time slots using a booking in system providing 48 hours' notice. Deliveries will be carefully coordinated to avoid the busy times during the working day.

Due to the nature of the site and limited parking facilities available, contractors will be encouraged to use local transport to travel to and from the site.

All deliveries will be accompanied by a Lantra qualified banksman who will ensure any vehicle manoeuvres across the footpath are supervised at all times. Apart from a few exceptional items, all deliveries will occur between 09.30am and 15.30pm, in order to reduce the peak time traffic.

A Traffic Management Plan will specify the details of how deliveries will be safely undertaken and the supervision required to ensure safety to delivery drivers, site staff and members of the public.

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

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

Confirmed

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

Site Traffic

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

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

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

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

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

Our main routes to and from site will use LB Camden Stategic Road Network, and, Transport for London Road Network (TLRN) as follows:-

Arrival to Site :-

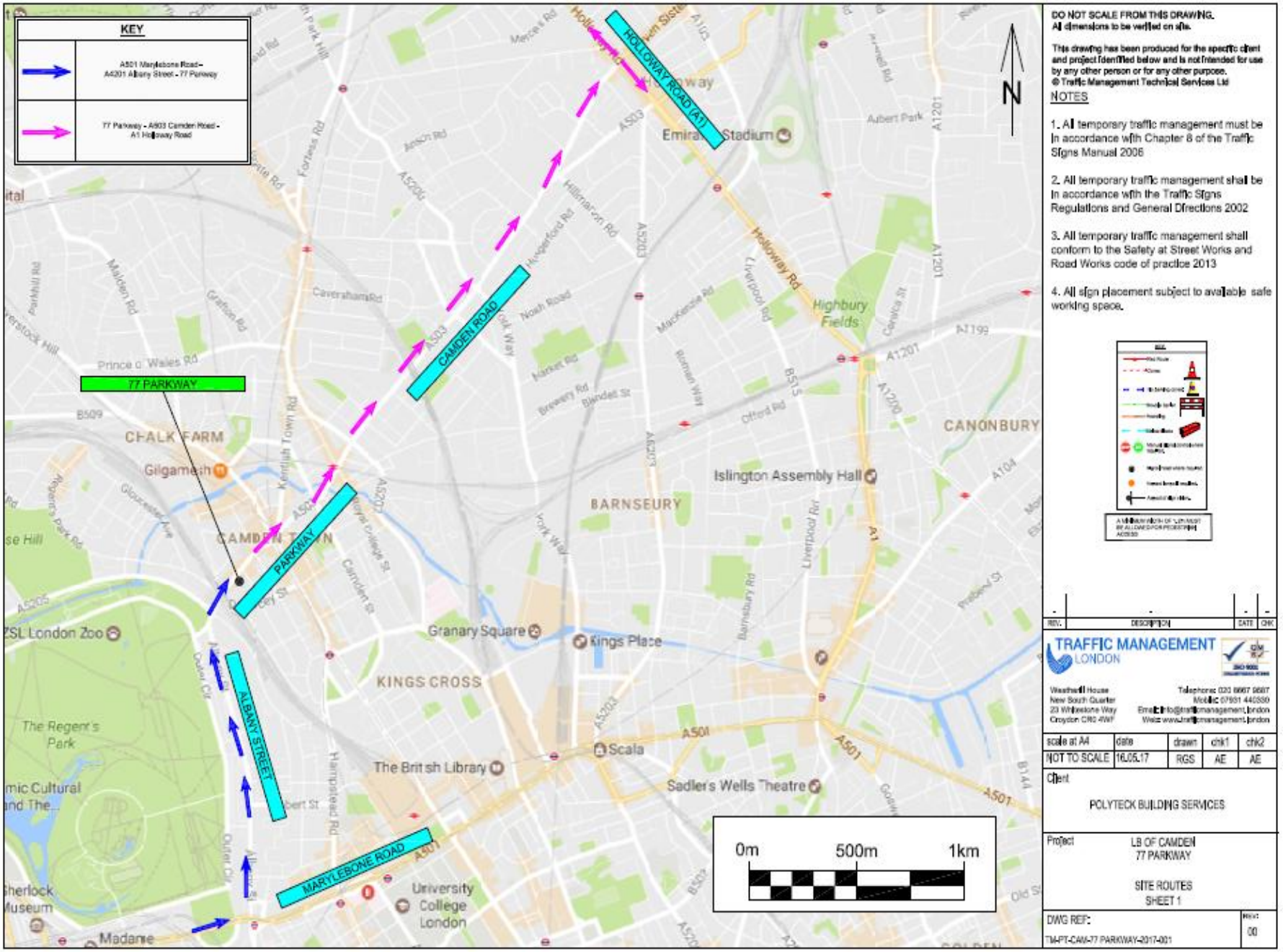
A501 Marylebone Road – A4201 Albany Street – A4201 Parkway

Departure from Site :-

A4201 Parkway – A503 Camden Road – A1 Holloway Road

These two routes ensure that our construction vehicle use 'A' class roads only, and connects to the TLRN at the nearest points.

The route plan will be provided to all subcontractors and suppliers.



DO NOT SCALE FROM THIS DRAWING.
All dimensions to be verified on site.

This drawing has been produced for the specific client and project identified below and is not intended for use by any other person or for any other purpose.
© Traffic Management Technical Services Ltd

NOTES

1. All temporary traffic management must be in accordance with Chapter 8 of the Traffic Signs Manual 2006

2. All temporary traffic management shall be in accordance with the Traffic Signs Regulations and General Directions 2002

3. All temporary traffic management shall conform to the Safety at Street Works and Road Works code of practice 2013

4. All sign placement subject to available safe working space.

REV.	DESCRIPTION	DATE	CHK
-	-	-	-

TRAFFIC MANAGEMENT LONDON

Westhall House
New South Quarter
23 Whitestone Way
Croydon CR0 4WF

Telephone: 020 8667 9687
Mobile: 07951 440330
Email: info@trafficmanagement.london
Web: www.trafficmanagement.london

scale at A4	date	drawn	chk1	chk2
NOT TO SCALE	16.05.17	RGS	AE	AE

Client: POLYTECK BUILDING SERVICES

Project: LB OF CAMDEN
77 PARKWAY

SITE ROUTES
SHEET 1

DWG REF: TMPT-CAM-77 PARKWAY-2017-001

REV: 00

Camden

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.

The use of agreed routes will become contractual, where possible, with sub-contractors and individuals will be contacted to be made aware of the times of operation, delivery routes etc. This will be communicated via email and verbally.

Additionally we will promote the use of public transport wherever possible to help ease congestion on the road netwok.

All vehicles must comply with the above routing plan – any who fail to do so will be banned from this site. Where necessary pedestrians and site vehicles will be segregated by sign posted designated routes.
Contact details of key site personnel will be posted at the entrance to the site which will be kept closed unless vehicles are entering or leaving site.

Delivery drivers will be required to phone the site manager at least 15 minutes before arrival so the site team can assist with loading/unloading.

We will ensure that all sub contractors and suppliers that are part of our supply chain who have to make deliveries to site will be members of Transport for London's Fleet Operator Recognition Scheme (FORS)or similar at the Bronze level. We will use our contractors election process and procurement process to only select contractors who are members ofF ORS (or similar), by doing this we will be using drivers who are aware of the demands ofd riving large vehicles in central London in particular the awareness of cyclists. By using supp liers and subcontractors who are FORS (or similar) members then all delivery vehicles will have:

i. Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of t he Employer that the Lorry will not perform the function, for which it was built, if Side Gua rds are fitted.

ii. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity S ensor ,an incab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.

iii. Have a Class VI Mirror

iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of pas sing the vehicle on the inside.

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.

Vehicle movements to and from site including deliveries will be restricted to the following hours during the working day:
 Mondays to Fridays
o 09.30 am – 3pm

08.00 am – 13.00 pm Saturday (no bank holiday work)

Vehicle Type	**No. visits (per week)**
Equipment deliveries (normal)	3
Equipment deliveries (large)	1
Waste Collection	2

We anticipate that the maximum number of vehicles coming to site on any day would be 3

The estimated dwell times would be:

- Concrete 30-45 minutes (pumped by trailer mounted pump)
- Materials 15-20 minutes
- Skip 'wait and load' 60 minutes

Control of site traffic, particularly at peak hours

All deliveries will be managed by an on/off system. Due to the sensitive nature of the site due to size and location, materials will be delivered in conjunction with the programme of works to ensure that site traffic remains at a minimum and there isn't a build-up of materials.

Typical size of vehicles

Concrete Lorry 6m3 – 7.8m (L) 2.5m (W) 3.75m (H);

Large Rigid Lorry (deliveries) 9.0m (L) 2.3m (W) 2.4m (H);

Skip Lorry *6.36m (L) 2.5m (W) 3.6m (H);*

Transit Panel Van - 5.2m (L) 2.3m (W) 2.1m (H);

Trailer mounted concrete pump – 4.22m (L) 1.54m (W) 1.90m (H)

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

Hawley Crescent
8 Camden Road
6-12 Parkway
25 Camden Road
58 Parkway
97 Parkway

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

The site has restricted access due to the low archway. Therefore, all logistical operations will be undertaken from the carriageway of Parkway.

Parkway is a very wide one way street. The road width is measured at 9.94m wide. Therefore we have sufficient road space adjacent to the site entrance to accommodate all of our construction vehicles whilst maintaining free flowing traffic movements. Additionally, there is an existing bus stop opposite the site. We can still provide a 4.9m running lane, when a Bus is using the stop, and our construction vehicles are on site.

Immediately adjacent to the site on the left side is a single yellow line. There is 15.85m of road space between the site entrance and the nearest parking bay. Therefore we do not require any parking bay suspensions, and we can utilise 15m of road space between the site entrance and the parking bay, to place our vehicles whilst we undertake loading/unloading operations.

We will install a pedestrian barrier system from the site entrance to the main building. As this site is occupied, and will remain active during the build, we must make provision for pedestrians at all times. The pedestrian barrier system will provide a segregated safe area for pedestrians to access the site. There will be signs clearly placed to warn pedestrians which side of the barrier to walk. At times, there will be items delivered which are wider than the segregated path for workers. At these times the pedestrian walkway will be taken down, and experienced Lantra qualified banksman will supervise the movement of the materials, and, the movement of pedestrians. Once the unloading operations is complete, the pedestrians walkway will be reinstated.

Full details of the Traffic and Pedestrian management plans are supplied separately on a A4 scaled drawing. Chapter 8 signage will be used for coning of works areas.

Additionally Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. The site manager will detail out weekly deliveries so all the site team are aware of what will be arriving. Traffic Marshals will be instructed to turn away any un-scheduled delivery should they occur. All suppliers will be provided with copies of our Traffic Management

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.

Deliveries will be scheduled as such that we do not anticipate the need for off site holding areas.
Should the need arise to break down larger deliveries into smaller loads so that they can be unloaded for a shorter duration on site we have off site facilities in both North and East London.

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).

Due to the nature of the works, and the small number of deliveries expected
we do not anticipate the need for any construction material consolidation centres. We will be working with our supply chains to
ensure that materials are delivered "just in time" for use on each site.

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

Our main routes to and from site will use LB Camden Stategic Road Network, and, Transport for London Road Network (TLRN) as follows:-

Arrival to Site :-

A501 Marylebone Road – A4201 Albany Street – A4201 Parkway

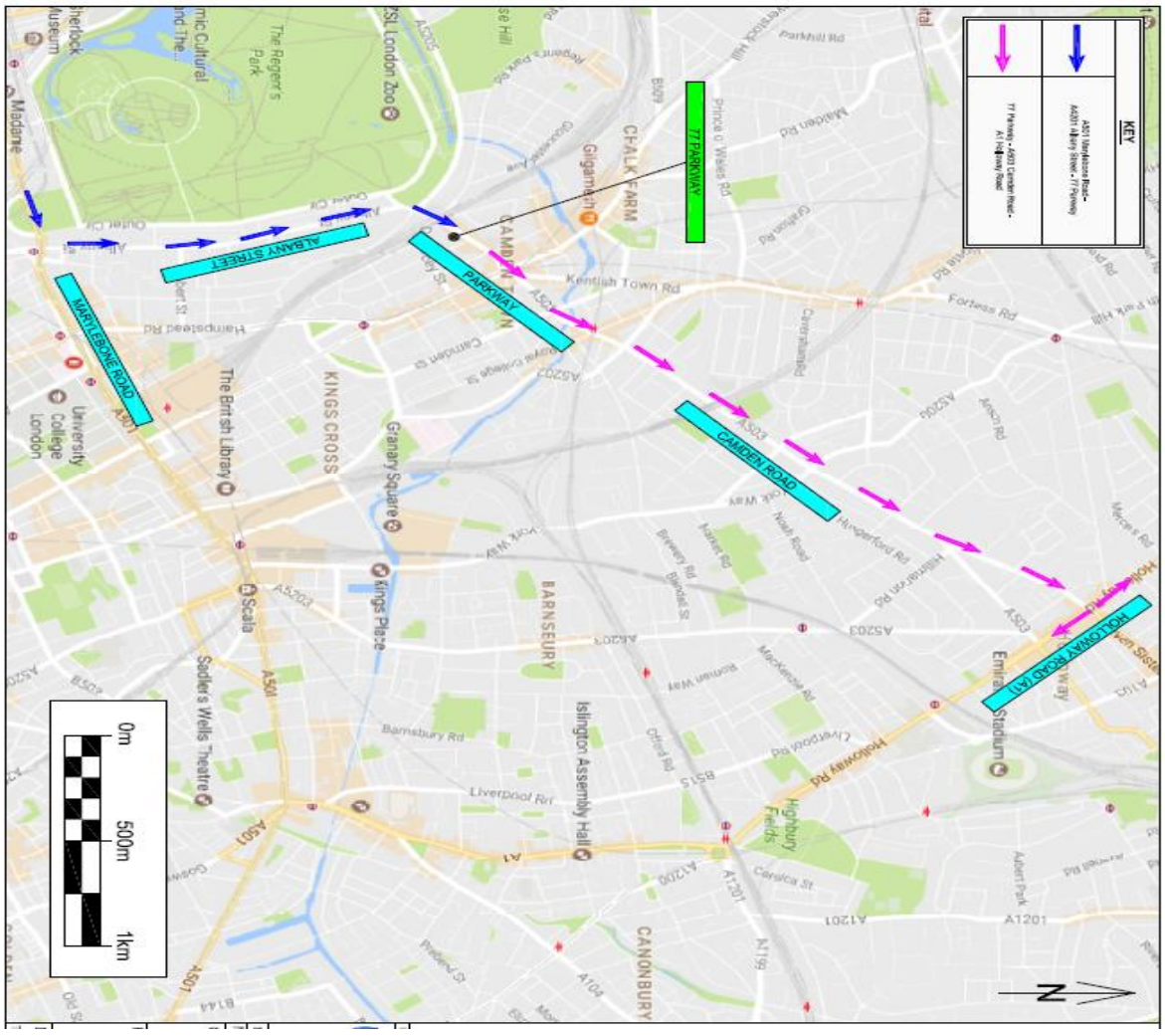
Departure from Site :-

A4201 Parkway – A503 Camden Road – A1 Holloway Road

These two routes ensure that our construction vehicle use ‘A’ class roads only, and connects to the TLRN at the nearest points.

The route plan will be provided to all subcontractors and suppliers.

Construction vehicles will not be entering and egressing the site. All construction vehicles will remain on Parkway. Parkway is very wide 9.94m, therefore we can maintain adequate road space to maintain free flowing traffic movements, and cycling.



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

On a weekly basis the project manager will review the details of the daily deliveries expected for the coming week. All suppliers will be required to re-confir the delivery detail the day before the deliver is due to our head office. These deliveries will the be checked by the Project manager against what is proposed for the week. This will enable deliveries to be controlled and stop the potential for deliveries waiting on nearby roads.

Enough time will be given between deliveries to take into account any delays that may occur due to traffic conditions or conditions on site. This will also ensure there are no further deliveries waiting on surround roads.

Our construction vehicles will not be entering or egressing the site. All construction vehicles will remain on Parkway.

As this is a small works site, the number of vehicles attending site are very low, thereby reducing risks of any overlappying deliveries.

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).

Our construction vehicles will not be entering or egressing the site. All construction vehicles will remain on Parkway.

There are no turning movements required.

All vehicle movements will be along classified ‘A’ roads which have adequate road space, and existing HGV movements of other types.

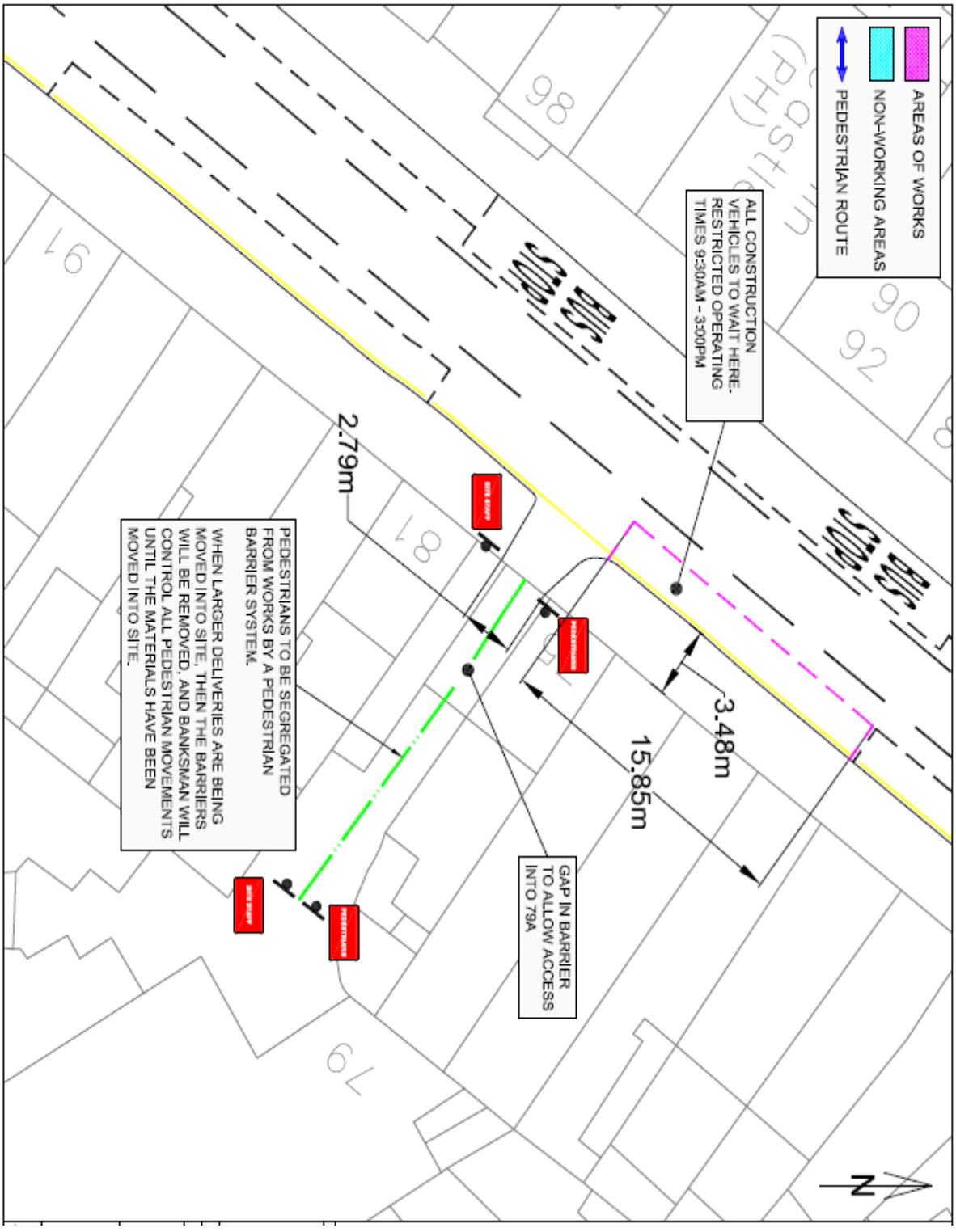
d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

Not required as our vehicles will not be entering the work site. However, loading / unloading operations will occur from the public highway. Therefore site staff will be responsible for ensuring that the carriageway and footway will be kept clean and clear of debris at all times. Any spillages of spoil or rubbish, will be immediately swept up.

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.



A full set of scaled A4 traffic management plans are supplied separately for clarity and detail. The above snapshot shows the basic site layout, location for deliveries and segregated pedestrian walkway. All operations will be supervised by Lantra qualified banksman to ensure safety of site staff and pedestrians. Chapter 8 cones and signs will be applied for safe working areas during loading operations, supplied as separate TM plans.

The site entrance is off Parkway. The entrance to the site has restricted height and width access. As such the majority of delivery vehicle will not be able to gain access within the site boundary.

Therefore any larger loads will need to be parked on Parkway while the goods are unloaded. In order to facilitate this Parkway will be subject to a temporary closure of one lane whist the unloading is taken place. During this time banksmen will be visible to aid with the vehicle movements and pedestrians. Details have been included within this document to help mitigate any posible disruptions to local receptors including road users, residents and businesses.

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.

Not Required.

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).

A full sett of scaled A4 Traffic Management Plans are supplied separately. These plans identify the TM layout for each specific vehicle type.

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

Signs will be standard as per chapter 8.

Barriers for the segregated pedestrian walkway will be the standard red/white pedestrian barrier system which will be placed under the Archway leading into the site.

Cones will be a standard 600mm type.

Ramps will be required to provide cover over the concrete pipe. Standard heavy dutyyyyellow pedestrian ramp boards will be used.

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).

No traffic or pedestrian diversions are required.

Minor traffic management will be used to facilitate the delivery of materials and the loading of spoil. The traffic management will be cones and pedestrian barriers. Lantra qualified banksman will supervise all operations to ensure the safety of the site staff and pedestrians. All detailed traffic management plans are supplied separately in a scaled A4 PDF format.

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.

The site entrance and exit will be maintained by 2 banksmen. The banksmen will additionally be tasked with ensuring that pedestrian access can be safely provided whilst works are taking place. Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. Any vehicles exiting the site will be guieded by a banksman.

There are no diversions in place, and no highway structures required. Minor traffic management will be used to provide safe working areas for loading/unloading operations.

Ramps will be used to cover the concrete pipe when pumping into site.

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.

N/A

- SYMBOL IS FOR INTERNAL USE

Environment

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

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

The following stages have been considered and the noise source are listed below along with time restrictions. Sources have not been listed by works stages, as there would be undue repertition.

- Demolition
- Ground Works
- Construction
- Fitting Out

Noise Source	Methods	Time
Plant & Machinery	• Cement mixers • Generators • Stihl saws • Nail guns • Hammers • Power Tools • Conceret Pumps	Mondays to Fridays 08.00 – 18.00 Saturdays 08.00 – 13.00
Manual /mechanical handling of materials and equipment	• Use of waste shutes • Demolition activiites • Errection of scaffolding • Loading of skips • Unloading / Loading	Mondays to Fridays 08.00 – 18.00 Saturdays 08.00 – 13.00
Vehicles moving on & off site,	• Mini diggers • Mini diggers with breakers • Powered wheel barrows • Dumper Trucks • Vibrating Plates	Mondays to Fridays 08.00 – 18.00 Saturdays

	• Rollers • Ram-Axe • Cranes	08. 00 – 13.00
Radios	• Likely replaced with mobile phones for communication. • Not allowed for use as entertainment.	Mondays to Fridays 08. 00 – 18.00 Saturdays 08. 00 – 13.00
Pile Driving	• No pile driving • Bored piles only	Mondays to Fridays 08. 00 – 18.00 Saturdays 08. 00 – 13.00

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

Noise Survey attached (16004.NV.01)

30. Please provide predictions for noise and vibration levels throughout the proposed works.

Please see Report 16004.NV.01 for further Deatail. Page 14 of this PDF file (appendix B1) gives lists of various equipment types and the noise level encountered.

Source: Construction Site Receiver: Nearest Noise Sensitive façade	*Frequency, Hz* ***63***	***125***	***250***	***500***	***1k***	***2k***	***4k***	***8k***	***dB(A)***
First stage ground works									
Week 1-2									
Small machine excavating - (SPL@10m)	77	65	67	67	63	61	57	47	69
Distance correction (min. 3m)	10	10	10	10	10	10	10	10	
Correction due to on- time (5 hours per day)	-3	-3	-3	-3	-3	-3	-3	-3	
Attenuation provided by moveable acoustic screen, dB	-3	-6	-9	-9	-12	-12	-12	-12	
Total Daily LAeq:10hr	***81***	***66***	***65***	***65***	***58***	***56***	***52***	***42***	***66***
Week 3									
Small machine piling / Mini Piling Rig - (SPL@10m)	87	77	72	73	71	69	65	57	76
Distance correction (min. 3m)	10	10	10	10	10	10	10	10	
Correction due to on- time (3 hours per day)	-5	-5	-5	-5	-5	-5	-5	-5	
Attenuation provided by moveable acoustic screen, dB	-3	-6	-9	-9	-12	-12	-12	-12	
Total Daily LAeq:10hr	***89***	***76***	***68***	***69***	***64***	***62***	***58***	***50***	***71***
Week 4									
Concrete Pouring / small cement mixer - (SPL@10m)	61	65	58	58	57	53	51	49	61
Distance correction (min. 3m)	10	10	10	10	10	10	10	10	
Correction due to on- time (4 hours per day)	-4	-4	-4	-4	-4	-4	-4	-4	
Total Daily LAeq:10hr	***67***	***71***	***64***	***64***	***63***	***59***	***57***	***55***	***68***

Build Stage									
Week 5-8									
Steel frame construction - based on noise levels of scaffold deconstruction (SPL@10m)					No spectral data available				80
Distance correction (min. 3m)									10
Correction due to on- time (6hr per day)									-2
Total Daily LAeq:10hr									***88***
Week 9-10									
Cladding cutting / installing - based on circular saw cutting slabs (SPL@10m)	73	67	70	68	73	78	78	77	84
Distance correction (min. 3m)	10	10	10	10	10	10	10	10	
Correction due to on- time (6hr per day)	-2	-2	-2	-2	-2	-2	-2	-2	
Attenuation provided by moveable acoustic screen, dB	-3	-6	-9	-9	-12	-12	-12	-12	
Additional attenuation provided by ensuring cutting occurs no more than 2 hours p/d	-5	-5	-5	-5	-5	-5	-5	-5	
Total Daily LAeq:10hr	***78***	***64***	***64***	***62***	***64***	***69***	***69***	***68***	***75***
Week 11									
Installing windows - hand tools - Noise data unavailable - estimated SPL@10m					No spectral data available				65
Distance correction (min. 3m)									10
Correction due to on- time (7hr per day)									-2
Total Daily LAeq:10hr									***73***
Week 12-13									
Roof install - handheld nail gun (SPL@10m)	63	65	65	66	65	69	64	61	73
Distance correction (min. 5m)	6	6	6	6	6	6	6	6	
Correction due to on- time (6hr per day)	-2	-2	-2	-2	-2	-2	-2	-2	
Nominal attenuation provided by rooftop building envelope	-2	-4	-6	-8	-8	-8	-8	-8	
Total Daily LAeq:10hr	***67***	***65***	***63***	***62***	***61***	***65***	***60***	***57***	***69***
Week 14-15									
Handheld concrete breakers (SPL@10m)	90	79	75	78	78	83	91	92	95
Distance correction (min. 5m)	6	6	6	6	6	6	6	6	
Correction due to on- time (6hr per day)	-2	-2	-2	-2	-2	-2	-2	-2	
Nominal attenuation provided by building fabric (interal activity)	-18	-18	-20	-20	-22	-22	-24	-24	
Total Daily LAeq:10hr	***76***	***65***	***59***	***62***	***60***	***65***	***71***	***72***	***75***

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.

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

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

Further recommendations from KP Acoustics Report 16004.NVMP.01 include:

- Choice of methodology/technique for operations (including site layout) will be
- considered in order to eliminate or reduce emissions at sensitive locations
- Where possible all noisy operations including light weight piling, cutting, or drilling,
- will be undertaken using portable noise barriers at all times.
- Fixed items of construction plant will be electrically powered in preference to diesel
- or petrol driven
- If any specialise fabrication is required, this will be undertaken off-site if possible
- Noisy plant will be kept as far away as possible from sensitive areas
- Each item of plant used will comply with the noise limits quoted in the
- relevant European Commission Directive 2000/14/EC/United Kingdom Statutory
- Instrument (SI) 2001/1701 [3] where reasonably available
- Equipment will be well-maintained and will be used in the mode of operation
- that minimises noise and shut down when not in use
- Vehicles shall not wait or queue on the public highway with engines running (unless
- the engine is required to power the operation of the vehicle e.g. concrete wagon)
- Where possible deliveries will be arranged on a just-in-time basis in order to prevent
- vehicles queuing outside site.
- All materials will be handled in a manner that minimises noise

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

Noise awareness will be cascaded via toolbox talks.

The polyteck site manager will have attended the site managers safety training scheme as run by the CITB. All sub contractor supervisors will have attended the site supervisors safety training schemes as run by the CITB

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

A dust and smoke plant emissions control programme will be implemented to keep a safe working environment, improve air quality levels, minimise nuisance for surrounding residential areas/dwellings and protect damaged to existing flora.

The potential sources of dust emissions and smoke plant emissions are outlined below:

- Site clearance;
- Wind blowing on the site during dry weather;
- Cutting and grinding;
- Stockpiling of waste materials;
- Filling waste contractors skips;
- Accidental spillage and loss of load from vehicles carrying loose material;

We will implement the following measures to significantly reduce the potential for dust and smoke plant emissions generation:

Construction Traffic - All construction traffic will follow specifically designated routes, those routes will be agreed with all suppliers/waste contractors before the start of works, speed limits will be put into place on site for all vehicular movements, all vehicles carrying loose material will be covered, wheel wash facility to be used for vehicles leaving site, all vehicles to be used on site to have low carbon dioxide emissions;

Highways – Roads, pathways will be swept hand and washed down as necessary.

Dust and smoke plant elimination – Hoarding will be used to ensure reduction in dust migration and smoke plant elimination, cutting and gridding operations to be performed in ways to reduce risk of dust migration, such as:

- Use of stand-alone extractor units;
- Use of collector bags attached to powered hand tools;
- Doing wet cutting when solid materials as thermal blocks, bricks and ceramic tiles are needed to cut;
- Trying to carrying out work activities in the open rather than in enclosed spaces;
- Stopping work at regular intervals;

- Using dust sheets to protect adjoining structures;
- Avoiding work in high winds;
- Avoiding the accumulation of general dust through control it by good housekeeping and simple measures, such as 'damping down'.

Monitoring – On-going monitoring to be undertaken by site personnel on regular basis, both on and off site to ensure no migration of dust and smoke plant emissions.

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.

Due to the nature and layout of the site it isn't envisiaged that there is a potential for significant amounts of dust being generated from our activities. Unlike "normal sites" vehcilcles will not drive on and off the site, this will eliminate drag out of dust and debris of vehcle tires.

Any dust or dirt that is generated would be dealt with using the methods as set out in 33 above.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Camden Council/GLA SPG will be completed prior to start – Link to the Camden document: https://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3347562&

The above checklist has been complted and is included at the end of thios CEMP.

Vibrations will be monitored and kept to a minimum as described in 'Camden's Minimum Requirements for Building Construction' document which states The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

Any vibratory tasks will take place during our normal working hours with correspondence and communication of these works being sent out/discussed with all that may be affected. The site manager and supervisors will monitor all vibratory tasks to ensure that where possible they are performed as far from the building as possible and where not possible others are notified of the works.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction 2014 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Please find below table prepared in line witrh The Control of Dust and Emissions During Demolition and Construction 2014 (SPG). Nox Data from LAQN Annual mean for site >32ug/m3.

	Demolition	Earthworks	Construction	Trackout
Maginitude As per table 4.1	Small	Small	Small	Small
Sensitivity As per table 4.2	High	High	High	High
Human Health Impact Sensitivity As per table 4.3	High	High	High	High
Ecological Sensitivity As per table 4.4	Low	Low	Low	Low
Magnitude of Risks As per table 4.6				
Dust Soiling	**Medium**	**Low**	**Low**	**Low**
Human Health	**Medium**	**Low**	**Low**	**Low**
Ecological	**Negligable**	**Negligable**	**Negligable**	**Negligable**

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

This has been complted and is attached titled Appendix to Question 10 – Dust mitigation measures.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site is a medium risk site.

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).

Where a pest control contractor is already in place and contracted by the client we will endeavour to work with this company for continuity and experience and prior knowledge of current site conditions.

The site manager will carry out daily inspections of the site to ensure that clendiness in the toilet and welfare areas are kept at a high standard at all times. Site labourers will be employed to clean welfare and toilet areas daily to ensure there is no build up of food waste. All skips will be emptied on a regular basis, building waste and food waste will always be separated. Pest Control Report by West London Pest Control is attached.

We will reasonably follow the Chartered Institute of Environmental Health – Pest minimization 'Best practice for construction industry' guidance.
http://www.urbanpestsbook.com/downloads/Best_practice_for_the_construction_industry.pdf

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

A Refurbishment and Demolition Survey that conforms with the Control of Asbestos Regulations 2012 will be conducted before works commence. The findings and actions from the survey will be forwarded to all relevant parties.

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.

We do not tolerate any bad language or unnecessary shouting on our sites. We operate a “red card” system whereby any operative found to be acting in an anti social way or smoking outside of designated smoking area will be given a “red card” and asked to leave the site immediately.

Site staff will be given a site induction which will include a code of conduct for behaviour.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

All machinery will be below 37kw.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

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

Signed: .....

Date: 7/6/17

Print Name: GUY GOODALL

Position: DIRECTOR.

Please submit to: planningobligations@camden.gov.uk

End of form.

Camden