Construction Management Plan

pro forma v2.2

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
15/05/2018	Draft	David Lewis

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.**"

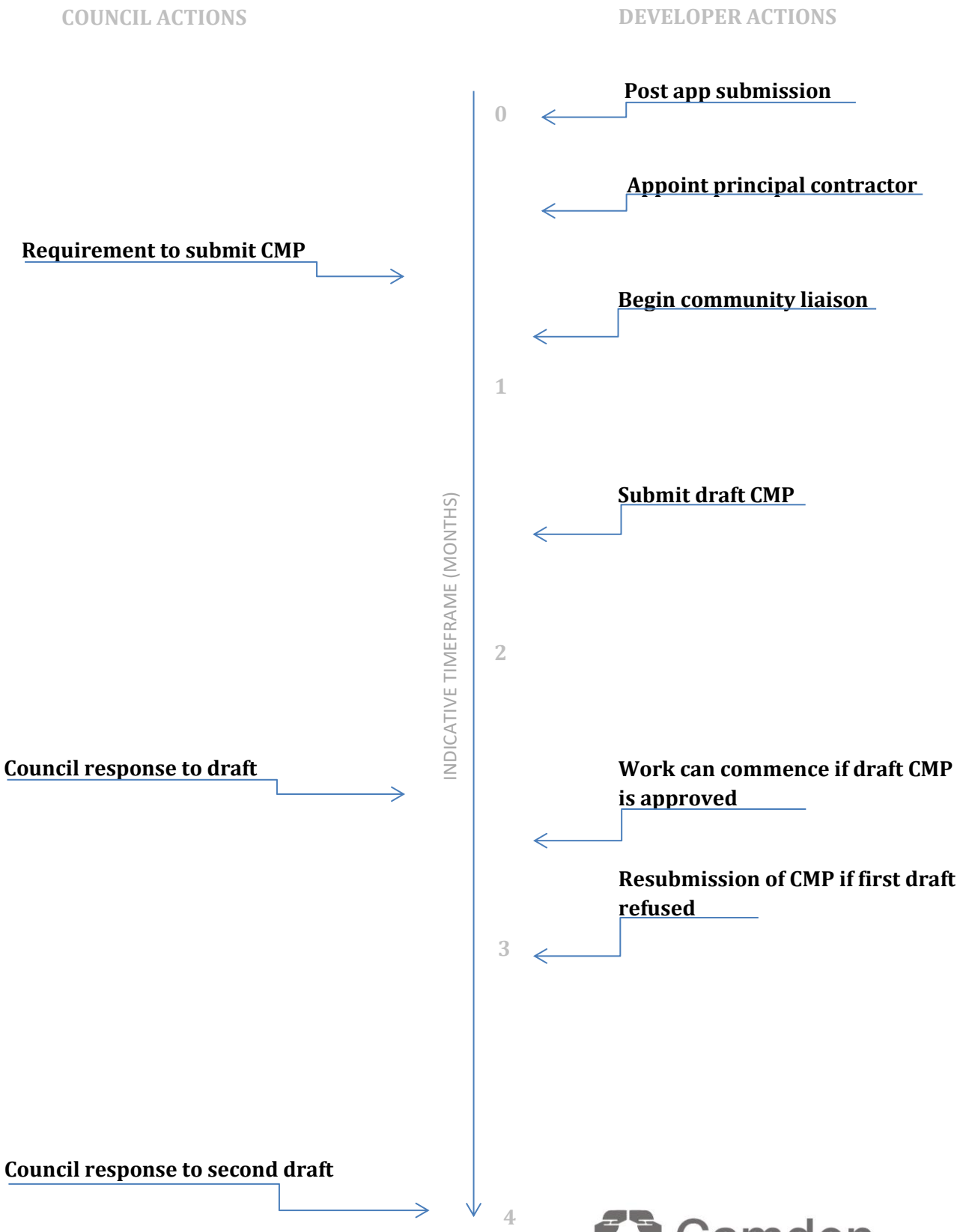
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically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


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

Contact

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

Address: Bull & Last, 168 Highgate Road, Highgate, London, NW5 1QS

Planning reference number to which the CMP applies: Planning Application 2015/4094/P

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

Name: David Lewis

Address: Motion, 8 Duncannon Street, London, WC2N 4JF

Email: dlewis@motion.co.uk

Phone: 020 7031 8141

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: Mr Neil Corbett

Address: Suite 105, Olympia Mews, London W2 3SA

Email: neil@knowles.uk.com

Phone: 0207 313 4169

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: Alan Everett

Address: Suite 105, Olympia Mews, London W2 3SA

Email: alan@knowles.uk.com

Phone: 07785 567 978

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: Alan Everett

Address: Suite 105, Olympia Mews, London W2 3SA

Email: alan@knowles.uk.com

Phone: 07785 567 978

Site

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

The site is located to the east of Highgate Road and north of Woodsome Road and is bound by residential properties. It is approximately 1 kilometre to the north of Kentish Town and 1.6 kilometres to the south of Highgate. The site is well located with regard to the wider road network with the A1 located to the east. The site location in relation to the surrounding area is shown in **Appendix A**.

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).

It is proposed to undertake works to the existing pub to provide bed and breakfast units with associated loft conversion, demolition of the existing kitchen to create a side extension with associated basement to create two flats and basement excavation to the existing pub.

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 nearest receptors will be the adjoining properties on Highgate Road to the north of the site.

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Drawing 1805007-01, attached at **Appendix B**, shows the existing highway arrangement in the vicinity of the site.

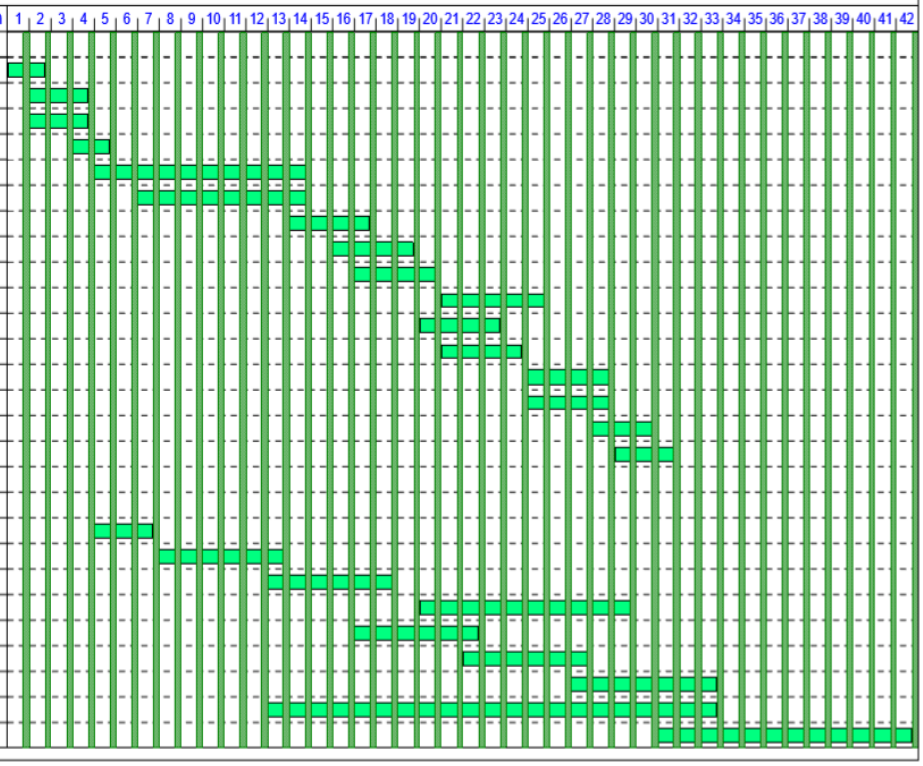
10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Knowles

The Bull and Last PH - Proposed Programme

IT IS ASSUMED THAT WE TAKE OVER PUB VACANT WITH EXISTING BASEMENT STRIPPED OUT

ID	Name	Duration
	LOWER WORKS:	
1	SITE SET UP	2w
2	EXTERNAL SCAFFOLD	3w
3	DEMOLISH EXISTING	3w
4	BREAK OUT EXISTING CELLAR SLAB	2w
5	UNDERPIN EXISTING CELLAR	10w
6	UNDERPIN NO.2 WOODSOME RD.	8w
7	DRAINAGE	4w
8	BASE SLAB FOR EXTENSION	4w
9	BASE SLAB CELLAR	4w
10	NEW STEELS GROUND FLOOR	5w
11	BRICK/BLOCK SIDE EXTENSION	4w
12	NEW GROUND FLOOR	4w
13	WATERPROOFING	4w
14	PUMP INSTALL	4w
15	NEW SERVICE POSITIONS	3w
16	CELLAR/KITCHEN SHELL HANDOVER	3w
	UPPER WORKS:	
17	STRIP EXISITNG ROOF	3w
18	THIRD FLOOR STEELS	6w
19	JOISTS & PLY	6w
20	EXTENSION GRD TO ROOF	10w
21	ROOF STEELS	6w
22	ROOF TIMBER STRUCTURE	6w
23	ROOF COVERINGS	7w
24	FACADE WORKS	21w
25	FIT OUT ACCOMODATION	12w



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

The above working hours will be adhered to.

Camden

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

No changes to services are anticipated as a result of the works.

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.

A consultation meeting with neighbours living in Woodsome Rd, Grove Terrace and Highgate Road will be arranged to consult and advise in regard to the proposed works. At this meeting the draft CMP will be reviewed to establish proposed traffic routes, methodology of spoil extraction and construction schedule. Key site personnel will introduce themselves to those residents in attendance. Any comments arising and amendments will be added to the final submission.

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.

Knowles will write a 'Dear Neighbour' letter, two weeks prior to commencement, to the proximate 40 neighbours to the project informing them of the timing and duration of the works as well as the nature of the undertaking. This letter also advises the names and contact details of all key personnel associated with the site. Every six weeks we then post a newsletter in A1 size on the hoarding to advise the community as to which stage works have got to and what is likely to happen next. All key site personnel details are posted on the hoarding, along with Considerate Constructors credentials.

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".

Knowles are members of the Considerate Constructors Scheme #816 and were recipients of two National Site Awards this year for projects in London. We will follow the Guide for Contractors Working in Camden as a matter of course. The site will be registered with the Considerate Construction Scheme prior to commencement.

16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

At the current time there are no outstanding applications or foreseeable projects in the locale where we can anticipate any cumulative impact. This is a relatively short project where heavy use of trucks is limited to a 6-week period at most. Nearer the time of commencement, the contractor will check again for any sign of new projects or likely clashes with nearby construction activity and prepare accordingly with notification to Camden.

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:

Knowles & Associates Ltd, Suite 105, Olympia Mews, Queensway, W2 3SA

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 will be contract requirement and Knowles will use a CLOCS compliant system.

Sub-contractors and Suppliers

Sub-contracts and orders will incorporate the following in respect of deliveries;

FORS Bronze accreditation is required as a minimum, with FORS Silver and Gold accreditation where possible. Where FORS Bronze operators are appointed, written assurances will be required from sub-contractors and/or suppliers that all vehicles over 3.5 are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (e.g. SUD, elearning, Van Smart, on-cycle training etc.) and compliance is mandatory.

Desktop Checks

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

Site Checks

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

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

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

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

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

Confirmed… A D Everett

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.

Vehicles will approach the site from Highgate Road southbound and reverse onto Woodsome Road. A temporary vehicle loading area will be created on the stretch of single yellow line along the southern frontage of the site.

All vehicles will leave the site in a forward gear and turn onto Highgate Road. From here vehicles can access the wider road network including the A1.

A vehicle routeing plan is attached at **Appendix C** whilst the proposed site setup is shown in drawing 1805007-02, attached at **Appendix D.**

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.

All contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all other measures detailed in this plan prior to journeys being undertaken. All contractors and visitors to the site will be advised to undertake travel to the site by public transport, foot or cycle. The Construction Project Manager will provide all site personnel with details of local public transport services.

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.

An indicative programme list of likely vehicle sizes and number of vehicle movements will be confirmed and revised if necessary by the contractor and Construction Project Manager (CPM).

- **3 axle tipper**
  These vehicles are approximately 8 metres in length with a width of 2.5 metres. They will be used to remove demolition material and spoil from the site during the demolition and excavation phases of the project. The maximum dwell time of the vehicle will be 40 minutes and approximately 3 vehicles per day could be expected to visit the site during the demolition and excavation phases.
- **Flatbed truck**
  These vehicles are typically 8 metres in length with a width of 2.4 metres. Flatbed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, plaster etc. Deliveries are likely to be expected on average once per day during site setup and structural work phases of the programme with a maximum dwell time of 40 minutes.
- **Concrete Mixer**
  This will be a vehicle with length of up to 8.4 metres and a width of 2.4 metres. It is anticipated that approximately 1-2 deliveries per day during concrete pour phases and will have a maximum dwell time of 40 minutes.

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

We are not currently aware of other developments in the area, should this change all reasonable effort will be made to minimise disruption.

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.

All deliveries are to be booked in with the Construction Project Manager (CPM) at least 24 hours before and all drivers will be informed of the vehicle route and location of the appropriate loading are prior to undertaking a journey to the site. All drivers will be required to phone 20 minutes prior to arriving on site to confirm that the loading area is clear. If the loading area is not available, the vehicle shall not proceed to the site and will be given an alternative delivery time. Vehicles will not be permitted to wait, stack or circulate on the roads within the borough.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Not applicable

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

No further measures necessary, this is not a significant site by size or duration.

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

As there is no suitable vehicle access to the site, it is proposed that a temporary loading area is provided on the single yellow line adjacent to the property. Materials will be transferred over the footway utilising a gantry and covered walkway such that the pedestrian footway is available at all times.

Please see attached drawings

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

All vehicle movements to and from the loading area will be supervised by a minimum of 2 trained banksmen in order to manage the interaction between pedestrians, cyclists and other road users.

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).

Drawing 1805007-TK01, attached at **Appendix E**, comprises swept path analysis of the anticipated vehicles accessing the temporary vehicle loading area.

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.

Vehicles will not access the site and as such wheel washing facilities will not be required. Any material transferred to the footway will be cleared immediately.

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.

As no vehicular access to the site is provided, it is considered that all loading activity will need to take place on street. A temporary vehicle loading area will be located on the single yellow line adjacent to the property.

Please see attached appendix for layout.

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.

No parking bay suspensions are required to facilitate the works. However, a temporary suspension of the single yellow line space adjacent to the site will be applied for by the contractor to provide a vehicle loading area adjacent to the site.

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).

No highway work will be required.

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

The hoarding will be painted timer, in a similar style to that below. Knowles Site Safety Signage & Rules will be affixed to the hoarding and include the site notice board per Q15.

Chapter 8 barriers will be erected during unloading/loading operations to delineate these works from vehicles, pedestrians and cyclists.

Signage will be placed ahead of the corners of Woodsome Road and Highgate Road to inform the public of construction work ahead.

Anti-graffiti paint will be used on the solid section of the hoarding, and any graffiti that is applied to the site façade will be removed promptly if defaced.

26. Diversions

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

No diversions will be 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.

A gantry with covered pedestrian footway will be provided on the Woodsome Road frontage of the site to allow materials to be transferred between a waiting vehicle and the site, and vice versa. A pedestrian route on Woodsome Road past the site will therefore be maintained and no pedestrian or cycle diversion is considered necessary.

A secure and lockable hoarding will be in place around the site boundary. All vehicle movements will be supervised by a minimum of 2 trained banksmen.

The traffic marshal will be on hand to safeguard pedestrians and cyclists when vehicles approach and leave the site and during loading/unloading operations

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 lockable site hoarding will be installed along the frontage of the site, all relevant licences will be applied for by the Construction Project Manager. A gantry will pass overhead of the covered walkway in order to convey waste material to attendant vehicles.

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.

Potential worst-case noise generation scenarios have been investigated by reviewing the demolition and construction activities for each phase of the works as summarised in the following tables. Green colouring is used where there is not considered likely to be a significant noise impact, yellow where some impact may occur and orange where the greatest potential for noise impact exists. This is based on the type of plant and duration of the works.

Times of noise generation works will be limited to site working hours with best practice and mitigation measures implemented so the impact of any noisy operations is minimised to local residents.

Demolition Noise Generation Activity Table

Demolition Activities	
Demolition of Existing House/Garage	Small 360 mini tracked excavators with munchers – short duration
Load and remove demolition rubble (crushing and screening to be undertaken off-site)	Small 360 mini tracked excavators, two axle flatbed – short duration

Construction Noise Generation Activity Table

Construction Activities	
Groundworks	Excavations for underpinning. Excavations for drainage and services Concrete pour for floor slab Lorries and excavators in use daily Compressors, breakers and hand power tools

Construction Noise Generation Activity Table

Masonry Works	Laying bricks and blocks by hand Materials lifted and moved around site by small hoist Mortar mixed by portable 'on site mixer' Occasional use of petrol masonry saw
Scaffolding	Traditional scaffold to be erected and struck by hand
Roofing	Materials movement by hoist
External Works	Mini Excavator and small plant
Internal Trades	Cutting tools, skill saws, drills

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.

The noise survey has been commissioned by the contractor week commencing 14th May 2017 – results to be submitted week ending 25th May

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

Calculation of specific noise levels at Noise Sensitive location (83 Camden Mews, London NW1 9BJ) as BS 5228 Table F.4

Activity	Plant type	LAeq at 10m	Dist.	Adjustments			Resultant Laeq	Dur'n of activity	Dur'n as %	Correction to $L_{Aeq(10)}$	Activity $L_{Aeq(10)}$	Total $L_{Aeq(10)}$
				Dist	Screen	Refl'n						
		dB	m	m	dB	dB	dB	h	%	dB	dB	dB
Enabling Works & Demoltion	Mini excavator	75		0	-10	3	68	4	40%	-4	64	71
	Concrete breaking (electric percusssion)	82		0	-15	3	70	2	20%	-7	63	
	Mini excavator	75		0	-15	3	63	2	20%	-7	56	
	Skid steer loader	75		0	-10	3	68	4	40%	-4	64	
	Lorry	80		0	-5	3	78	1	10%	-10	68	
	Boarding up / Demolition - hand hammer	84		0	-15	3	72	3	25%	-6	66	
Underpinning	Mini excavator	75		0	-10	3	68	4	40%	-4	64	69
	Skid Steer loader	75		0	-10	3	68	2	20%	-7	61	
	Cement mixer (electric)	65		0	-10	3	58	8	80%	-1	57	
	Lorry	80		0	-5	3	78	1	10%	-10	68	
Bulk Excavation	Mini excavator	75		0	-10	3	68	4	40%	-4	64	69
	Skid Steer loader	75		0	-10	3	68	4	40%	-4	64	
	Cement mixer (electric)	65		0	-10	3	58	3	30%	-5	53	
	Lorry	80		0	-5	3	78	1	10%	-10	68	
Concrete works	Cement mixer (electric)	65		0	-10		55	8	80%	-1	54	69
	Skid Steer loader	75		0	-10		65	4	40%	-4	61	
	Poker vibrators x 2	81		0	-15		66	1	10%	-10	56	
	Compressor	72		0	-10	3	65	4	40%	-4	61	
	Lorry	80		0	-5	3	78	1	10%	-10	68	
General Construction	Elec circular saw	77		0	-15	3	65	8	80%	-1	64	69
	Skid Steer loader	75		0	-10	3	68	3	30%	-5	63	
	Boarding windows - hand hammer	84		0	-15	3	72	3	30%	-5	67	
	Lorry	80		0	-5		75	1	10%	-10	65	

Note Screen attenuation based on BS5228, + 5to 10db for proprietary acoustic blankets, 3dB reflection addition to allow for façade enhancement

The noise mitigation measures are described in more detail in Q31 below, and include the use of an acoustic enhanced site hoarding using Echo Barrier H3 panels fixed to normal hoarding and mobile sound attenuation booths to screen specific items of plant.

The calculations show that the noise levels will not exceed the define limits in any of these conditions for the durations of the works.

It should be noted that the 'actual' conditions will be monitored in real time by the noise measuring equipment at the receptor locations.

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.

Site management - The general control of noise will be managed by the Principal Contractor. Close liaison will be maintained with LBC Environmental Health Department. The Site Agent will keep a site diary which will record any noise / vibration nuisances and correlate these with the activities taking place at this time.

Other specific measures which will be adopted will include selection of 'silenced' plant, the pre-cutting of materials off site, prefabrication of plant or service containment and prefabrication and pre-cutting of 1st and 2nd fix materials and elements. The site manager will be provided with hand held noise measuring equipment and will be trained in the operation of this equipment to ensure that the operation of plant remains within the predicted levels.

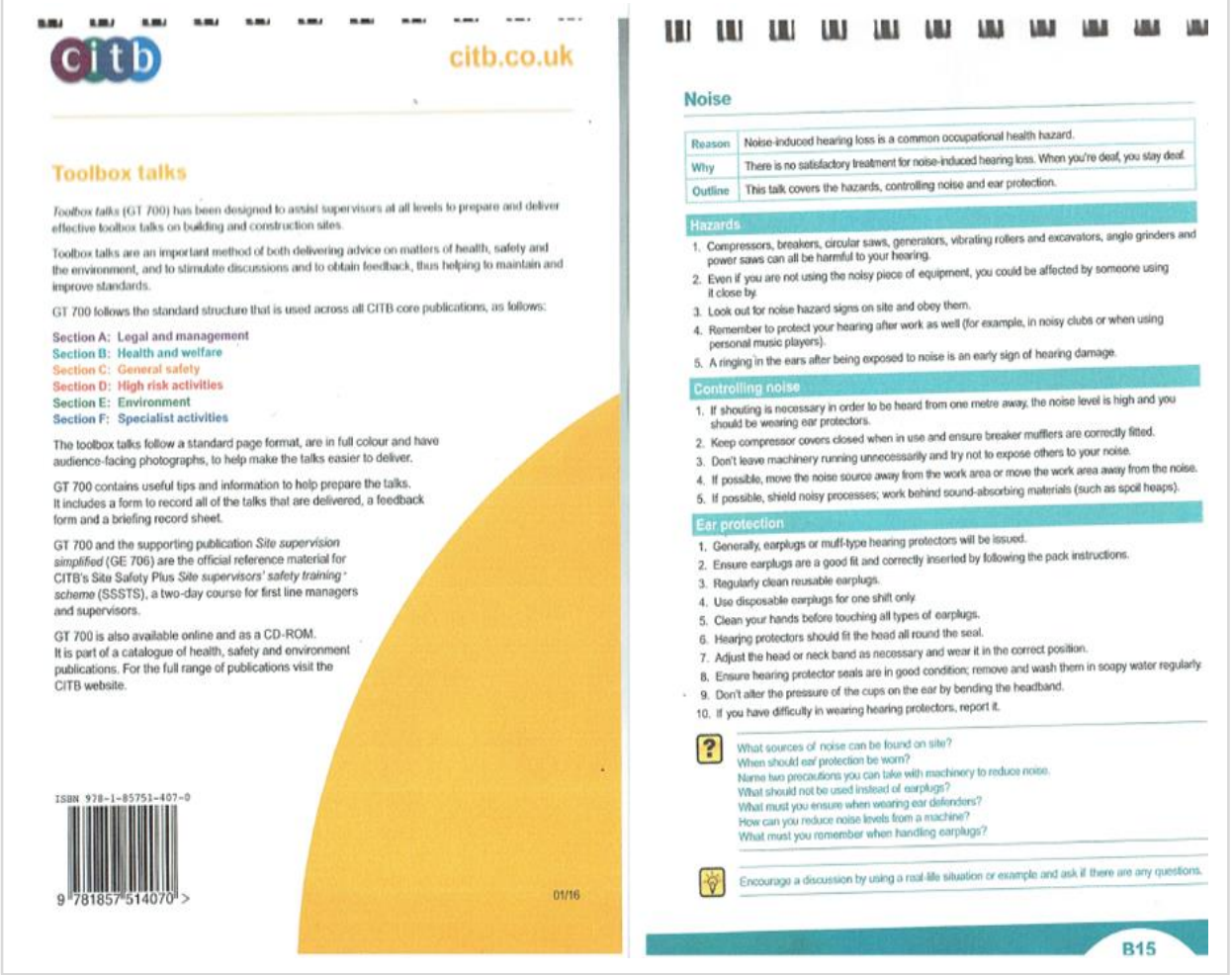
i. Non- standard works (to include any piling, pneumatic drilling and excavation by machinery will take place between 09.30 and 16.30 Monday to Friday There will be no working on Saturdays, Sundays or Public Holidays.
ii. The perimeter hoarding at the front and rear elevations is considered to provide a sufficient acoustic barrier, however noise levels will be continuously monitored and if the ply hoarding is found to be ineffective at reducing noise to tolerable levels for local residents then an enhanced acoustic barrier (Echo Barrier H3), will be fixed to the inside face of the hoarding. This will significantly improve the attenuation provided by the site boundary.
iii. For demolition works, preference shall be given to equipment that breaks concrete by munching or pulling rather than by percussive methods;
iv. All access gates will be controlled to minimise flanking noise;
v. All hand held and portable equipment, where practicable, will be electrically powered;
vi. All plant and equipment should be maintained in good working order
vii. Plant, when in operation intermittently, will be switched off during periods of inactivity
viii. . Stationary equipment and plant will be placed so as to provide screening to other items of plant and located to provide minimum noise emissions in the direction of Noise Sensitive Locations (NSLs);
ix. Care will be taken when loading and unloading materials to limit impact noise
x. Vehicles will not be permitted to queue on the road or pavement outside the site access;
xi. Activities which can produce significant levels of noise will be arranged for times which are less likely to cause disturbance e.g. avoiding summer weekends and early mornings.
xii. Where any complaint is received, the Contractor (Knowles) will incorporate 2hr on/off respite periods subject to the agreement of the receptor party.
xiii. In addition, the proximate receptors/neighbours will be advised at each stage of construction if any particular action is likely to incur noise, dust or vibration nuisance of any kind.

xiv. Knowles will measure noise levels with a Class 1 decibel meter, taking readings on site and building up a log of readings throughout the project duration. Knowles will aim to achieve a daily limit of 70dB (LAeq, 10hr) at the nearest sensitive façade (83 Camden Mews) and 73dB (LAeq, 5 minutes) at the first action level trigger.

For unattended long term noise monitoring, Knowles shall ensure the installation of two semi-permanent Class 1 sound level meters at appropriate site boundary locations, continuously monitoring a range of noise metrics. The provision of alerts via SMS or email can be provided to notify high levels of noise. Furthermore, Knowles can provide monthly noise reports to the council, on request, detailing daily noise emissions and discussing any noise trigger levels by text or email alert.

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

All operatives are trained with CITB training beyond BS 5228:2009 and revised standard 2015



citb

citb.co.uk

Toolbox talks

Toolbox talks (GT 700) has been designed to assist supervisors at all levels to prepare and deliver effective toolbox talks on building and construction sites.

Toolbox talks are an important method of both delivering advice on matters of health, safety and the environment, and to stimulate discussions and to obtain feedback, thus helping to maintain and improve standards.

GT 700 follows the standard structure that is used across all CITB core publications, as follows:

Section A: Legal and management
Section B: Health and welfare
Section C: General safety
Section D: High risk activities
Section E: Environment
Section F: Specialist activities

The toolbox talks follow a standard page format, are in full colour and have audience-facing photographs, to help make the talks easier to deliver.

GT 700 contains useful tips and information to help prepare the talks. It includes a form to record all of the talks that are delivered, a feedback form and a briefing record sheet.

GT 700 and the supporting publication *Site supervision simplified* (GE 706) are the official reference material for CITB's Site Safety Plus *Site supervisors' safety training scheme* (SSSTS), a two-day course for first line managers and supervisors.

GT 700 is also available online and as a CD-ROM. It is part of a catalogue of health, safety and environment publications. For the full range of publications visit the CITB website.

ISBN 978-1-85751-407-0

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01/16

Noise

Reason	Noise-induced hearing loss is a common occupational health hazard.
Why	There is no satisfactory treatment for noise-induced hearing loss. When you're deaf, you stay deaf.
Outline	This talk covers the hazards, controlling noise and ear protection.

Hazards

1. Compressors, breakers, circular saws, generators, vibrating rollers and excavators, angle grinders and power saws can all be harmful to your hearing.
2. Even if you are not using the noisy piece of equipment, you could be affected by someone using it close by.
3. Look out for noise hazard signs on site and obey them.
4. Remember to protect your hearing after work as well (for example, in noisy clubs or when using personal music players).
5. A ringing in the ears after being exposed to noise is an early sign of hearing damage.

Controlling noise

1. If shouting is necessary in order to be heard from one metre away, the noise level is high and you should be wearing ear protectors.
2. Keep compressor covers closed when in use and ensure breaker mufflers are correctly fitted.
3. Don't leave machinery running unnecessarily and try not to expose others to your noise.
4. If possible, move the noise source away from the work area or move the work area away from the noise.
5. If possible, shield noisy processes; work behind sound-absorbing materials (such as spoil heaps).

Ear protection

1. Generally, earplugs or muff-type hearing protectors will be issued.
2. Ensure earplugs are a good fit and correctly inserted by following the pack instructions.
3. Regularly clean reusable earplugs.
4. Use disposable earplugs for one shift only.
5. Clean your hands before touching all types of earplugs.
6. Hearing protectors should fit the head all round the seal.
7. Adjust the head or neck band as necessary and wear it in the correct position.
8. Ensure hearing protector seals are in good condition; remove and wash them in soapy water regularly.
9. Don't alter the pressure of the cups on the ear by bending the headband.
10. If you have difficulty in wearing hearing protectors, report it.

?

What sources of noise can be found on site?
When should ear protection be worn?
Name two precautions you can take with machinery to reduce noise.
What should not be used instead of earplugs?
What must you ensure when wearing ear defenders?
How can you reduce noise levels from a machine?
What must you remember when handling earplugs?

Encourage a discussion by using a real-life situation or example and ask if there are any questions.

B15

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented. Dust mitigation measures are set out and below.

With regard to construction:

- Construction of a 2.4 m high timber hoarding around the perimeter of each site prior to commencement of construction, if not already in place;
- Before any demolition works take place the structure will be enclosed in monarflex or similar reinforce polythene sheeting to prevent as far as possible dust from escaping form the demolished areas to neighbouring premises
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site;
- Use of low emission plant fitted with catalysts, diesel particulate filters or similar devices;
- Plant shall be well maintained, with routine servicing of plant and non-road mobile machinery (NRMM) to be completed in accordance with the manufacturers recommendations;
- Plant and vehicles to be located away from the closest receptor or house in closed environments wherever possible;
- Damp down site during working day and again at the end of the day to reduce the amount of re-suspended dust;
- Ensuring that all plant equipped with dust suppression equipment is checked on first use at site, to ensure that this equipment is functional and is being used;
- Avoidance of diesel or petrol-powered generators using mains electricity or battery powered equipment wherever possible; and
- Use of water sprays or poured water to suppress dust during cutting, angle-grinding or other dust-generating activities;
- Store materials with dust producing potential away from site boundaries and sheet, seal or damp down stockpiles of excavated materials held on site;

With regard to vehicle movements on and off the site:

- All delivery vehicles will be switched off when making deliveries or waiting to be loaded and delivery instructions will include a requirement that vehicle engine idling is not permitted.
- Any mechanical plant used on site will switched off when not in use and engines will not be left idling.
- Covering of all loads to and from site;
- Ensuring that road and construction vehicles comply with or exceed the requirements for the Low Emission Zone (LEZ): currently Euro IV as of 3 January 2012.

Continued on next page…

- Wet cleaning of public road at least weekly, with more frequent cleaning when found to be necessary under the measures specified in the next section
- Provision of jet-washing facilities if any spoil affects the footpath.

With regard to reducing CO_2 emissions for construction vehicles:

- Use of low carbon vehicles wherever practicable such as hybrid electric, electric and bio-methane;
- Switch off vehicles when not in use rather than continuously idling;

Driver training such as SAFED accreditation run by the DfT.

The Contractor recognises dust is a major cause of concern to those in the immediate environment of any building site, both to receptors and operatives. Particularly during dry summer periods, we ensure that all soil and mud inadvertently dropped onto the pavement or roadway are washed away into main drainage within 5 minutes of delivery or haulage.

Skips housing spoil and waste are covered and any passage via conveyor of excavated material is dampened as it heads to the housing skip/lorry for storage before despatch. In addition, where it is likely that neighbours will be affected at any time by dust we offer to wash down their cars and windows on a regular basis. Haulage vehicles carrying waste/spoil will be dampened and covered during dry and windy conditions.

Where working above ground we ensure that our scaffolding is wrapped with a polythene cover, both to reduce dust, but also noise to a certain extent.

Large open basement constructions have greatest potential to generate significant dust problems, however at the Bull & Last site the majority of excavation work will take place beneath the existing building. Site hoardings and dust-proof plastic sheeting will be erected to further minimise the release of dust from the site.

In addition, it is proposed to:

- Clean / sweep the footpath and external areas around the site every evening and or as required during the day.

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.

Please see next page

i. A tarpaulin cover will be placed on the road surface prior to the arrival of the delivery / removal vehicle to minimise debris contaminating the road surface. Any residual debris will be removed with wheel washing / jet washing equipment following the departure of the vehicle.
ii. Wet cleaning of public roads when found to be necessary under the measures specified in the next section;
iii. Covering of all loads entering or leaving site;
iv. Ensuring that road and construction vehicles comply with or exceed the requirements for the Low Emission Zone (LEZ): currently Euro IV as of 3 January 2012.

Site inspections are a minimum of twice daily by the foreman to ensure that dust and dirt are kept to a minimum. All deliveries are followed by an inspection with the street and pavement swept clean if required.

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

For all potential environmental impact, the contractor's site manager will

i. Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book.
ii. Hold regular liaison meetings with high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.

Dust monitoring will be performed as GLA SPG for Medium Risk sites:

a) Throughout the Construction Phase continuous particulate matter (PM10) monitoring shall be undertaken. Two instruments will be deployed at the site boundary in a transect orientated to the prevailing wind direction, with a third monitor located at the nearest sensitive receptor. One monitor shall be co-located with an anemometer.
b) Adequate quality assurance/quality control procedures shall be in place including monitor maintenance and calibration as well and data checking. PM10 data shall be collected automatically on an hour basis.
c) A trigger action level for PM10 concentrations of 200µg.m^{-3} (15-minute average) shall be used to identify incidences of elevated dust emissions at the site boundary. The development site shall comply with the trigger action throughout the demolition and construction phases.
d) An on-site alert system (email or SMS) shall be in place to notify appropriate staff that the trigger action level has been reached. Immediate and appropriate measures can be put in place to rectify abnormal particulate emissions. A procedure shall be established to deal with abnormal dust emissions. All incidences of abnormal particulate emissions leading to breaches of the trigger action level, shall be documented in the site log book (date and time), with details of the action take to remediate dust emissions. This will be integrated with the sound level monitors described in Q 32 above – continued on next page…

e) An e-mail specifying details of any alert to be sent out to the Council's air quality officer as soon as practicable following any breach of the site trigger action level.
f) An electronic report shall be submitted to the Council's air quality officer every three months summarising the following information from each monitoring site – 24 hour average PM10 concentration, date and time of any breach of the trigger action level with the 15 minute mean concentration, prevailing wind direction and details of the cause of elevated dust emissions and mitigation measures.
g) The Council shall be notified of any changes to the location and operation of dust PM10 monitoring instrumentation.
h) Undertake daily on-site and off-site inspection, and carry out regular dust soiling checks of surfaces such as street furniture and cars with a 100m of the site.
i) When activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions increase the frequency of inspections

With regard to noise monitoring

i. All Knowles operatives are trained weekly by Toolbox talks with CITB Compliant training beyond BS 5228:2009 and revised standard 2015 – all Foremen and Project Managers are equipped with noise monitoring equipment and manage levels to maintain safe working conditions.
ii. Noise monitors will be co-located with the dust monitors positioned on the transect of the site in the direction of the prevailing wind
iii. The positioning of the monitoring equipment will be agreed with the relevant parties including LBC environmental officers, and boundary nose limits will be set to align with the target levels at the NSL
iv. A trigger action level for noise will be 73dB(LAeq 5 mins) at the noise sensitive locations and shall be used to identify incidences of elevated noise emissions at the site boundary. The development site shall comply with the trigger action throughout the demolition and construction phases.
v. An on-site alert system (email or SMS) shall be in place to notify appropriate staff that the trigger action level has been reached. Immediate and appropriate measures can be put in place to rectify abnormal particulate emissions. A procedure shall be established to deal with abnormal noise emissions. All incidences of abnormal noise emissions leading to breaches of the trigger action level, shall be documented in the site log book (date and time), with details of the action take to remediate noise emissions.

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.

A risk assessment is presented at the commencement of works. The Summary Table of Risk Impacts is set out below:

	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium	Medium	Medium	Negligible
Human Health	Low	Low	Low	Negligible
Ecological	Negligible	Negligible	Negligible	Negligible

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 per GLA mitigation measures checklist Low Risk Sites, attached.

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 site is assessed as a 'Low Risk, Domestic Site' according to the Camden SPG; the significant majority of work is outside the footprint of the house, and working with low dust emission, dampened spoil and waste. However, dust will be monitored on a regular basis and dust mitigation measures used as per Air Quality Control – Mitigation Measures Checklist Low Risk Sites Form, will be implemented which in most cases are measures appropriate for higher risk sites.

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).

Rodent Control - An initial investigation to establish the existence of rodents on the site will be carried out before works on site commence.

The rodent control measures will be implemented prior to start of construction works, with test baiting being undertaken at least 28 days prior to the start of works.

Further investigations following demolition works will cover the capping of any old redundant drains that may exist on the site.

If there is evidence of a rodent population on the site during the works than detailed proposals on rodent control and dispersion will be agreed with Camden Environmental Health.

Knowles & Associates Ltd are an experienced residential building contractor, with every understanding of the need to maintain site and welfare hygiene for both members of the general public and workers on site. All food waste is stored in bins with closed lids and cleared on a daily basis. All drain covers will be maintained.

CITB authorised Toolbox Talks are delivered to all site personnel in this regard to ensure minimal encouragement to rodents in regard to food waste and hygiene management.

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

A Refurbishment/Demolition Asbestos Survey will be carried out to determine if there are any Asbestos Containing Materials (ACM's) before works the start of demolition.

If ACM's are identified these will be dealt with in accordance with the survey recommendations and statutory notifications to the HSE as appropriate.

Data to be provided by the Project Manager, Neil Corbett, prior to commencement

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 Foremen are trained to instil strict discipline in regard to antisocial behaviour. All workers are inducted when joining the site and disciplinary measures taken where noisy or abusive behaviour is discovered. Knowles have a zero tolerance on site for alcohol or substance abuse and are members of the Considerate Constructors Scheme. We have adopted their code conduct and practice wherever possible.

As per Considerate Constructors code of practice a designated smoking area will be provided for site personnel away from the site and off the public highway.

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): January 2018 to December 2018

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

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes

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:

   The works are to being priced by Knowles and they have reviewed the CMP and are satisfied with the contents and have committed to implement in full the measures and process set out. The CMP will be will form part of the contract specification and requirements, with which the contractor is required to comply. The contractor will provide evidence of registration prior to final submission for S106 discharge of the CMP

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:

   CONFIRMED

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:

CONFIRMED

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: ……..

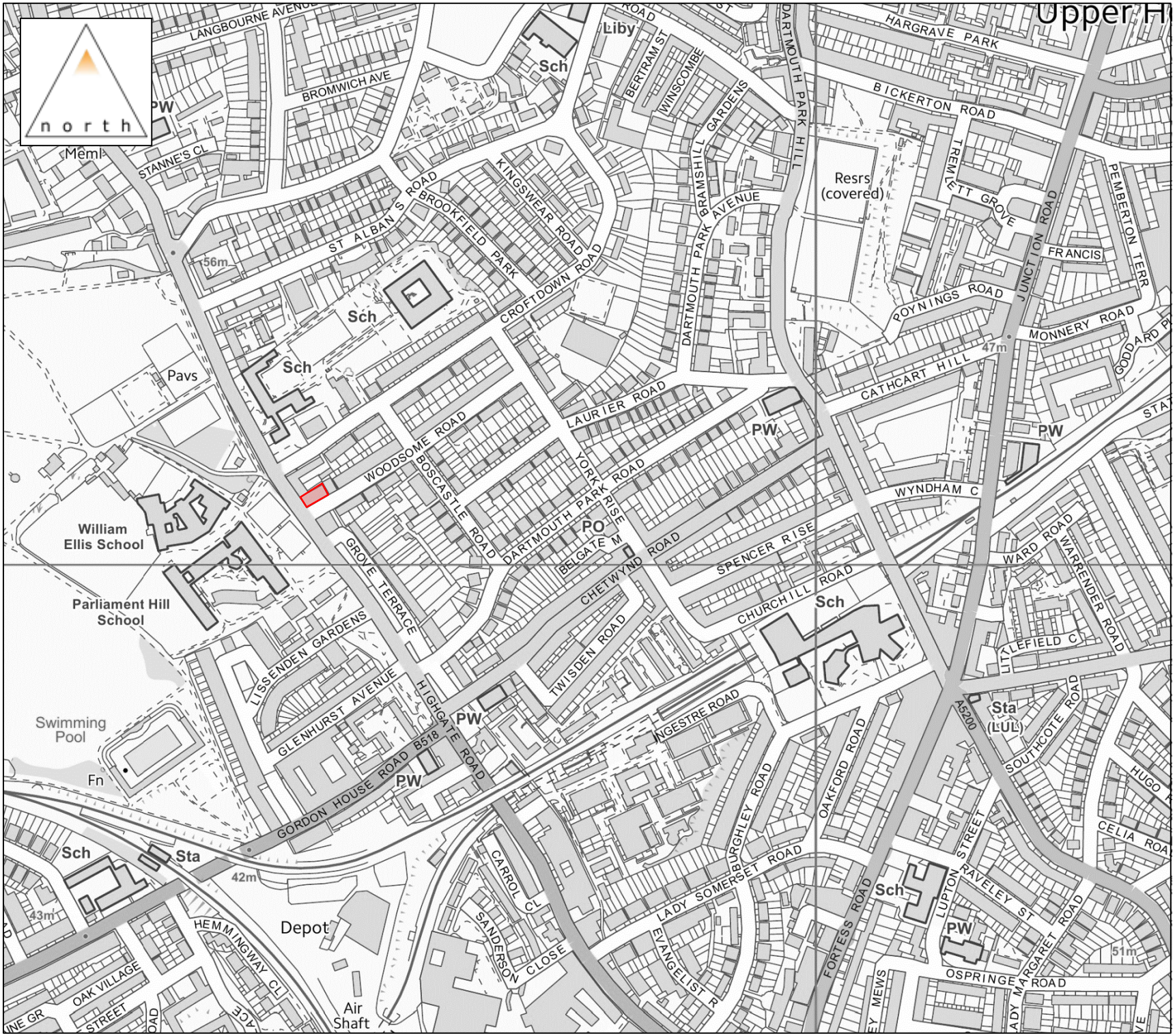
Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A

Site Location Plan



Legend:

Site Location

Bull & Last

Highgate Road

Site Location Plan

Not to Scale

motion

Appendix B

Existing Highway Arrangement

Legend

Site Boundary

Permit Holder Bays

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 7031 8141

www.motion.co.uk

Project:
Bull and Last Public House

Title:
Existing Highway Arrangement

Scale: 1:500 (@ A4)

Drawing: 1805007-01

Revision: -

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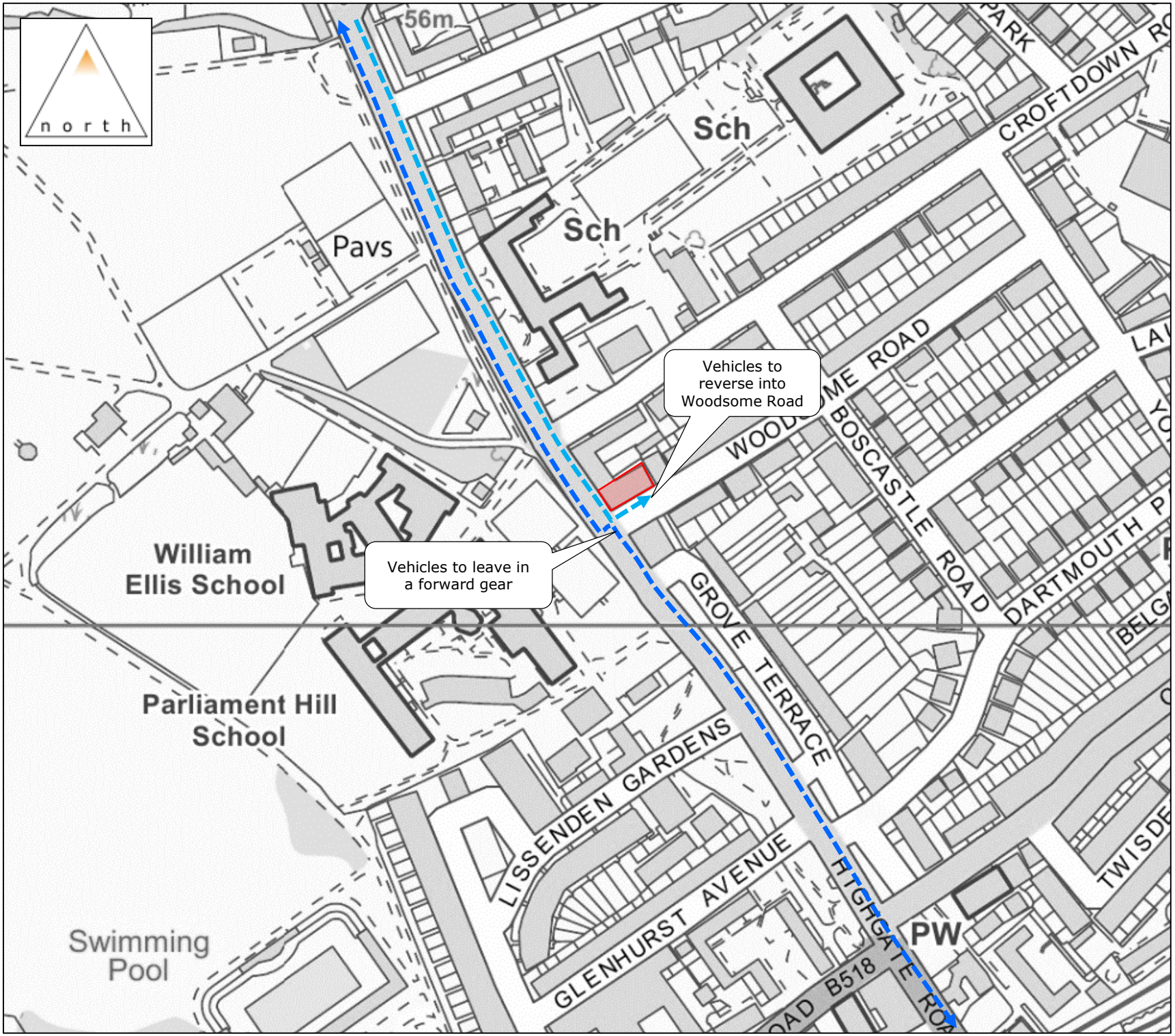
Appendix C

Vehicle Routeing Plan



Legend:

- Site Location
- Inbound Vehicles
- Outbound Vehicles

Bull & Last

Highgate Road

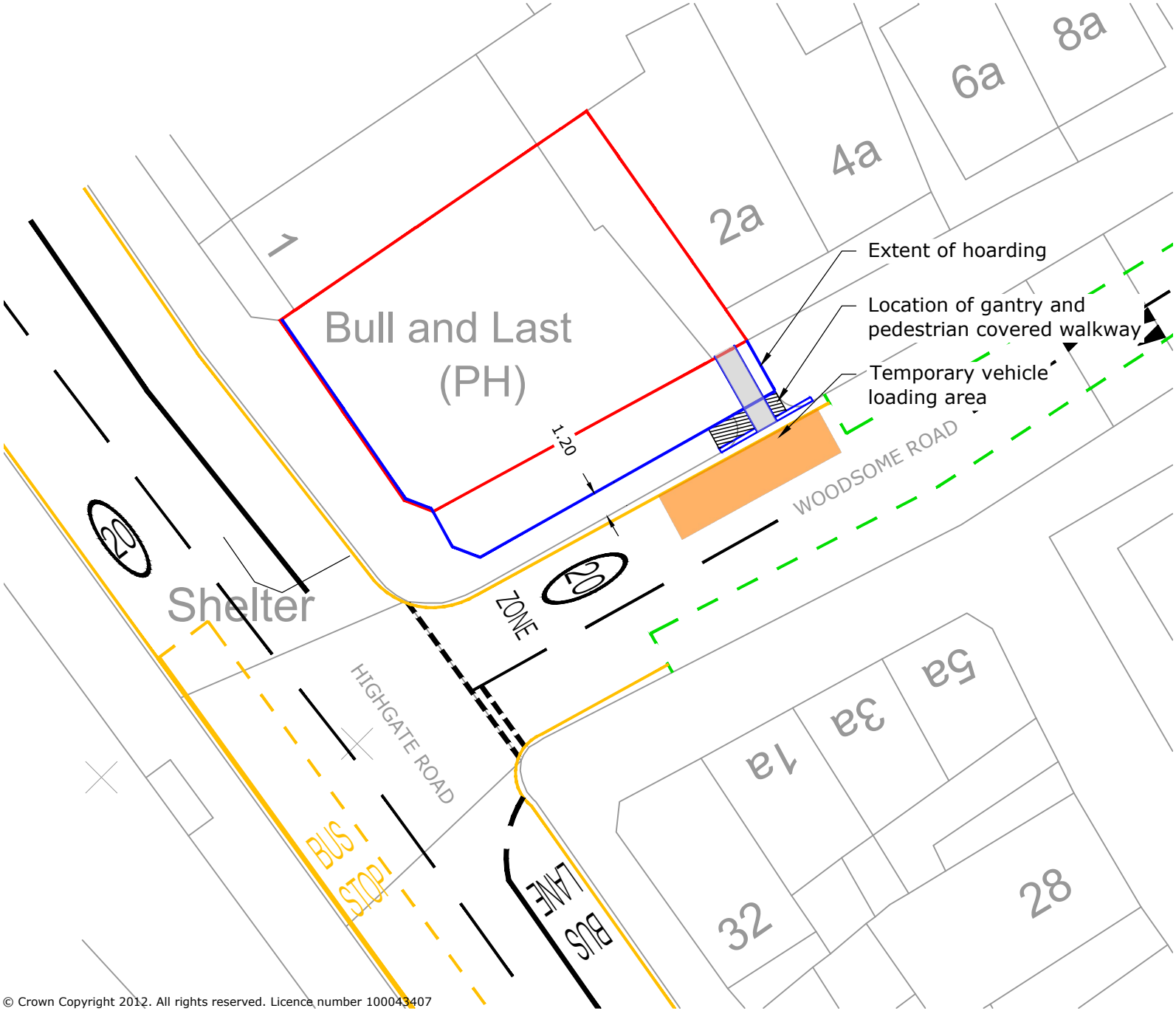
Vehicle Routeing Plan

Not to Scale

motion

Appendix D

Proposed Site Setup



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motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 7031 8141

www.motion.co.uk

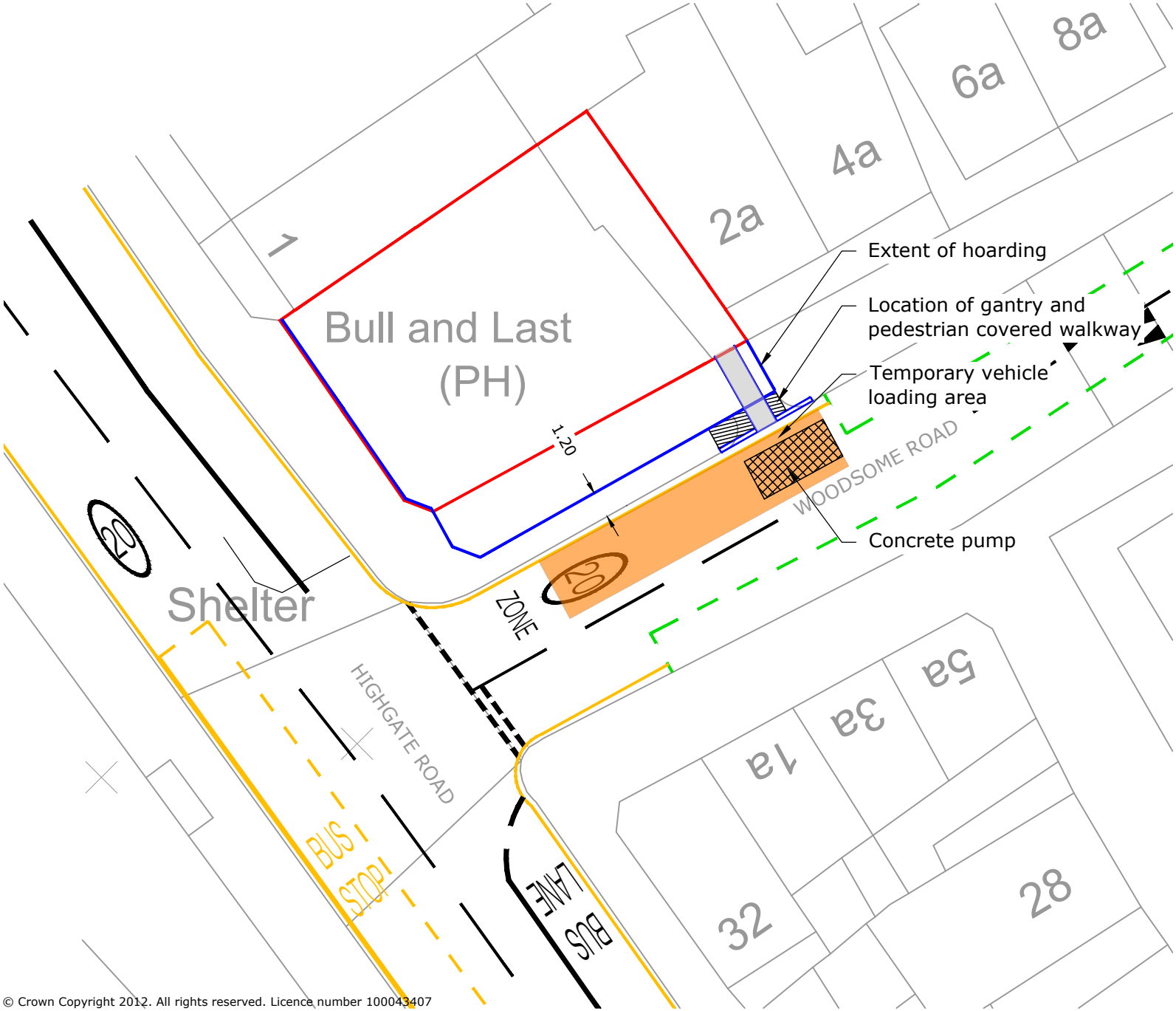
Project:
Bull and Last Public House

Title:
Proposed Site Set-Up

Scale: 1:250 (@ A4)

Drawing: 1805007-02

Revision: A



north

Legend

Site Boundary

Permit Holder Bays

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 7031 8141

www.motion.co.uk

Project:
Bull and Last Public House

Title:
Proposed Site Set-Up
Concrete Delivery

Scale: 1:250 (@ A4)

Drawing: 1805007-03

Revision: A

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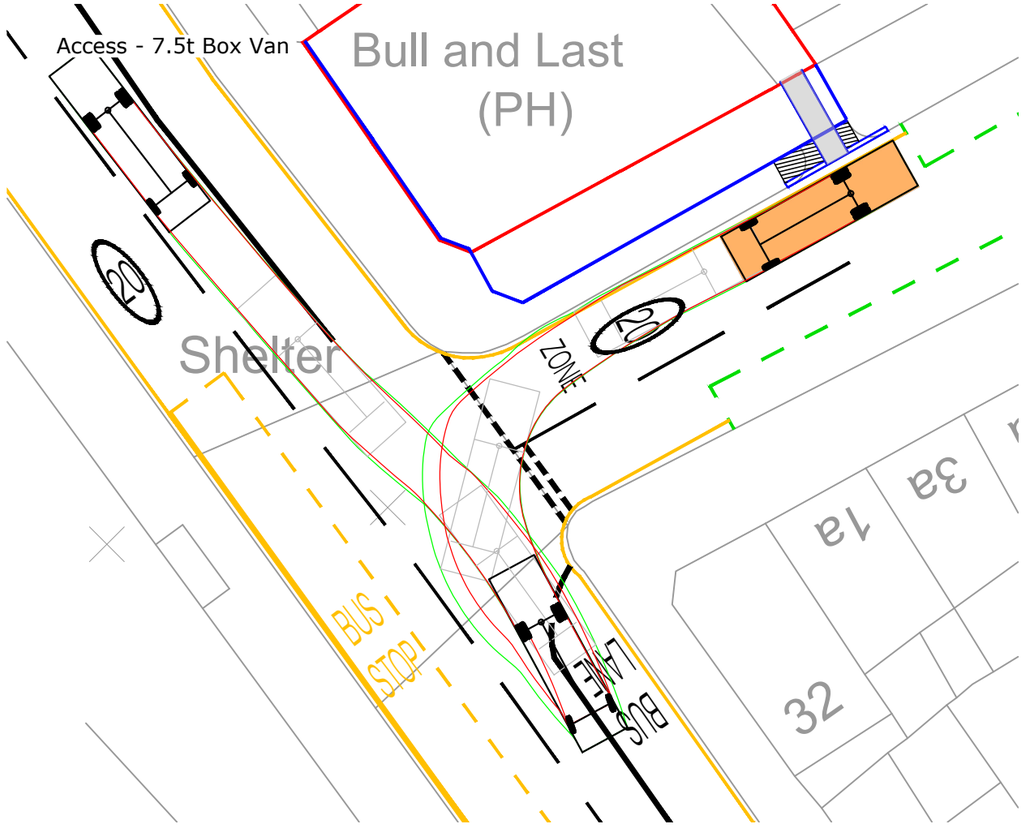
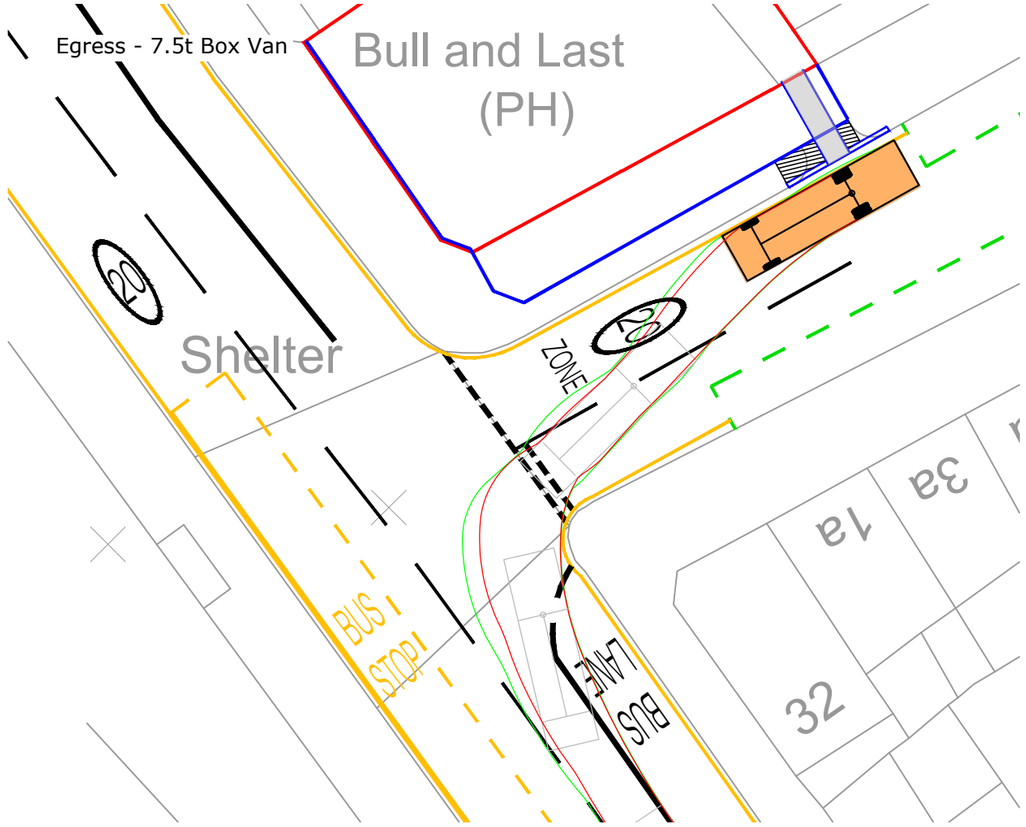
Appendix E

Swept Path Analysis

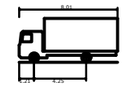
Access - 7.5t Box Van



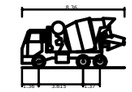
Egress - 7.5t Box Van



north

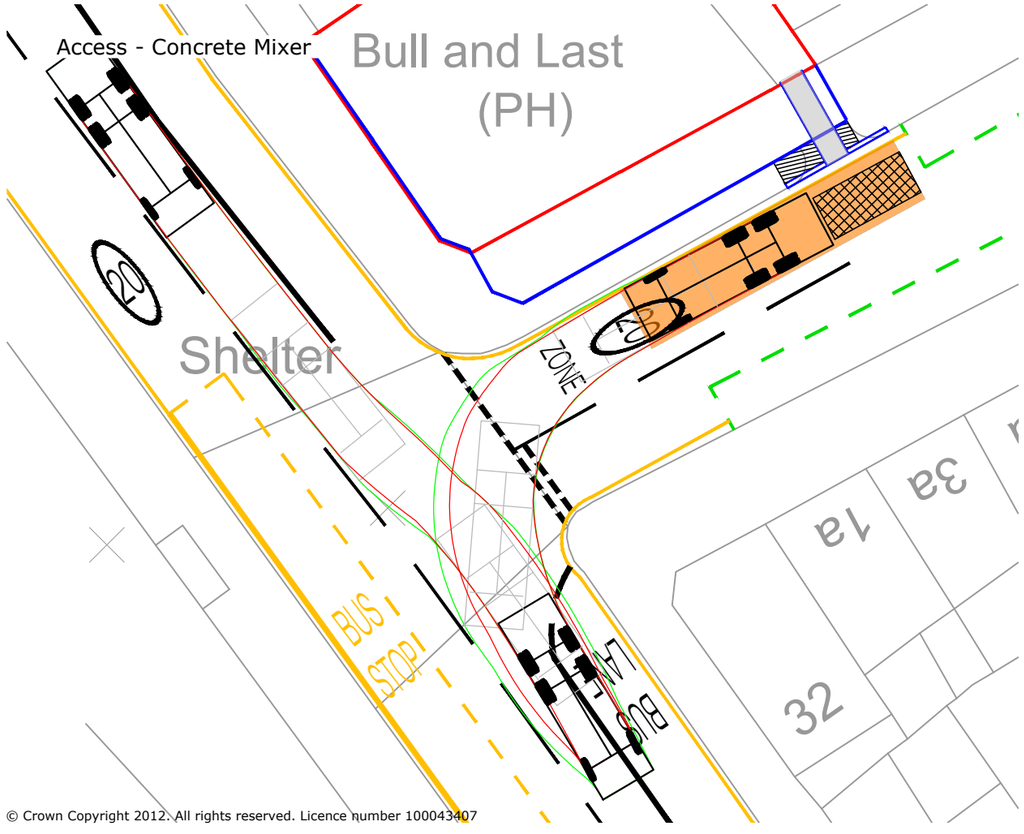


7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.400m

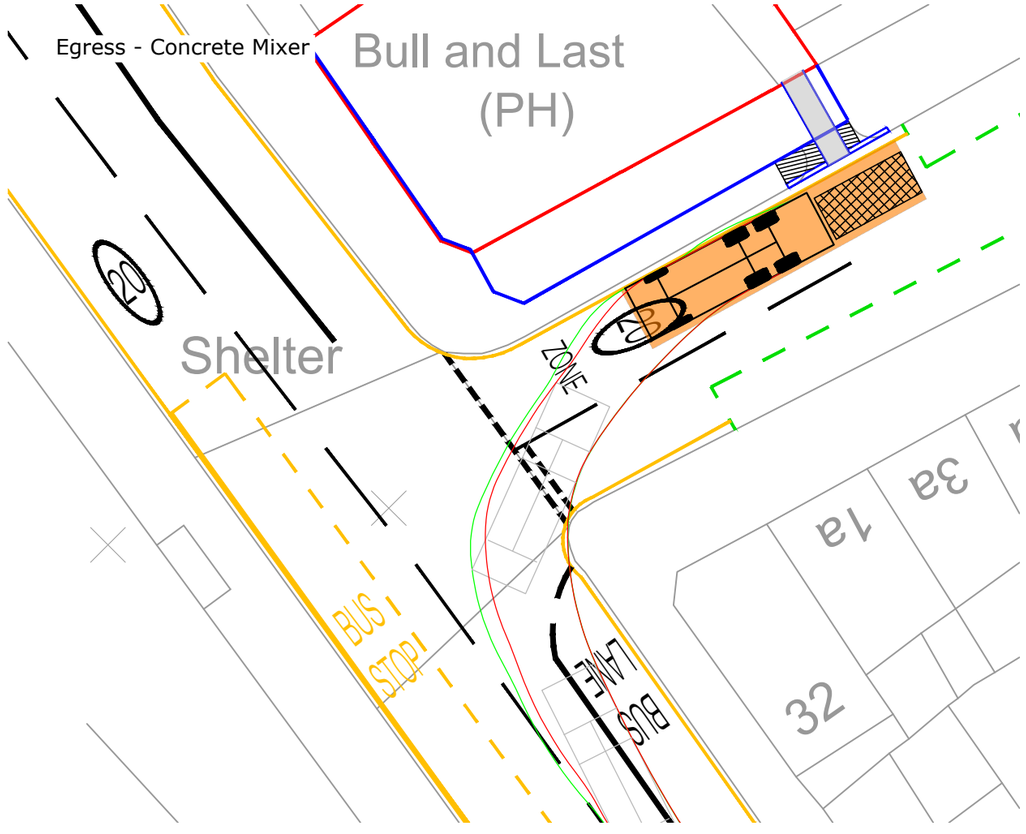


Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	8.210m

Access - Concrete Mixer



Egress - Concrete Mixer



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Project:
Bull and Last Public House

Title:
Swept Path Analysis
Construction Vehicles

Scale: 1:250 (@ A3)

Drawing: 1805007-TK01

Revision: A

L:\Projects\etbull 1805007\Drawings\1805007-TK01A.dwg