

Construction Management Plan

pro forma v2.1

Contents

Revisions	3
Introduction	4
Timeframe	6
Contact	7
Site	9
Community liaison	12
Transport	15
Environment	25
Agreement	30

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

Additional sheets

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

Date	Version	Produced by

Introduction

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

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

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

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

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

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

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

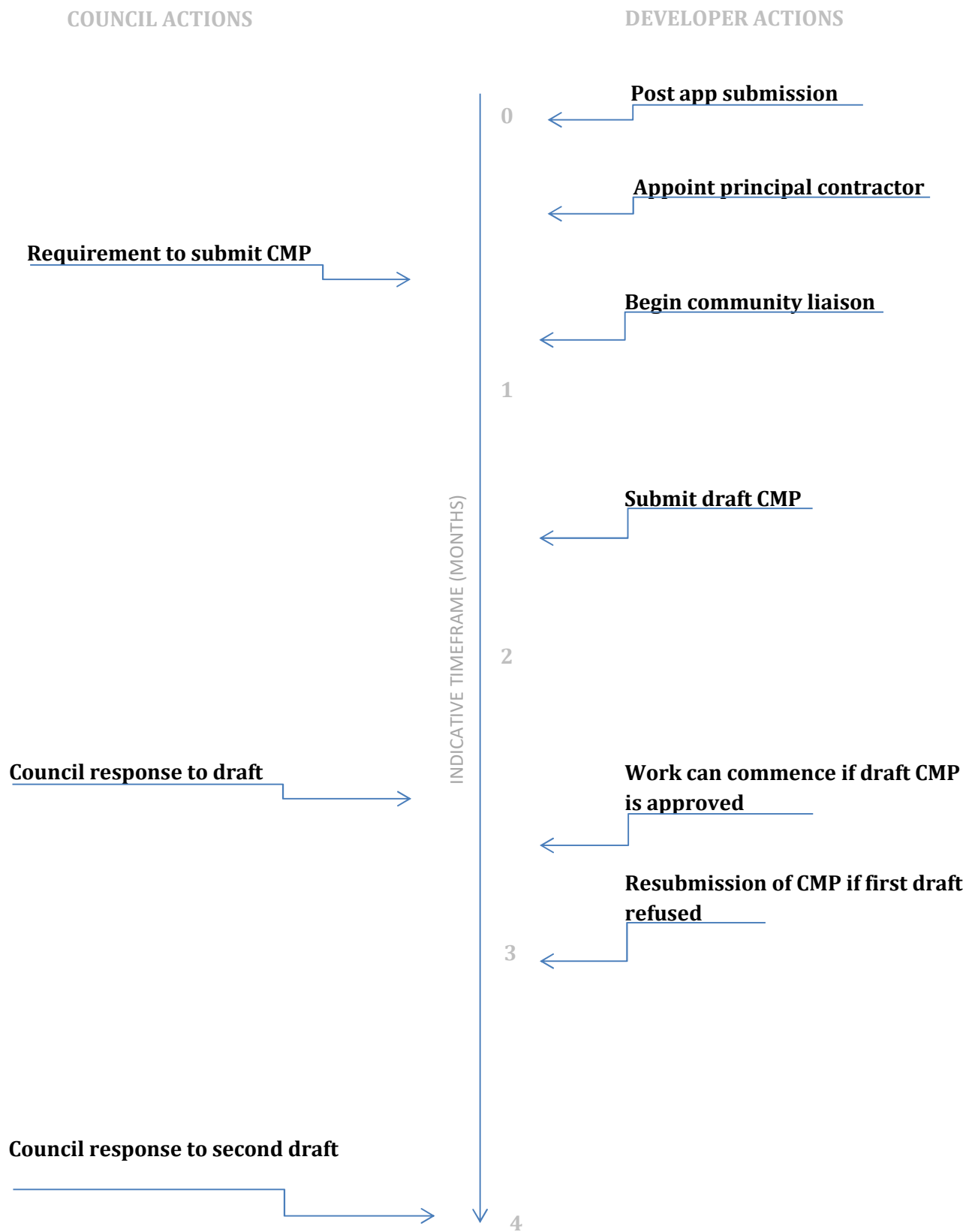
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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

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

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

Revisions to this document may take place periodically.

Timeframe



Contact

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

Address: 49 Leather Lane, London EC1 7TJ

Planning ref: 2015/6806/P

Type of CMP - Section 106 planning obligation Minor Site

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

Name: Luke Crawley

Address: 264 Grand Drive, Raynes Park Sw20 9NE

Email: Info@slmltd.co.uk

Phone: 0208 876 4070

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: Wayne Clifford

Address: 264 Grand Drive, Grand Drive SW20 9NE

Email: info@slmltd.co.uk

Phone: 07840 485 953

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: Wayne Clifford

Address: 264 Grand Drive Raynes Park, SW20 9NE

Email: wayne@smltd.co.uk

Phone: 07540 485953

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: Luke Crawley

Address: 264 Grand Drive Raynes Park SW20 9NE

Email: info@smltd.co.uk

Phone: 0208 876 4070

Site

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

The site is a backyard plot with access through an existing laneway. The access from Leather lane is on a food market pedestrianised route. Directly opposite the site is St Cross Street. This road is currently used by the food vendors as a loading area and we intend to do the same. Materials will only be delivered outside the main hours of the food market. ie only between 0800-1100 and 1500-1700 hours for our deliveries

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).

Erection of shipping containers on the land at rear of 49 Leather Lane, London EC1 7TJ forming a two storey B1 Office unit with a timber replacement front door and associated alterations to the boundary treatment. Issues will be material delivery through the laneway access door on a prominent food market street

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 rear of the site the backyard is surrounding on three sides by adjoining owners. To the side is the Bourne Estate, the rear a new mixed used larger development [still in construction] and the other side the rear of an A1 food unit currently owned by the site freeholder. As such the Bourne Estate residents would represent the nearest potential receptors. The project will be on site for approximately 12-15 weeks only and will closed for 2 weeks at Xmas 2016.

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.

This is non applicable to our site. A detailed plan has been included of the proposed Section 106 works areas which involves removing the vehicular access into the site and replacing with a pedestrianized pavement to match the adjoining sites.

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).

Week Commencing 14th November 2016 for a maximum of 15 weeks end 10th February 2017. The site will be shut down for two weeks over Xmas 2016, from 16th December 2016 – 3rd January 2017.

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

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.

Only EDF Energy are required as a utility company to provide a new consumer unit and electricity supply to the new B1 office. We will discuss with them the details as we do not anticipate any digging or trenches to be required outside the site due to the fact the communal electricity cupboard in the courtyard already contains several consumer units for the site.

Community Liaison

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

13. Consultation

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

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

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

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

In person to Bourne Estate Residents

In person to all surrounding retail spaces adjoining and opposite the site

In person to landlord offices above site

Contractor letter attached dated in November because that was anticipated start date

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.

N/A due to the scale of this project

However, there are two major construction sites adjoining the site at Bourne Estate and on Baldwins Gardens

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](#)".

SLM Ltd the main contractor have a good pedigree and history of successful built projects across the capital. They will follow the "Guide for Contractors Working in Camden" and will refer to and read "Camden's Considerate Contractors Manual". Please see attached evidence of registration to the Considerate Constructors Scheme.

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.

The large construction site at the rear of 49 Leather Lane is distinct and separated by a masonry party wall, it has separate accesses and site set up. We do not anticipate any impacts of our site on their site or vice versa.

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:

SLMLtd

264 Grand Drive, Raynes Park

SW20 9NE

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](#)).

Contracts

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

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site. Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

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:

Name: Luke Crawley

Address: 264 Grand Drive Raynes Park SW20 9NE

Email: info@slmltd.co.uk

Phone: 0208 876 4070

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

Site Traffic

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

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

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

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

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

Please see attached plan, all weekday vehicular deliveries will take place from St Cross Street away from the pedestrianised market and on Saturday mornings Leather lane will be used to deliver the shipping containers.

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.

Emails and information will be sent to all deliveries prior to them arriving

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.

As the site is small is considered minor only two key deliveries are expected. This will be the delivery of the 4 shipping containers in flat pack form on the bed of a flat bed lorry, that will occur on a Saturday morning at 0800 where they will be offloaded until 1300 hours that day. The second will be the delivery of the glazed units that are inserted into the shipping containers, these will also be delivered from 0800 hours on a Saturday. This is to virtually eliminate any access issues or dangers with pedestrains during the high traffic lunchtime weekdays. All other deliveries for the site, sanitaryware for one bathroom, tiled finishes, general building materials to fit out 4 no. 10ft shipping containers are considered small deliveries. As such, these will take place during weekdays but outside the peak times. le small deliveries only between 0930-1630 hours on weekdays.

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

N/A

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.

N/A

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.

N/A

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).

N/A

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

At all times the access and egress to the site will be possible during working hours. A site foreman will be on site from 0800-1700 hours on weekdays and 0800-1300 hours on Saturdays. The site foreman will liaise [if required] with the market stool holders to ensure appropriate risk management is upheld.

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

As above, site foreman on site at all times.

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).

N/A

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

N/A

23. Vehicle loading and unloading: *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.”* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and

plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

Due to the scale of the entrance way, loading is proposed to take place off site directly opposite the site on St Cross Street. This Street is much quieter than Leather lane, and currently market and food stool holders park here to offload their goods too. We have reviewed and this seems to work well. **We do not require to use the traders specific bay and a suspension is not required.** The goods would be carried quickly by hand to the site which would represent less than 10 metres. All deliveries will take place outside the main peak market time to ensure the unloading is carried out safely. Lorry's will be parked on weekdays for a maximum of 30 minutes and on Saturday morning delivery of shipping containers a maximum of 1.5 hours. The containers deliveries will take place on Leather lane when the market is closed. A site foreman will be in charge and on site for all deliveries instructing relevant parties and alerting market stool holders is applicable. Please see attached plan.

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](#).

None 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).

N/A

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

N/A

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

N/A

27. VRU and pedestrian diversions, scaffolding and hoarding

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

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

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

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

No hoarding is required for the site. The existing timber sliding door will be maintained during construction and the new timber workshop door will be fitted and will form the new boundary in the same location.

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.

General interior building tools and hand held drills will be used throughout the project at the designated working hours 8.30am to 1730pm on Monday to Friday and 9.00am to 1.00pm on Saturdays. Forklift and Spider Crane for lowering and raising shipping containers, to be completed on Saturdays in between 9.30am to 1.00pm. Minimal tarmac digging or breaking out for gullies and creating drainage into existing gullies. This work is to take place on weekdays within the permitted working hours. Any digging work will take place with the consultation of the office workers above incorporating a 2hr on/off respite period. This work is anticipated to be minimal.

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.

N/A

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

Delivery of containers and operation of forklift and spider lift to take place within Saturdays mornings. The noise associated with this is not anticipated to be loud or effect those living in the borough.

Minor digging works and the use of power tools and hand held drills will take place throughout the project duration. Daily dialogue with workers will be taken place to create minimal disruption. It is not anticipated that the noise effects the workers in the borough. The project is a small interior fit out project and the fitting of timber workshop doors only.

Please see separate document, 15546.Appendix B, which details all calculations.

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.

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

Temporary acoustic enclosures/screens with sufficient mass will be used to be able to resist the passage of sound across the rear laneway barrier to the rear courtyard and onto potential residents or workers.

Mitigation measures would inherently include Best Practicable Means (BPM) related to the control of noise. Examples which would need to be adopted in-situ are as follows:

- 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 section 8 of BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.
- The quietest and newest vehicles/plant machinery shall be used at all times where practicable. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.
- Tools shall be inspected to ensure they are safe and good working order and not causing unnecessary noise through ill maintenance.
- Prior to works commencing on site, the adjacent properties will be mail-dropped to provide them with information about the upcoming works, and expected duration of the construction phases. This will contain contact details for the site manager during site hours, as well as a contact email for out of hours contact.
- If residents consider noise levels to be too high during works and contact the site, the site manager will investigate the source of the noise. If noise levels are considered to be too high, the activity will cease immediately, and a new methodology will be investigated to minimise noise levels to nearby receivers. Lower noise events will be investigated and measures taken to reduce noise levels, with the site manager reporting back to the complainant within 24 hours."

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

All workers for SLM Ltd are respectful and fully qualified and hold insurance

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

Cutting will take place within the laneway to prevent dust rising unnecessarily into the courtyard and onto adjoining owners and they will also have available portable dust suppression systems when required.

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.

Cleaned daily if applicable

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

It is anticipated that noise monitoring will not be required because noise is minimal for this project. The plant noise predictions on this project are minimal.

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 2104 \(SPG\)](#), 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.

N/A

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](#).

Yes 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.

N/A

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

A CCTV survey and drain cleaning process has happened and the report by KenClean confirmed all drains in working order and no rodents. If any rodents or other problems are found SLM Ltd will contact Enviromental Health Pest Control.

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

Visual inspection, no asbestos on site. If found on site, an professional Asbestos removal company will be engaged.

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.

N/A for SLM ltd. We are professional.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): 14th Nov 2016 – 10th Feb 2017
- b) Is the development within the CAZ? (Y/N): Y
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- 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: N/A
- 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: Y
- 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: N/A

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:Luke Crawley.....

Date:31/10/16.....

Print Name:Luke Crawley.....

Position:Director.....

Please submit to: planningobligations@camden.gov.uk

End of form.

