

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
16/5/2018	one	Jonathan loveday on behalf of Loveday construction ltd

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 Community 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](#)."

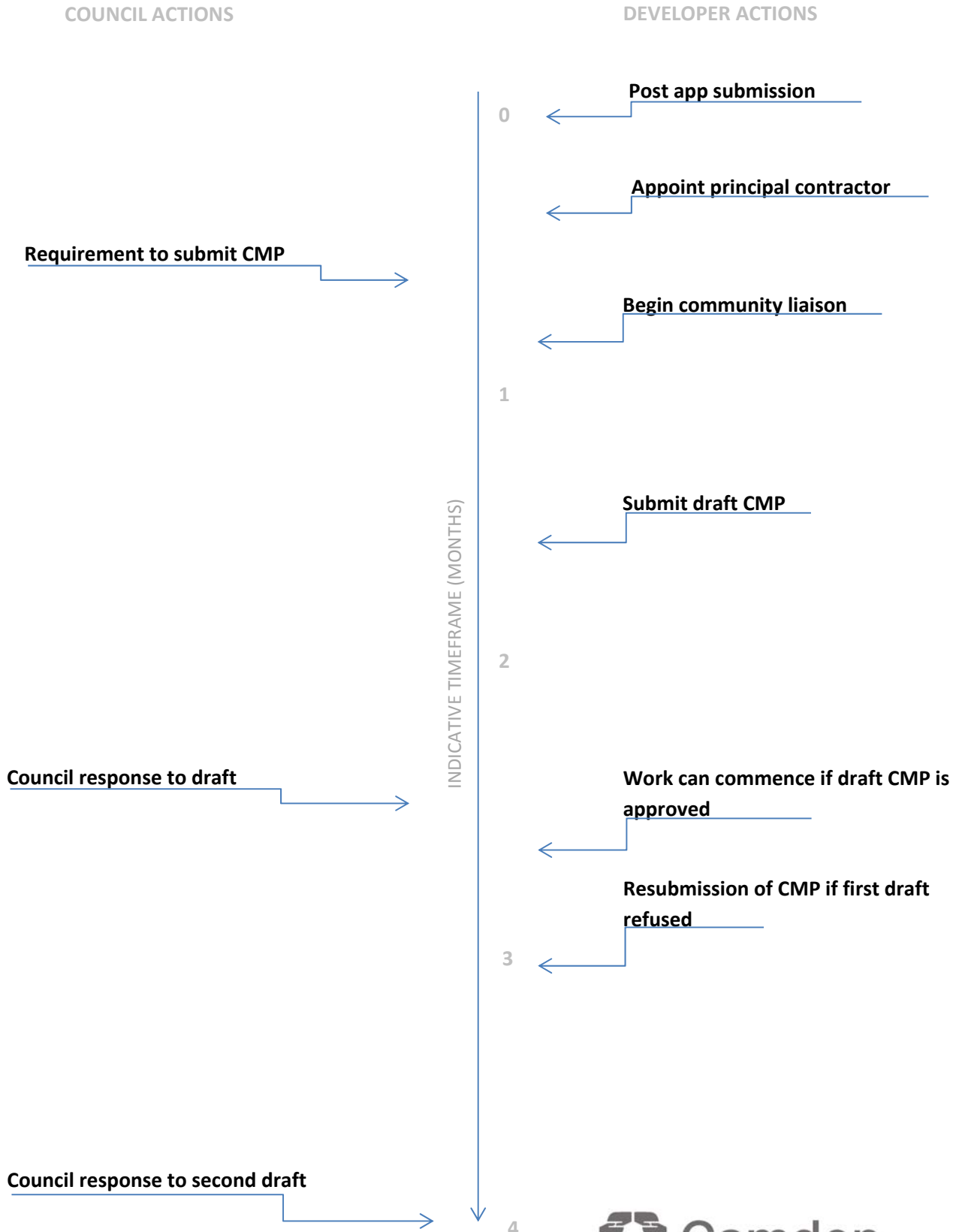
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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: 4 Keats Grove, London, NW3 2RT

Planning reference number to which the CMP applies: 2017/5913/P and 2017/635/L

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

Name: Jonathan loveday of Loveday construction ltd

Address: 45 Southdown rd, Harpenden, Herts, AL5 1PG

Email: jon@lovedayconstruction.com

Phone: 01582 622628- 07932051238

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: Graham Cook of loveday construction ltd

Address: 45 Southdown rd, Harpenden, Herts AL5 1PG

Email: Graham@lovedayconstruction.com

Phone: 07415 409052

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: As per question 3

Address:

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Loveday construction ltd, Jonathan Loveday

Address: 45 Southdown rd, Harpenden, Herts, AL5 1PG

Email: jon@lovedayconstruction.com

Phone: 07932 051238

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.

Plan Attached-

4 Keats Grove is a Four storey grade two listed building with a separate studio and front garden which can be used to store rubbish and materials

The surrounding buildings are all residential

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The existing house is to have a complete refurbishment, inc full mechanical and electrical installations, reduce dig to lower ground floor, a swimming pool is to be installed into the studio building with structural alterations throughout.

The main issues will be coordinating deliveries, muck away and avoiding school runs.

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 surrounding neighbours on both sides of 4 keats grove are all likely to be effected.

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.

Please find attached highway network plan

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).

Programme attached

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

As above

Loveday construction ltd also have a policy of reduced noise, vibration and dust activities on Saturdays as we appreciate this is likely to be a day the neighbours will be more effected by this type of work.

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

N/A but will be monitored when works start and CMP to be adapted as required

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 granting 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 and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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.

This is a small site so all pre contract consultation has been Arranged via the party wall surveyors, who have also shared info on programme and method statements for temporary works, this CMP has also been shared via this avenue

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.

Sign board on hoarding with monthly updated programmes and new's letter.

Contact details for company director and site manager will be on sign board to allow neighbours to voice their concerns.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

This site will be registered for the considerate contractors scheme

We are also currently running this scheme at 26 Portland rd W11 4LG and 23 Bassett rd W10 6LA

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.

At present there are no large construction sites near the site, if this changes during our programmed works we will contact the the site manager and take all reasonable measures to avoid clashing of deliveries etc.

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 Contractual Considerations

17. Name of Principal contractor:

Loveday construction Ltd
45 Southdown rd
Harpenden, Herts , AL5 1PG

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](#)).

Loveday construction Ltd
45 Southdown rd
Harpenden, Herts , AL5 1PG

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:

The over whelming majority of our large lorries will be via PB Donoghue who have a FORS silver certificate and Lords builders merchants who have a bronze certificate, we will ensure any other heavy goods vehicles that deliver to site are also FORS registered

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 how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

attached

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.

On placement of orders a copy of the route will be emailed to the delivery company or visitor and an acknowledgement email will be requested.

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.

All deliveries will be kept within 0930 and 1630 hours with the frequency varying depending on the works happening at the time

Any vehicle arriving at site before or after the hours of delivery will be turned away.

The deliveries will be scheduled for weekdays avoiding Saturdays.

Weeks 1- 20 , 1 -2 large lorries a day 25- 35 mins loading

Weeks 20 – 54 2-3 large lorries a week 2-3 skip lorries a week and 4-5 small lorries a week

10 -15 mins unloading

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.

There will only be one vehicle allowed on site at a time, due to the nature of the site deliveries can only be made outside the property and will park and off load in the suspended parking bay. We will ensure deliveries do not clash with each other with good communication between us and suppliers and ask for a 20 min pre delivery phone call or txt

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.

Please note this is a one way street

Two Parking bay directly outside the property on the opposite side of the road will be suspended for the construction period, this will allow traffic to pass round the lorries that are unloading outside 4 keat's grove

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 marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with ‘STOP – WORKS’ signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed access and egress routes to and from the site

N/A no vehicles will enter the site

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

N/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).

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.

Please note this is a one way street

The two bays outside the house on the opposite side of the road will be suspended and there are double yellow lines in front of the driveway, these will be used to allow deliveries and grab lorries to park up. Grab lorries will reach across the pavement and remove spoil from the front drive way, we will have two marshals controlling removal of spoil and pedestrians whilst this is taking place to ensure no one can walk below grab bucket as its in operation, if pedestrians approach the removal will be pause to allow a safe passage of pedestrians.

The two suspended bays on the opposite side of the road will traffic to pass.

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.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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](#).

Two parking bay will be suspended directly outside the property up until Christmas when this will be removed for 2 weeks and re assessed at this point

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.

There will be a hoarding around the perimeter of the site frontage which will have all appropriate signage and lighting which will be on 24 hours a day

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/skids/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.

N/A

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 hoarding line will be kept inside the property boundary

● 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 low level site noise for duration of project

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.

Noise

Construction of the small basement below new side extension only

Majority of site noise will only be from hand held tools and breakers inside the property.

Radios are banned from site and no noisy work will be permitted outside the standard hours

Vibration

N/A

Reduce dig and excavation of swimming pool has no piling and will be excavate by hand

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

The site induction will cover items such as bad language, shouting etc and will not be tolerated on site. For such behaviour a penalty system will be in operation: Verbal Warning, Yellow card and Red Card.

All plant will be new and have the latest sound suppression equipment

2.4m hoarding will be built around site to suppress noise and dust

The site manager will monitor on an hour by hour basis the demolition process to ensure it is taken down in a controlled manner.

Rubbish chute will be used to lower debris to ground level to help encompass dust, damping down will take place at exit of chute

A sound monitor will be installed at the perimeter of the property which will automatically shut down the power if the designated noise levels are exceeded

See Section 7.0 of Construction Noise Assessment in Appendix 10 for noise and vibration monitoring.

Continuous noise monitoring will occur throughout the demolition and basement programme. Data will be accessible via a on site daily record, with alerts to be issued where noise limits are close to being exceeded.

A noise monitor will be installed at a suitable location, representative of the nearest affected neighbour(s), to be agreed with the monitor installer.

The following limits, to be monitored for both noise and vibration (where relevant), will be applied:

Noise: Daily average – 75 dB LAeq,10h

As requested by Camden, the calculation method set out in Appendix 10 sub appendix D must be applied to every noisy activity, to calculate maximum on-time for that activity, and the results must be recorded in writing, and added to the CMP as an addendum, before that activity commences. Addenda are to be supplied to Camden Environmental Health without delay (the same day or the next working day) on request.

Where these levels are exceeded, this will be flagged, and an investigation shall be carried out to ascertain the cause of the exceedance and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'.

Noise levels shall be reduced further if it is reasonably practicable to do so. Where noise levels cannot be further reduced, the daily time period over which the activity causing the exceedance will be reduced until the limit is met.

Dust will be monitored on a daily basis for on-site and off-site deposits – see below questions 9-11.

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

To Follow

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

There will be limited dust as the property has already been stripped out, but water suppression and vacuum suppression will always be used 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.

After grab lorries have loaded the road and footpath will be swept, and daily general housekeeping will be carried out to ensure site is kept clean and tidy, damping down will be carried out to keep dust to a minimum and a 2.4m hoarding will be erected around the site. Scaffolding to front and rear of building to be demolished will be clad in monoflex

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

Best practice in mitigating the effects of noise and vibration is covered in our on-site inductions, toolbox talks and in the operatives CSCS, SMSTS training.

A Vibration log is kept on site in the H&S file and the relevant vibration chart referred to on a regular basis

Operatives will be trained to employ appropriate techniques to keep site noise to a minimum, and will be effectively supervised to ensure that best working practice, including in respect of noise reduction, are followed. All employees will be advised regularly of the following, as part of their training:

- a) the proper use and maintenance of tools and equipment;
- b) the considerate positioning of machinery on site to reduce the emission of noise to the neighbourhood, and to site personnel;
- c) the avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment;
- d) the protection of persons, on and off site, against noise;
- e) the operation of sound measuring equipment (selected personnel).

Special attention will be given to the use and maintenance of sound-reduction equipment fitted to power tools and machines. One person will have overall responsibility and will monitor use and maintenance of equipment across the site.

Persons assessed as at risk will be issued with ear protection equipment and will be instructed on its use, care and maintenance.

An education programme will be provided, during the site induction and regular toolbox talks, which draw attention to the harmful effects of noise and make it clear that there are several ways in which employees can help themselves to protect their hearing, for example:

- by using and maintaining measures adopted for noise control;
- by reporting defective noise control equipment to their superiors;
- by not damaging or misusing ear protectors provided and by immediately reporting damage to or loss of such items to their superiors.

Managers and supervisors will monitor use and reinforce the need for employees to make proper use of equipment so that noise emission will be minimized, and to make proper use of ear protectors when required.

A programme of monitoring will be implemented to ensure that condition limits are not exceeded and that all the relevant recommendations are met.

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 See the attached Dust Mitigation Measures form, duly completed: Appendix 9.

Our Risk Assessment as required by the SPG concludes:

Dust Emission Magnitude:

Demolition Small

Earthwork Small

Construction Small

Trackout Small

Local human receptors are High sensitivity – residential area

Local ecological receptors are negligible

no major demolition will take place just the forming of openings etc

37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

Confirmed as reiterated below:

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

1. Prevention
2. Suppression
3. Containment

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

We shall identify all the dusty operations and establish the best available techniques that are required to control dust emissions. The identified dusty operations shall be recorded and addressed in method statements to ensure dust emissions should be prevented whenever practicable. When this is not practicable emissions will be controlled at source. Examples include correct storage of raw materials, organising the process in such a way that spillage is avoided, and maintaining high standards of internal and external housekeeping.

Consideration will be given to the siting of aggregate stockpiles, based upon factors as the prevailing winds, proximity of site boundary and proximity of neighbours. Minimisation of drop height is very important in stockpiling to reduce wind whipping of particulates.

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

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

Effective preventative maintenance will be employed on all aspects of the construction/demolition works including all plant, vehicles, buildings and the equipment concerned with the control of emissions to air.

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

The site has not been determined high risk or medium risk site, however, we acknowledge the residential nature of the area means receptors are sensitive.

- 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).

Visual surveys will be undertaken on site to highlight the presence of rats and will then set the appropriate pest controls to prevent them from spreading out from the site.

A canteen area will be provided and no food will be allowed to be consumed outside of this area with all rubbish being collected and disposed of on a regular basis to prevent the attraction of rodents.

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

Will be carried out shortly, well before works start on site

Any asbestos identified will be removed by a specialist removal company

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.

All site staff will be inducted before they start work on site explaining excessive shouting and foul language will not be tolerated a yellow card red card system will be implemented

No radios are permitted on site

A suitable smoking area will be designated

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 (07/18- 07/19):
- b) Is the development within the CAZ? (Y/):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): N/A
- 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:N/A
- 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: Jonathan Loveday

Date 17/05/2018

Print Name Jonathan loveday

Position: company director

Please submit to: planningobligations@camden.gov.uk

End of form.