Construction Management Plan pro forma v2.2

48-56 Bayham Place Apartments

London

NW1 0EU

Prepared for:

Camden

Contents

Revisions & additional material

List of all iterations:

Date	Version	Produced by
22 January 2018	Rev 00	J Turkosz
6 March 2018	Rev 01	J Turkosz
25 May 2018	Rev 02	J Turkosz

Additional sheets

Date	Version	Produced by

Introduction

This Construction Management Plan (CMP) has been produced by TUR Building & Construction; for the construction of the proposed new roof extension while making minor alterations to the exterior.

This is a development proposal for the site known as 'Bayham Place Apartments' in Camden, North London. The proposal is for the removal of the existing roof over the residential buildings on the site and to extend the roof space to form 9 new residential units.

TUR Building & Construction Limited is committed to undertaking the proposed development of the site at 48-56 Bayham Place, London, NW1 0EU; in an environmentally responsible manner to current industry's best practice standards and to meet the strict guidelines as set out by Camden Council in order to minimise disruption to the surrounding area.

This document comprises a Management Plan written specifically for this scheme, with the intent of providing a framework within which the environmental aspects of the works will be managed. It identifies and summarises particular issues relevant to the works to be undertaken on site and contains a set of procedures with the objective of minimising traffic disruption and avoiding dangerous situations for pedestrians and other road users.

This CMP has been prepared by TUR Building & Construction Limited to assist with the execution of the works with due regard specifically to the site surroundings.

TUR Building & Construction is vastly experienced in working on various building sites across London.

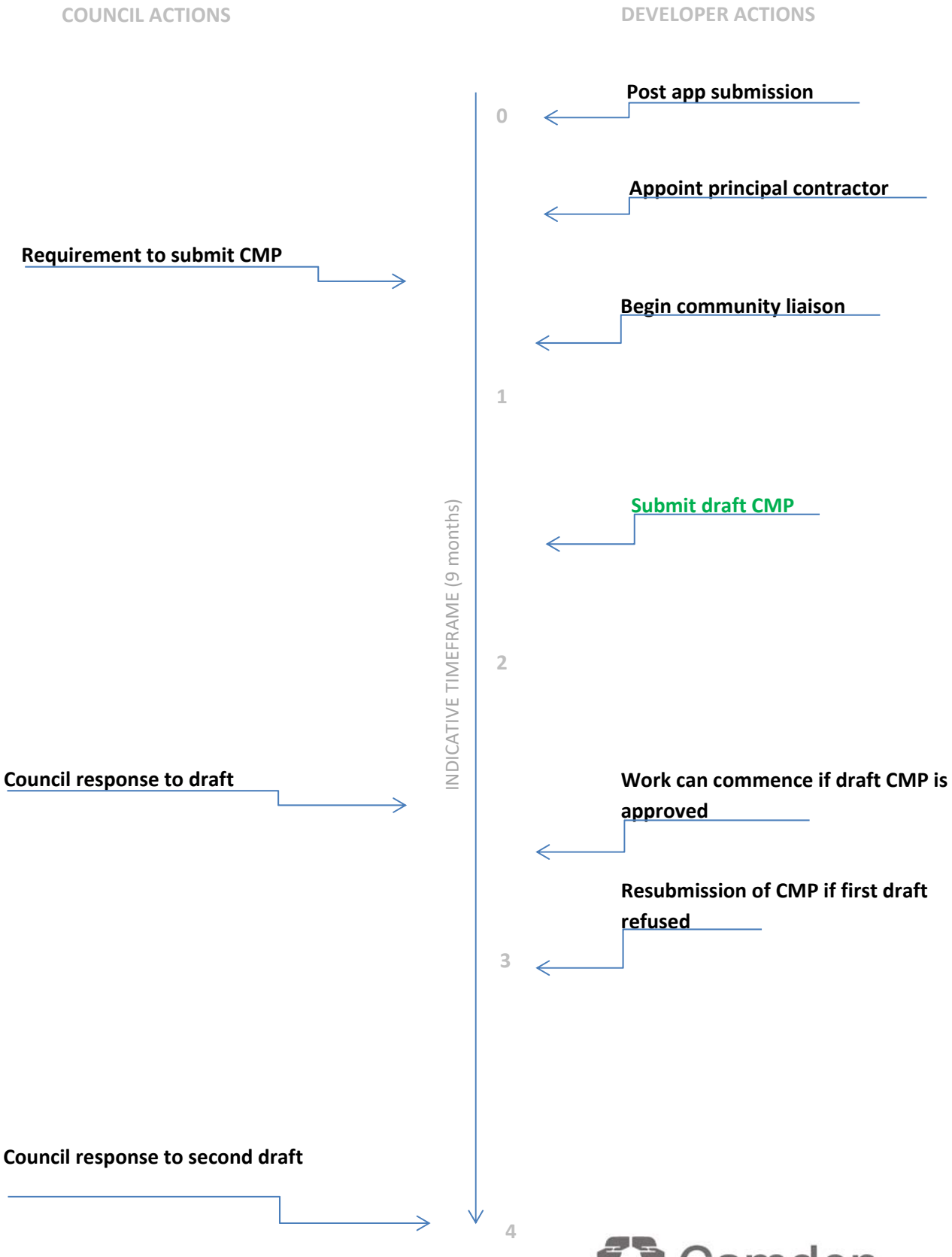
The contents within this CMP will be complied with, unless otherwise agreed with the council. The person responsible for implementing the CMP shall work with the council to review this CMP should any problems arise in relation to the construction of the development. Any future revised plan will be approved by the council and complied with thereafter.

TUR Building & Construction will notify the council when we intend to start work on site. We will 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 (9 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.

Site Address:	48-56 Bayham Place, London. NW1 0EU
Planning application reference:	2017/2739/P
Type of CMP:	Section 106 planning obligation

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

Main Contact:	Janusz Turkosz
Main Contractor:	TUR Building & Construction
Address:	48-56 Bayham Place, London NW1 0EU
Email:	bayhamplace@gmail.com
Phone:	07966519620

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.

Main Contact:	Janusz Turkosz
Main Contractor:	TUR Building & Construction
Address:	48-56 Bayham Place, London NW1 0EU
Email:	bayhamplace@gmail.com
Phone:	07966519620

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.

Main Contact:	Aaron Kazab
Contractor:	Vesta Management Limited
Address:	1 Princes Square, London W2 4NP
Email:	aaron@conceptlondon.co.uk
Tel:	020 7229 1011

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.

Main Contact:	Janusz Turkosz
Main Contractor:	TUR Building & Construction
Address:	Building 2, 30 Friern Park, London N12 9DA
Email:	turbuildingconstruction@hotmail.com
Phone:	07966519620 or Kamila 07508163851

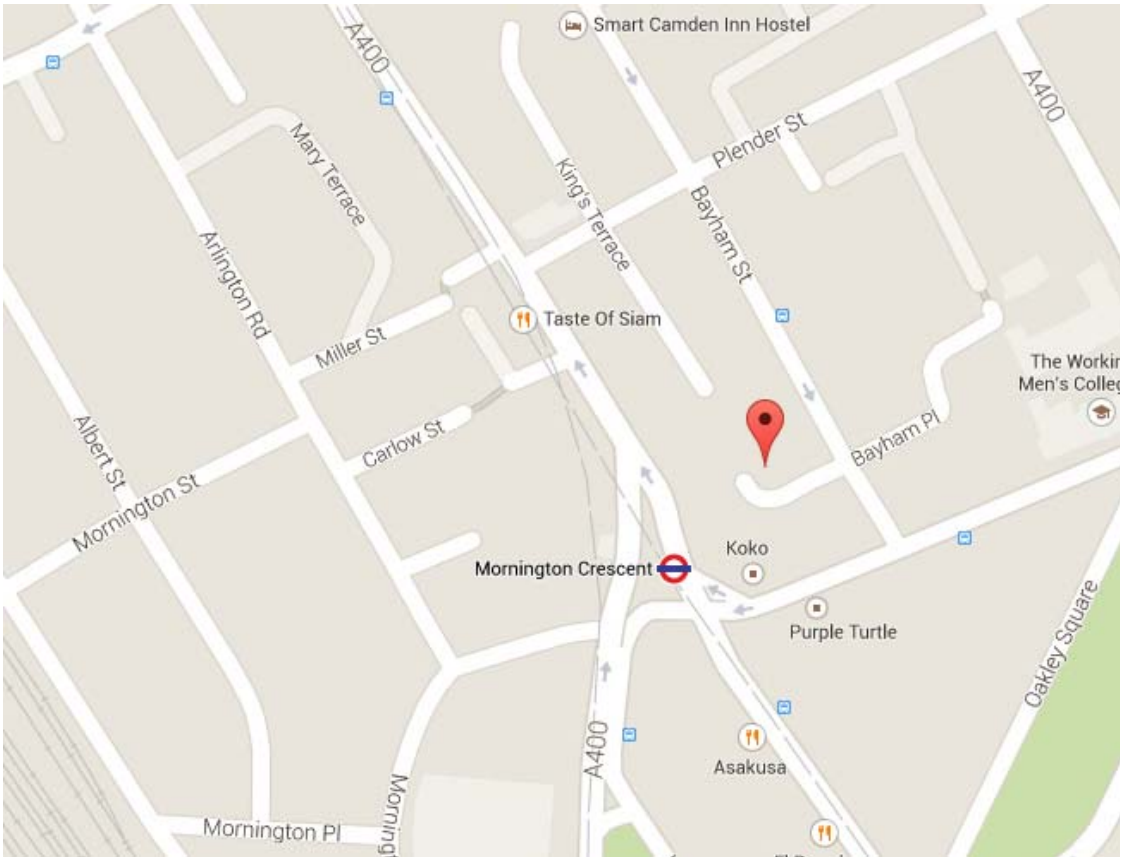
Site

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

Site Location, Description and Surroundings
The site is located at 48-56 Bayham Place, London, NW1 0EU and is within Camden Council's domain and sits in the Camden Town Conservation area. The site falls within the ownership of the client and construction work is being procured via a traditional procurement route.

The site comprises of an occupied residential building located directly off Bayham Street as per image below. Bayham Place is a dead end/no through road itself, due to site access constraints and as shown in the swept path analyses undertaken, a temporary loading zone will have to be allocated, no suspended parking bays will be required as there are none.

The site is currently occupied by a brick structure and the building's use is for Class C3 residential purposes. The building is currently occupied with short term tenancies.



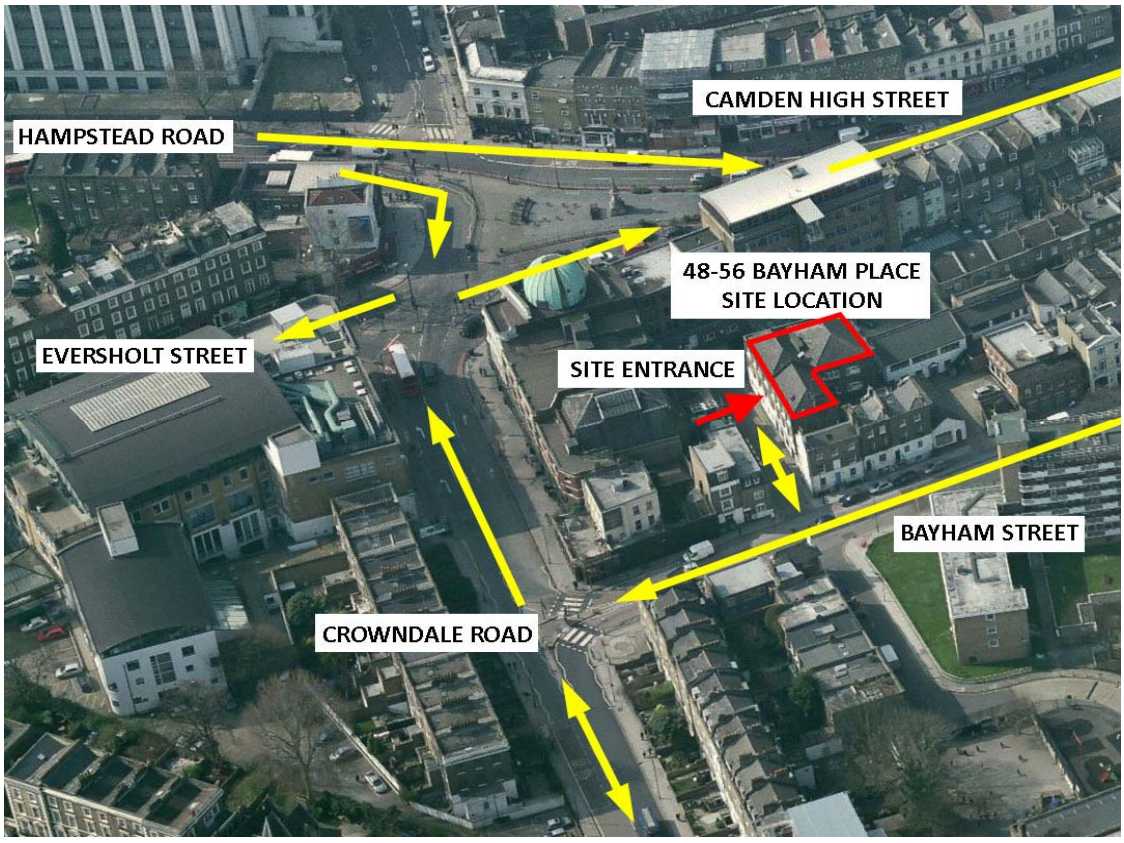
Site Location and Access

The site is located within close proximity to office and residential properties in a built up area. Close liaison will be required with the adjacent stakeholders.

The site is in a predominantly mixed use with a residential area to the east and also facing rear yards to adjoining business premises on the west. It is anticipated that party wall awards will be in place at the time of construction commencement. After reviewing the route we confirm that there is no cycle route within our travel plan.

Local residents and general public/visitors pass close to the site along the main pedestrian walkway along Bayham Street. Hence, access to and from the site must take these, as well as nearby road capacities, into careful consideration.

An image overleaf below shows the position of the site area. In red is the secure site hoarding to prevent access to unauthorised personnel. The secure access gate is positioned as shown on Bayham Place which is the main access to the site and property.



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).

Development description of the construction works and main issues/challenges
The existing residential buildings; 3 storeys above ground level; will be extended and altered to accommodate a new layout at roof level suitable for residential use, consisting of new services installation, internal structural alterations and new internal partitions.

The works will follow on from the already completed works which included the removal of the existing roof structure (with associated temporary works), the removal of roof coverings and protection of pavements to the front and side of the property. This project includes the construction of new structural floor levels, new roof covering and façade cladding with windows and internal fit out of upper levels.

This CMP covers the construction works and internal fit out of the proposed property, works to include:

- New roof structure and new structural layouts with some concrete pours
- New internal layout including services, partitions, roof works and some new floor plates
- Finishing works e.g: carpentry/joinery/window replacements etc.
- Landscaping
- Façade repairs where required
- Minor external alterations at first and second floor.

Site constraints:
The site sits in a small and narrow dead-end road whereby access is restricted and sharing the single access and narrow road with neighbouring properties would have an impact on deliveries.

Access to and from Bayham Place at the junction with Bayham Street will have to be considered in terms of vehicle access.

Although there are no residential properties along Bayham Place there are some residential properties nearby and noise impact would be a consideration point.

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.).

Nearest potential receptors likely to be affected by site activities
See plan below showing adjacent properties.

Offices: no's 7a & 7b Bayham Street, 65 Bayham Place and no's 2, 4, 6, 8 & 10 to 12 Camden High Street, NW1
Liaising with neighbouring office building regarding access to their private parking areas and deliveries will be important – steps will be taken to co-ordinate site activities with stakeholders at these offices.

Night club: 1a Camden High Street, NW1
Nearby night club or live venue Koko is diagonal opposite the site that operates regular events at the property. Steps will be taken to liaise and co-ordinate the works on site with the venue's management.

Dwellings: 1, 3, 5, and 7 Bayham Street, NW1
Nearest residential properties are along Bayham Street no's 1, 3, 5 & 7 Bayham Street; careful consideration should be made in avoiding unnecessary inconvenience to these properties. Advance warning to neighbours of potential noisy or potential disruptive work would be included in the strategy.

…..(continue)

In order to address any adverse effects on neighbouring properties, the following methodology will be used as a central control strategy to mitigate this. A hierarchy process to control the emissions of dust and other emissions and reduce human exposure through the following steps:

1. Prevention
2. Suppression
3. Containment.

These steps are embodied within this document to mitigate any unnecessary adverse effects on neighbouring properties.

Noise generated by the construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

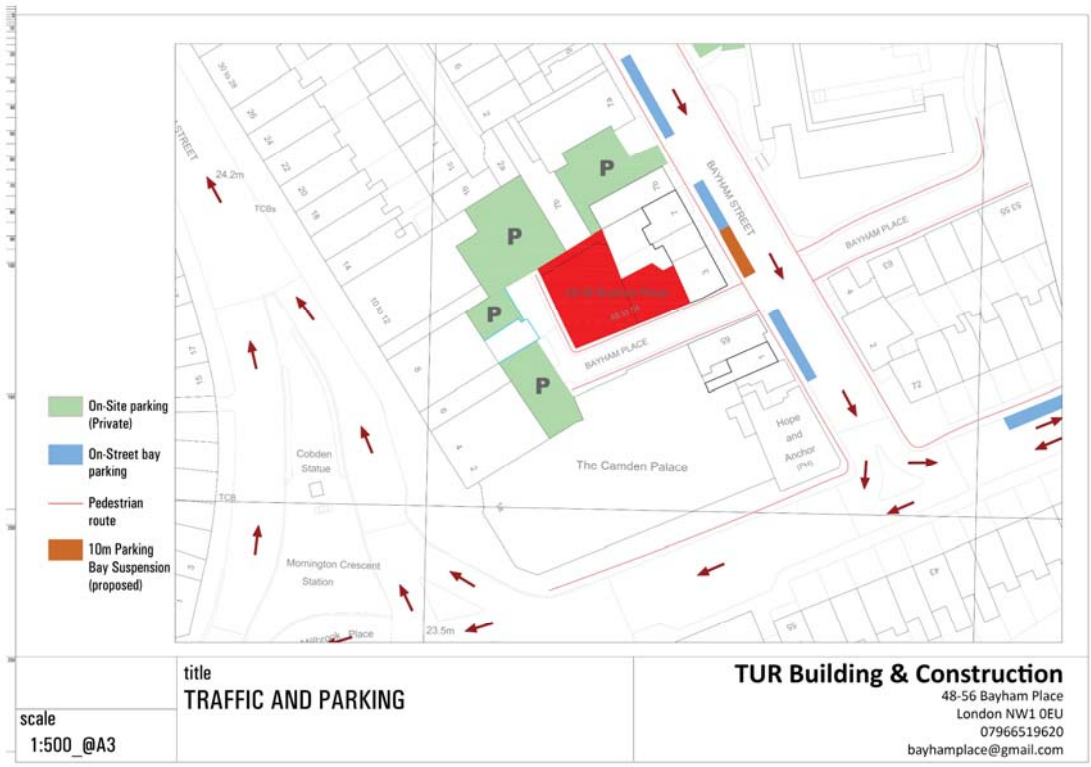
• Standard construction hours.
• The use of quieter alternative methods or mechanical plant, where reasonably practical.
• Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
• Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
• The use of site hoardings or portable acoustic enclosures/screens where practical.
• Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
• All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.
• During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. TUR Building & Construction will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
• Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.
• All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. A wheel-washing facility will be provided, as required, for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised. The wheel-washing facilities will be in the form of a hose down point located adjacent to the entrance. The excavation is being loaded directly from conveyors into a lorry.
So the wheel washing requirement is minimised, any overspill will be washed off the road surface.
• TUR Building & Construction will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.
• Burning of materials on site will not be permitted in order to prevent smoke emissions.

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.

Highway Network:
See plan below showing local highway network, on-street parking bay locations, footpaths and the proposed site access location:

The site plan shows parking bay locations with parking bay suspensions that are required in orange.
There are no cycle lanes within the immediate vicinity of the site.
The footpath (in red) will not be closed and this will be for the duration of the project.

Also see other layouts attached.

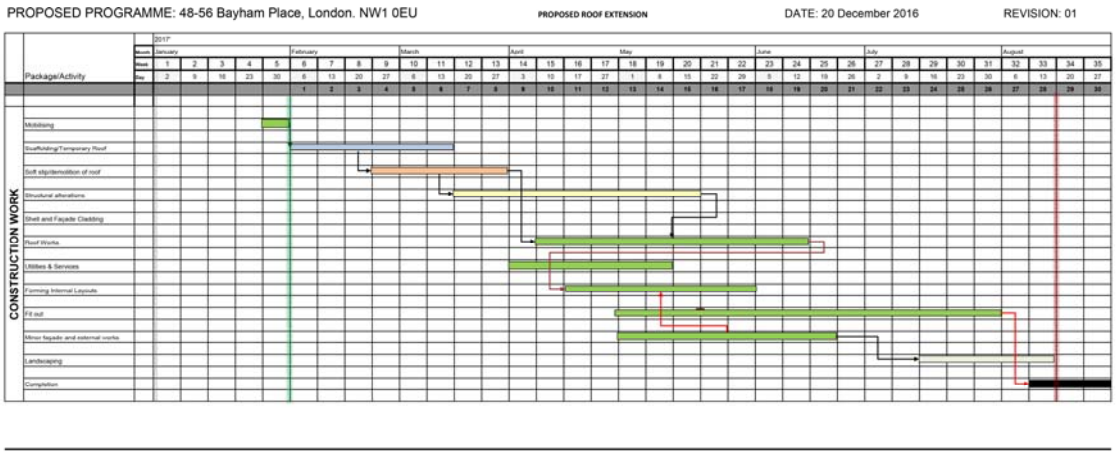


10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Proposed Programme

Main Contract Works: Roof extension

- Commencing: 6 February 2018
- Duration: approx 48 weeks
- Completion Target Date: 4 January 2019



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

Working hours on site:

We confirm that standard working hours for this site will follow Camden's prescribed working hours for construction sites as follow:

- 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.

Services:

No major changes to services are proposed to the site and currently discussions have commenced with some utility companies such as Thames Water, National Grid, UKPN and BT. Any potential excavations or works beyond the site will be co-ordinated to fall under the same traffic management proposal.

Thames Water, National Grid, UKPN and BT – TUR Building & Construction intend to discuss installation dates with the utilities suppliers, agree trenching details with them and coordinate installation dates. UKPN have already indicated that the main power supply coming into the site might be sufficient but tests to the power supply still need to be done. Confirmation on the pathway of main power supplies still need further investigation and confirmation on route. After this information has been received a full drawing will be issued as addendum to this CMP.

Community Liaison

A neighbourhood consultation process will be undertaken prior to the commencement of works on site. This consultation would relate to construction impacts, and would take place following the grant of planning permission. A consultation process specifically relating to construction impacts will take place regardless of any prior consultations relating to planning matters. This consultation will include all of those individuals that stand to be affected by the proposed construction works. These individuals would be provided with a copy of the CMP. They would be given adequate time with to respond to this CMP, and any subsequent amended revisons. Contact details which include a phone number and email address of the site manager would also be provided.

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13. In response to the neighbourhood comments received, the CMP would then be amended where appropriate and, where not appropriate, we would give a reason would be given. The revised CMP would also include a list of all the comments received.

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

As part of the consultation process we sent a letter (dated 22 November 2017) to local residents and businesses in the area informing them of the future building works at 46-56 Bayham Place and providing contact details of our community liaison contact.

1A Camden High Street, London, NW1 7JE
3 Bayham Street, London, NW1 0EY
46 Bayham Place, London, NW1 0EX
5 Bayham Street, London, NW1 0EY
7 Bayham Street, London, NW1 0EY
7B Bayham Street, London, NW1 0EY
7C Bayham Street, London, NW1 0EY
8 - 10 Camden High Street, London, NW1 0JH
Offices And Premises At 1st And 2nd Floor, 2 - 6 Camden High Street, London, NW1 0JH
Offices And Premises At 1st Floor North, 8 - 12 Camden High Street, London, NW1 0JH
Offices And Premises At 1st Floor South, 8 - 12 Camden High Street, London, NW1 0JH
Offices And Premises At 2nd Floor North, 8 - 12 Camden High Street, London, NW1 0JH
Offices And Premises At 2nd Floor South, 8 - 12 Camden High Street, London, NW1 0JH
Offices And Premises At 3rd Floor North, 8 - 12 Camden High Street, London, NW1 0JH
Offices And Premises At 3rd Floor South, 8 - 12 Camden High Street, London, NW1 0JH
Offices And Premises At 3rd Floor, 2 - 6 Camden High Street, London, NW1 0JH
Offices And Premises At 4th Floor, 8 - 12 Camden High Street, London, NW1 0JH
Offices And Premises At 5th Floor, 8 - 12 Camden High Street, London, NW1 0JH

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.

Our community liason officer would be:

Main Contact:	Aaron Kazab
Main Contractor:	Vesta Management Limited
Address:	1 Princes Square, London W2 4NP
Email:	attila@conceptlondon.co.uk
Tel:	020 7229 1011

Any significant changes in the CMP or advanced warning would be communicated through a newsletter/letter drop to neighbours as per copy on previous phase:

NOTICE TO NEIGHBOURS
FOR
CONSTRUCTION WORK AT
48-56 Bayham Place London NW1 0EU

48-56 Bayham Place
London
NW1 0EU

22 November 2017

Dear Neighbour

As you are aware, TUR construction Ltd are currently carrying out building works with accordance to building application **2017/2739/P** at 48-56 Bayham Place London NW1 0EU.

We confirm that building work would be carried out in accordance with Camden Council's prescribed times that control and restrict the hours in which noisy works can be carried out, as follows:

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

We aim to follow these strict time limits for noisy building works, although there may be some exceptions. In the event that noisy work occurs which falls outside the hours stipulated above, we will endeavor to inform you well in advance. In order to reduce noise disturbance to neighbours, we will also seek to advise you of the following in advance:

- Scheduling drilling, piling and other very noisy work in order to give local residents and businesses some breaks;
- Avoiding delivery and skip vehicles arriving before 8am

Building material will be delivered during normal working hours and tasks associated with the construction work will require vehicles and equipment to complete the Works.

Construction work Is complex and due to its nature, it may cause some disruption and noise to neighbouring properties at certain times. If you do experience problems, please do not hesitate to speak to us and we will try to mitigate problems or assist you in minimising any disruption caused.

We are here to help and work alongside you to minimise any problems caused during the temporary period in which the works will be undertaken.

Please contact myself directly if there is anything you would like to discuss or bring to my attention.

Many thanks in advance.

Community Liaison contact:
Aaron Kazab, Project Manager
Vesta Management Limited
Tel: 02072291011
Email: aaron@conceptlondon.co.uk

TUR Construction Ltd, 1 Princes Square, W2 4NP

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".

TUR Building & Construction is registered with the Considerate Construction Scheme with company ID C2226

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.

TUR Building & Construction has reviewed the area in conjunction with our traffic management plan. We have not identified any live construction sites within our immediate vicinity; therefore we do not anticipate having any impact on construction sites near the Bayham Place site.

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:

Main Contractor:	TUR Building & Construction
Address:	48-56 Bayham Place, London NW1 0EU
Email:	bayhamplace@gmail.com
Tel:	07966519620

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).

CLOCS Compliance will be included as a contractual requirement.

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

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

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

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

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

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

Useful links that would be referenced:

FORS operator database – lists accredited operators.

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

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

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

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

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.

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:

This is confimed.

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

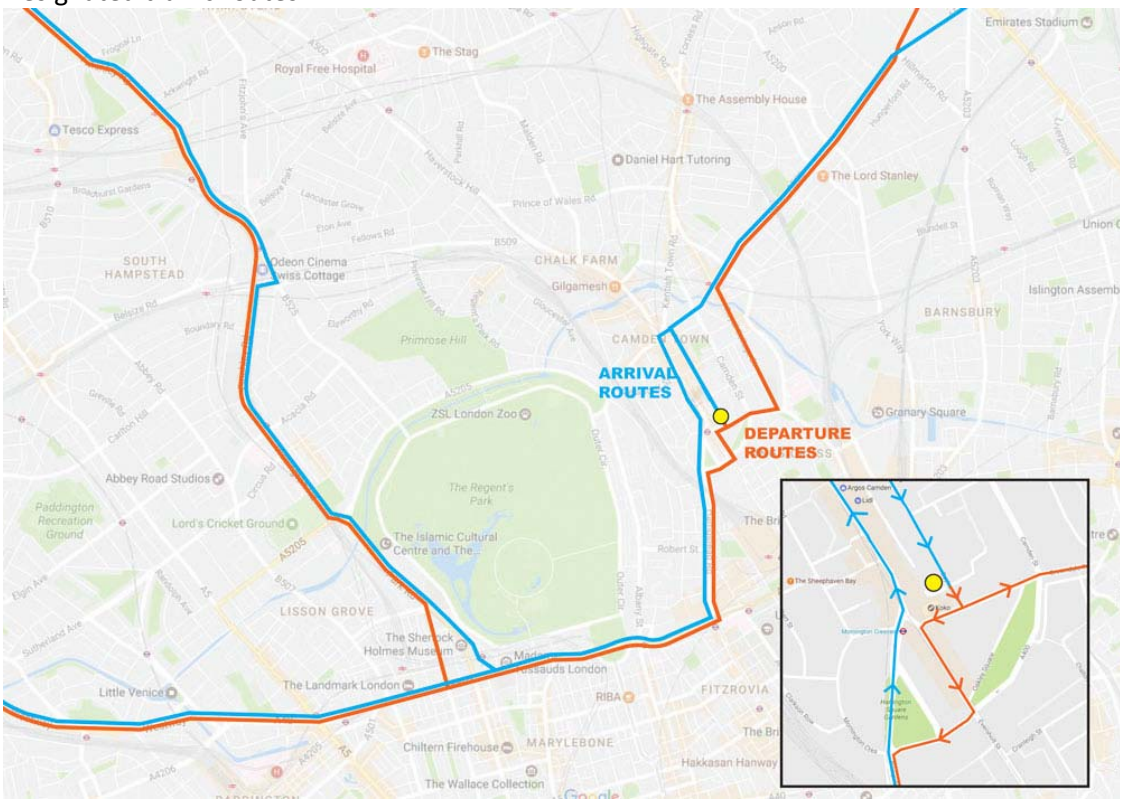
Site Traffic

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 would 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 would 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. Delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays.

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).

Designated traffic routes.



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.

We will use their contractor selection process and tender process to select contractors who are members of FORS (or similar), by doing this we would rely on using drivers who are aware of the demands of driving large vehicles in central London in particular the awareness of cyclists.

Proposed routes for Vehicles between the site and TFL Network Details of agreed access/egress routes will be issued to all our suppliers and subcontractors. This will be checked as far as practical but it must be recognised that we have no jurisdiction over the vehicles once they have left our site.

By using suppliers and subcontractors who are FORS (or similar) members then all delivery vehicles should have:

i. Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards 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 Sensor, an in-cab 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 passing the vehicle on the inside.

All contractors will be made aware of the controlled zone restriction timings and will place restrictions on when peak school arriving and leaving times.

All deliveries will be pre booked and all delivery times will be known.

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). As there is a school in the vicinity of the site and on the proposed access and/or egress routes, deliveries will be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

Our delivery plan would assist that deliveries arrive at the correct part of site at the scheduled time slots. Instructions explaining such a plan will be sent to all suppliers and contractors**.** Due to the low volume of deliveries, it won't be necessary for vehicles to wait for delivery space or to circulate on the public highway. Deliveries would be given set time slot to arrive, dwell and depart avoiding any undue time pressures being 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.

TUR Building & Construction will assess all possible haulage routes around the site to take into account current restrictions and road closures introduced in recent months.
The programme for the project demands that there will be a variety of vehicles coming and going from the site – the approximate vehicle movements and types will be as follows:
Stage 1: Scaffolding & Soft strip/demolition/structural alterations - There will be a maximum of 5 lorry movements per day.
Stage 2: Main Construction Works/Fit out - there will be a maximum of 3 lorries per day. Deliveries of material for core fit out.

Roll on/off skips are not permitted in Camden and they will not be used on this project.

Size of Vehicles
Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:
• Debris/ rubble/ waste 8 yard skip or load skip lorries. These will include standard 8 yard skips for waste (approx size 7m long and 2.4m wide. (Dwell time 30min per load)
• Ready mix concrete Lorry 9m x 2.5m (Dwell time 20min per delivery)

Flat bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc.
• Delivery vehicle type 1: 5m x 2.15m (Dwell time 20min to 1hour)
• Delivery vehicle type 2: 7m x 2.15m (Dwell time 20min to 1hour)
• Delivery vehicle type 3: 8.5m x 2.45m (Dwell time 20min to 1hour)

It will not be necessary for a vehicle larger than an 8 wheel flat-bed or 8 wheel roll on off lorry to attend site.
We have reviewed all deliveries and will maintain a clear path down Bayham Street.

Delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays.

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

We have reviewed the traffic route and at present we are not aware of any other known live developments in the immediate vicinity occurring within our programmed construction phase.

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 drawing under point 20a shows the intended traffic route and a single delivery point. Details of agreed access/egress routes will be issued to all our suppliers and subcontractors. This will be monitored as far as practical and we will aim to arrange schedules deliveries staggered and not to coincide at the same times to avoid any traffic congestion and minimise any disruption.

All deliveries will be pre booked and all delivery times will be known.

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.

Due to the nature of the works we do not anticpate the need for any off site holding areas.

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).

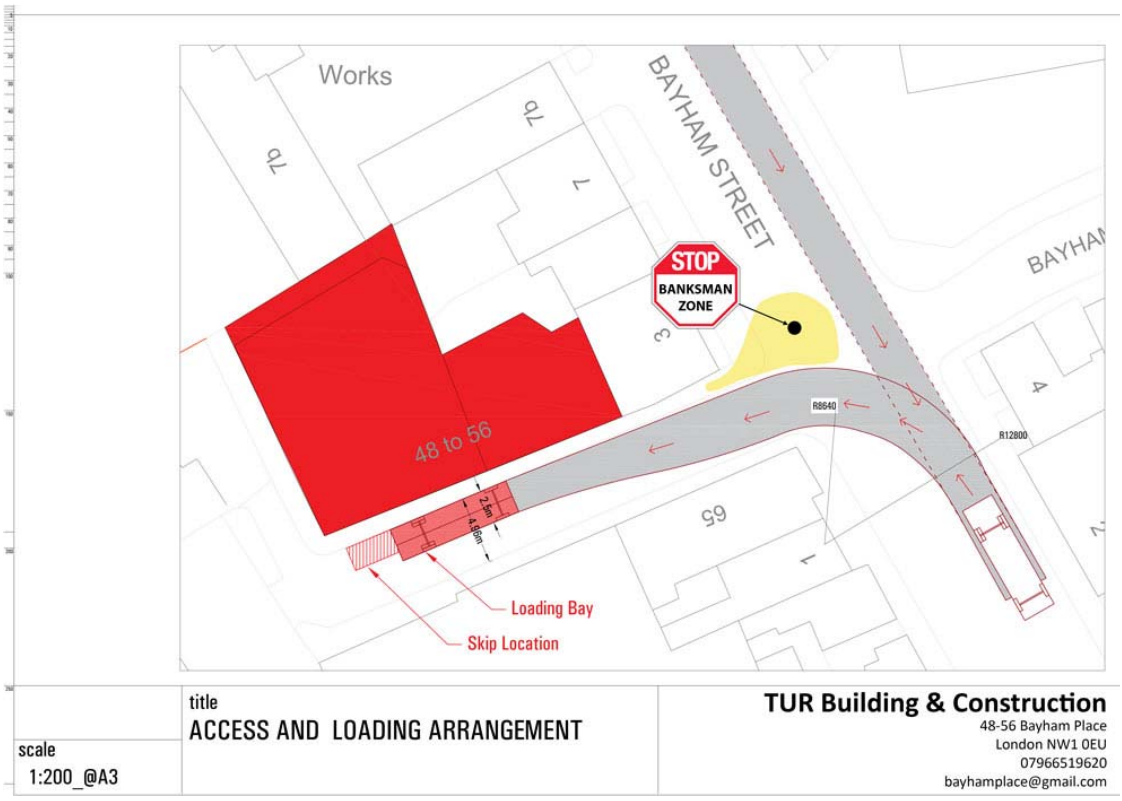
Due to the site location and scale of the development, there will be no requirement for any construction material consolidation centre.

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

See image below showing drop off and loading zone:



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

The drawing under point 20a shows the intended traffic route and a single delivery point. Delivery vehicles will access the loading bay by reversing into Bayham Place, aided by a traffic marshall to control the traffic along Bayham Street. Egress from the site is a simple forward right turn onto Bayham Street. Details of agreed access/egress routes will be issued to all our suppliers and subcontractors.

Traffic marshal strategy:
Before the manovoere of a vehicle/item of plant takes place ensure that the area is clear and that it is safe for the vehicle/item of plant to move.
Then, either walk forwards in front of the vehicle/item of plant, clearing the path of movement whilst looking for distractions and obstacles.
Or, alternatively Locate a safe position, stand-still, and direct the vehicle/item of plant whilst facing it. If the vehicle/item of plant has to be marshalled a long distance, then the marshal shall:

- *Stop the vehicle at regular intervals*
- *Walk forwards to a new safe position*

Continue to direct the vehicle/item of plant. At all times, the marshal should observe the behaviours and actions of others.

Movement patterns of large vehicles would be understood by the traffic marshal and he will have working knowledge of the junctions and relevant vehicles. Some large vehicles follow a systematic pattern, for instance arriving at the site at a particularly route, positioning or time where a a certain task may be carried out at a specific time each week. Knowing when these vehicles will be moving around is another aspect of the job and ensuring safety when they do.

The role of the Bamksman is also further described under Point 23 below.

The road along Bayham Place has been measured as 4.96m in width. This is sufficient space for normal traffic to pass whilst a delivery vehicle is in place. This arrangement has been tested during the construction of the change-of-use works, where a skip license has been in place for the location indicated in para. 20a.

All deliveries are to be supervised by a traffic marshall and reported to the Site Manager. All deliveries will be pre booked so that the traffic marshal know when the delivery is coming and will take measures to ensure that the public are not affected by the delivery. The traffic marshall must be obeyed and no phones or hands-free kits are to be used whilst driving, either on site roads or on public roads.
We will plan works including; vehicle movement, deliveries, temporary routes and facilities to ensure that the safety of the public is maintained at all times. All deliveries will be co-ordinated and programmed to aleviate pressure on the road network. Deliveries will have to be pre-booked with site so that there is not any delviery vehicles waiting in the street.

In addition delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays. All in accordance with Camden's Guide for Contractors Working In Camden. All suppliers and sub contractors who are supplying materials to the site will be issued with a

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).

Detailed swept path analysis has been carried out, see diagram under point 22a.

Delivery vehicles will access the loading bay by reversing into Bayham Place, aided by a traffic marshall to control the traffic along Bayham Street. Egress from the site is a simple forward right turn onto Bayham Street.

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.

It is proposed to allow short stay vehicle parking directly adjacent to the site entrance for the duration of the project in order to facilitate delivery vehicles, concrete and waste lorries may utilise this area without disruption to the highway.

Control of dirt and dust

Measures must be taken to prevent dirt, mud and debris being transferred onto the public highways/pavements, for example, regular sweeping of site access roads and the highway.

Mud and debris on the road is one of the main environmental nuisance and safety problems. In the event that dirt is spread on to the highway from traffic movement related to site activity, a road-sweep will be employed to clean all possible debris produced. We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

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.

Access arrangements for Vehicles
In all cases, access/egress for delivery and removal of materials will be planned, scheduled and coordinated by our logistics manager, and all vehicle movement both on and around the site will be controlled by competent and certified banksmen. This should not affect pedestrian and cyclist safety, we do not envisage that it will be necessary to close off the public footpath permanently.

We propose that at such times that a delivery is present, qualified banksmen will stand on the walkway and re-route pedestrians to the opposite side of the road, aiding with traffic management also (see diagram below). Temporary signage will be erected either side of the delivery vehicle, and the materials can be off-loaded by hand.

In the same instance, banksmen will be present and qualified traffic marshal for all road traffic movements.

Banksman/Road Marshal – a Key Role:

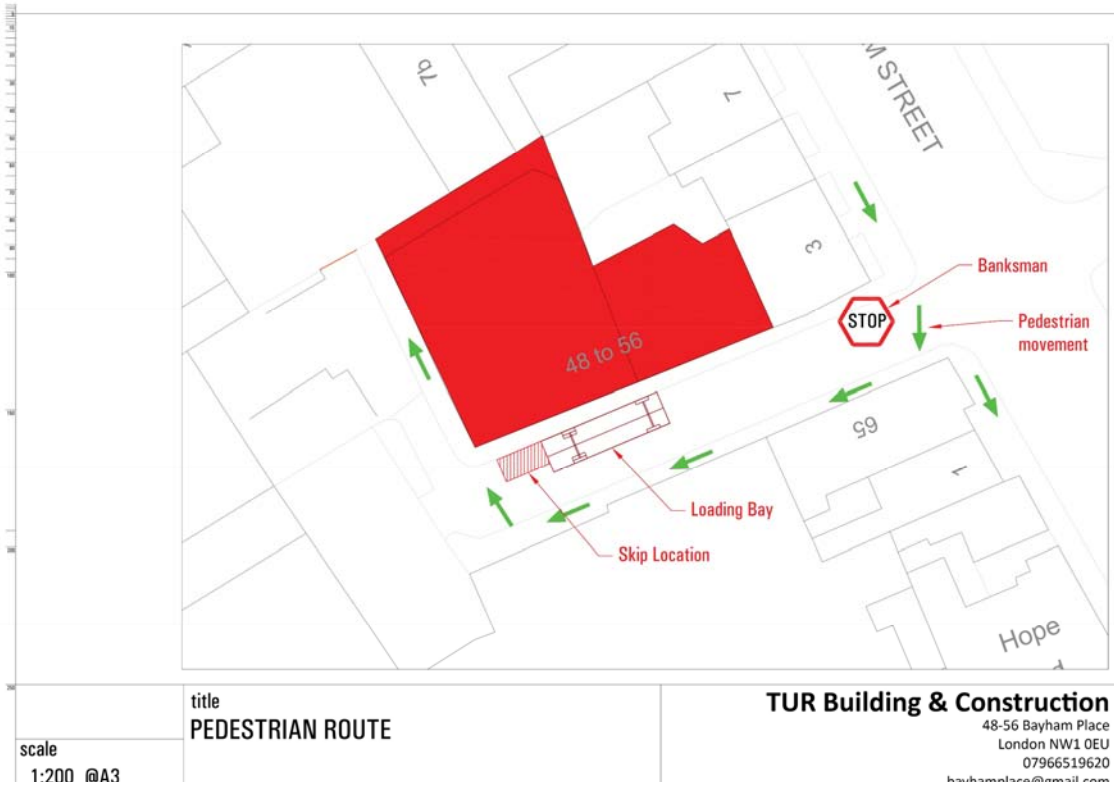
- *The Traffic Marshal is the eyes of the vehicle/plant operator, his/her primary responsibility is to guide vehicles and plant safely, ensuring contact is avoided with people or objects.*
- *Traffic Marshals need to be alert and aware of the working environment; as construction sites change on a minute by minute basis.*
- *Traffic Marshals should follow a systematic pattern of instruction each time a vehicle/item of plant is moved; to ensure they remain in full control of the situation.*
- A strict delivery procedure will be implemented to ensure that Bayham Place is not overrun with site and delivery vehicles. Our banksmen will ensure that traffic flow on connecting roads is maintained at all times.
- The Road Marshal will act as banksman when vehicles arrive to the site (in forward gear and should the need arise in reversing).
- All sub contractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials will also be controlled by our Road Marshal. He will be responsible for the coordination and control of all aspects of material deliveries and movement

Assistance to Banksman:

Colleagues on the site can assist the traffic marshal in their role by keeping them up to date with changes in plans or routes. By ensuring they have all the up to date information, the marshal can fulfil their role fully and safely on all occasions.

TUR Building & Construction will install all safety signs on hoarding and on foot paths to show clear and safe access routes to site.

The access route to divert pedestrian to the footpaths/pavement will all be pre-agreed with Camden and meet the traffic act code of practice. We have taken into account the existing drop-down curbs to allow access for wheelchair users, individuals with walking impairment, young children, prams, blind and partially sighted people.



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.

An application to suspend a 10m section of the parking bays in front of numbers 3,5,7 Bayham Street will be submitted, to accommodate storage and site welfare facilities (see drawing in section 9). It is not possible for these facilities to be located within the site due to its tight physical constraints. The construction should not take more than 6 months, so a TTO is not required.

Applications for the loading bay along Bayham Street will be made whenever deemed necessary.

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).

It is not possible to locate site welfare facilities on the site itself, for the following reasons:

1. There is no space within the host building for site welfare facilities, as it has been recently refurbished and will be partially occupied during construction of the roof extension.
2. There is no open space on the site.

An application to suspend some parking bays in front of numbers 3 and 5 Bayham Street will be submitted, to accommodate storage and site welfare facilities (see drawing in section 9).

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

We will deploy and use all necessary and appropriate safety signage and barriers to ensure that the public are made aware of and are protected and the operatives work safely at all times.

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).

Not required.

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.

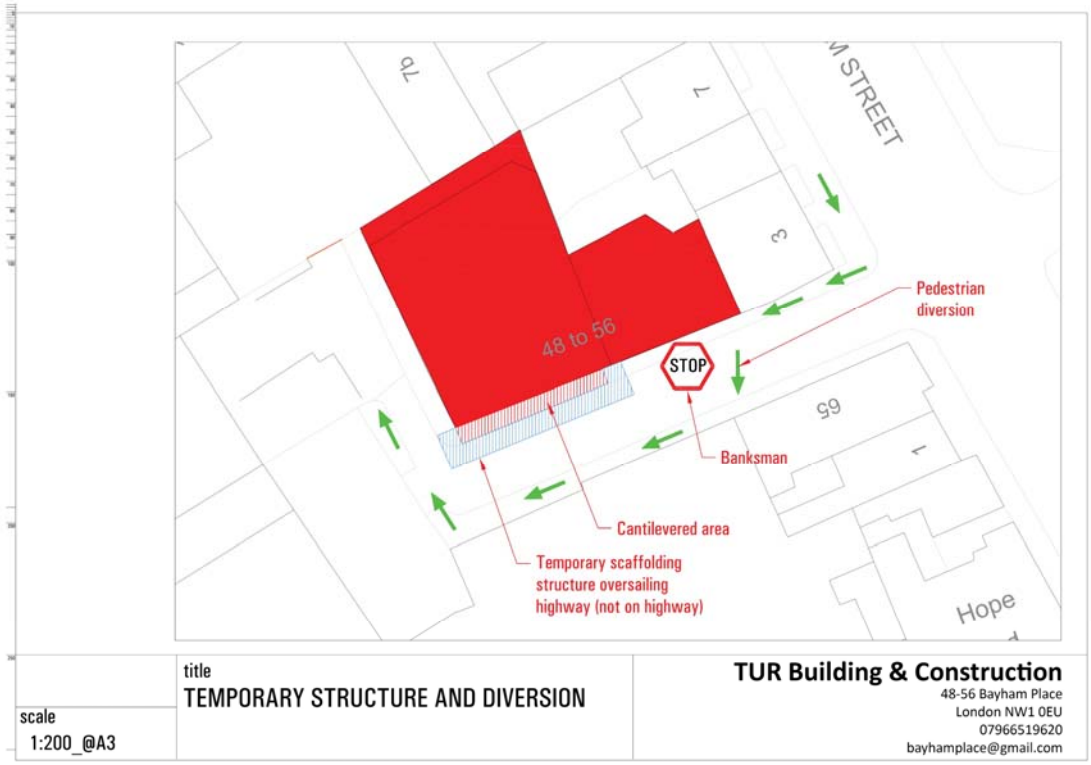
a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

We propose that at such times that a delivery is present, qualified banksmen will stand on the walkway and re-route pedestrians to the opposite side of the road, aiding with traffic management also. Appropriate signage will be provided to warn pedestrians/cyclists and other users of the highway of the construction process.

Temporary signage will be erected either side of the delivery vehicle, and the materials can be off-loaded by hand. Also read inconjunction with point 23.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

A small area of the proposed works overhangs the public pavement on the uppermost floor in the south-west corner. A temporary structure overhanging the small dead-end/public highway will be required in order to build this section. This area would be closed off temporarily whilst works are taking place to form this section, during which time a pedestrian diversion will be put in place.



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.

Noisy operations will only be carried out within the hours set out in Camden policy, as below:
Monday to Friday: 08.00 – 18.00
Saturday: 08.00 – 13.00
Sunday and public holidays: no works

Potentially 'noisy' operations are set out below:

Demolition

- Scaffolding erection/dismantling.
- Slate roof tiles will be removed by hand.
- The timber roof structure will be cut with mechanical sawing equipment and dismantled safely.
- Brick parapets and chimney stacks will be broken and dismantled by hand.
- All demolition materials will be transported to the ground via a mechanical hoist.

Construction

- Pre-fabricated steel sections will be delivered to site and bolted together using power tools to form the structural steel frame.
- Timber or metal studs (tbd) will be mechanically fixed to the metal frame.
- Timber floor joists will be fixed mechanically to the steel frame.
- The exterior cladding will be mechanically fixed to the steel frame via a metal substructure.
- Insulation panels and interior wall build up (plasterboard, etc) will be fixed mechanically to the frame and stud structure.
- The floor build up is via tongue and groove boards (no screed required).
- The roof is finished with a single ply membrane (no hot works required).
- Interior party walls will be constructed form blockwork by hand.
- Partition walls will be constructed from proprietary metal studwork.
- Internal linings will be fixed using screw guns or similar.

In addition delivery vehicle times would be restricted to avoid peak hour times and deliveries would be advised between 10am – 3pm from site during weekdays and between 10am-1pm on Saturdays. All in accordance with Camden's Guide for Contractors Working In Camden.

There is no requirement for plant as power is supplied via mains.

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.

A noise survey was carried out in October 2015 as part of the planning application information. The noise report is appended to this document.

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

The table below sets out the predicted noise levels of noisy site activities, obtained from annexes C and D in BS5228-1:2009, a recognised method set out in Annex F of the same document.

Operation	**BS 5228 reference**	**% of time in operation**	**Noise level (LAeq, 10m)**
Waste/delivery lorry	C4-21	5	77
Hand-held electric cicular saw	D7-75-77	5	77-82
Loading Scaffolding	D7-2	<1	72
Dismantling Scaffolding	D7-1	<1	80
Water pump	D3-86	5	72
Hand-held hammer	D2-15	5	84
Angle grinder (grinding steel)	C4-93	5	80
Hand-held nail gun	C4-95	5	73
Material hoist (electric)	C4-61	10	68

TUR Building & Construction will respect any reasonable request to reduce the duration of noisy activities further if required.

Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.

It is a standard policy of TUR Building & Construction to ensure that the noise and vibration produced by work equipment is considered together with the price when new purchases are made with a view to lowering the risk when equipment is used.

Contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

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.

Where the potential for noise exists, 'Best Practicable Means' will be used to reduce the noise to achieve compliance consistent with the recommendations of BS5228, including the following mitigation methods:

- Temporary acoustic enclosures/screens will be used to reduce the noise impact of high impact operations, and shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels.
- For regenerated structure borne noise, where required, the contractor will incorporate 2hr on/off respite periods to reduce impact to nearby sensitive receptors.
- So far as reasonably practicable all scaffolding will have monarflex coverage.
- Careful selection of plant items, construction methods, programming, implementing a 'noise and vibration protocol', which outlines monitoring frequency and action levels etc.
- Dwell times of deliver/waste lorries will be minimised so far as is reasonably practicable.

Action plan in the event of agreed noise limits being exceeded:

- The responsible noise source operation will be stopped and reported to the site manager.
- Corrective action will be taken to control the noise in order to bring the level below the agreed limits.
- If mitigation measures are not possible, then LBC will be notified with a view to continuing the operation in a controlled manner.

Action plan in the event of complaints being received:

- All complaints received will be recorded in a designated site complaints book kept in the site office.
- Each complaint will be investigated, and corrective action implemented.
- Feedback will be given to the complainant.
- If found necessary, LBC will be informed of the complaint, including its investigation and the mitiation actions taken.

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

TUR Building & Construction will ensure that the demolition sub-contractor meets all statutory requirements, and is fully competent to carry out these types of work. The correct training will be in place to cover all aspects expected of this standard.

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

The principle construction activities that will generate dust are typically demolition, structural installation and external works.

If it becomes necessary – any materials disturbed by excavation activities are inert materials (principally crushed concrete and clay/gravel fill) and therefore the dust generated during their removal and transportation does not represent a hazard to either people or the environment. We will also add shielding to cutting Equipment. When activities are being carried out that risk generating large volumes of airborne dust, TUR Building & Construction will employ dust suppression measures. This will normally take the form of damping down and dust screens. Good site management will be strictly enforced to ensure work areas are kept clean and tidy at all times to prevent the migration of dust throughout the site.

We will erect a full site boundary, keeping away from sensitive receptors, and there will be a fully trained Manager on site throughout the construction period. We will be using water as dust suppressant where applicable and muck-away trucks will be covered to prevent wind effects on contents.

The following principal measures will be employed:
- Appropriate handling of equipment and plant
- Damping down surfaces during dry weather
- The use of dust screens

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.

Mud and debris on the road is one of the main environmental nuisance and safety problems. In the event that dirt is spread on to the highway from traffic movement related to site activity, a road-sweep will be employed to clean all possible debris produced. We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

Steps to be taken:

- Hose and pressure washer at the entrance to prevent any dirt/dust leaving from the site.
- Employ a road sweeper on a day-to-day basis, as required to maintain a clean road surface. The main time where the roads will need to be cleaned within the project will be when ground works commence i.e. removal of soil /clay etc. We will monitor this carefully. However this may not be the case for this project.

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

While noisy level of activity's are in operation we will monitor noise level to make sure the levels are within specified limits. Noisy work will be covered under our permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.

Noise levels at the nearest sensitive façade will aim to be within a daily level of **75 dB** (LAeq, 10hr) for airborne noise, and that first Action Level Trigger of **78 dB** (LAeq, 5 minutes) will be used to ensure daily levels are within the 75dB (LAeq, 10hr) level.

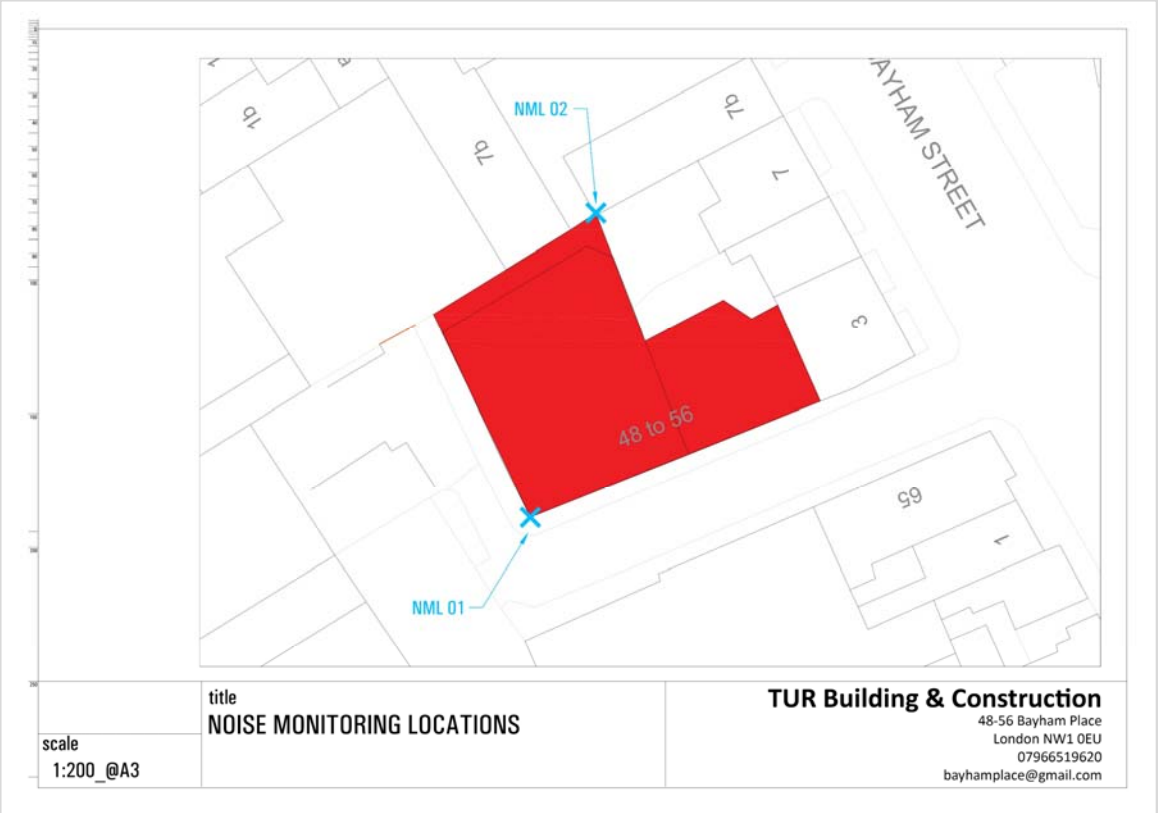
If the ambient noise level is found to be low (10hr LAeq <65dB) the following noise limit shall be adopted throughout the scheme:

Noise levels at the nearest sensitive façade will aim to be within a daily level of **70 dB** (LAeq, 10hr) for airborne noise, and that first Action Level Trigger of **73 dB** (LAeq, 5 minutes) will be used to ensure daily levels are within the 70dB (LAeq, 10hr) level.

Two semi-permanent Class 1 sound level meters will be installed at the locations indicate in the drawing below, continuously monitoring a range of noise metrics, including LMax, LMin, LAeq, LA90, at 15 minute intervals. They will include the provision of alerts via SMS or email when levels breach specified noise levels allowing site staff to undertake immediate investigation and take remedial action where necessary. Monthly reports will be available to the Council on request, detailing daily noise emissions, and listing and discussing of any noise level triggers by text alert and action taken.

In addition, short term hand-held noise monitoring will be carried out when a significant noise risk is identified for a particular task. The duration of each measurement will be for a minimum of 5 minutes, which can be increased if deemed necessary to gauge a representative sample reading of a particular task. The location of the noise monitor will be at a point on the site boundary closest to where the operation is taking place. Class 1 sound level meters will be used.

Due to the nature of the works, it is not deemed necessary to monitor dust or vibration levels as these are low risk. However, if a complaint is received regarding air quality or vibrations then the appropriate monitoring and mitigation methods will be put in place.



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.

An Air Quality Assessment has been undertaken and has focussed on the impact of construction dust and emissions. This assessment has been prepared taking into account all relevant local and national guidance and regulations.

The risk levels of Dust Soiling and PM10 effects have both been assessed and identified.

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.

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.

This is not a high 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).

The buildings have recently become vacant therefore no site inspections have been carried out to date. A specialist contractor will be appointed to carry out a site inspection and remove rodents if they are found on site prevent them from moving to other properties around the area. Other initiatives we will implement are as follows:

- No waste on site
- No eating or drinking on site other than canteen area
- Capping of drains
- Traps installed

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

An asbestos refurbishment survey was carried out by Maple Surveys Ltd on the previous phase for the Permitted Development scheme completed 2016 and no subsequent asbestos discoveries have been made since and since then the site was declared asbestos free.

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.

TUR Building & Construction will provide a smoking area away from the main gate to ensure limited health risks to local residents.

Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.

Within TUR Building & Construction's Health and safety plan we state 'No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc.'

We will work on a red card system, therefore any personal found to be acting within a manner we deem unacceptable, will be removed from site and consequently barred from working on any TUR Building & Construction site within the UK.

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): 11/16- 05/17

b) Is the development within the CAZ? (Y/N): No

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: ……..

Print Name: ……..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.