

Construction Management Plan

pro forma v2.3

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
03.06.19	First issue for community consultation	Dhiren Patel
23.06.19	Issued to council	Dhiren Patel
12.07.19	Amendments made following Camden council comments	Dhiren Patel

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 all construction activity both on and off site that impacts on the wider environment.

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 nature 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 \(CMRBC\)](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 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 only provide the information requested that is relevant to a particular section.

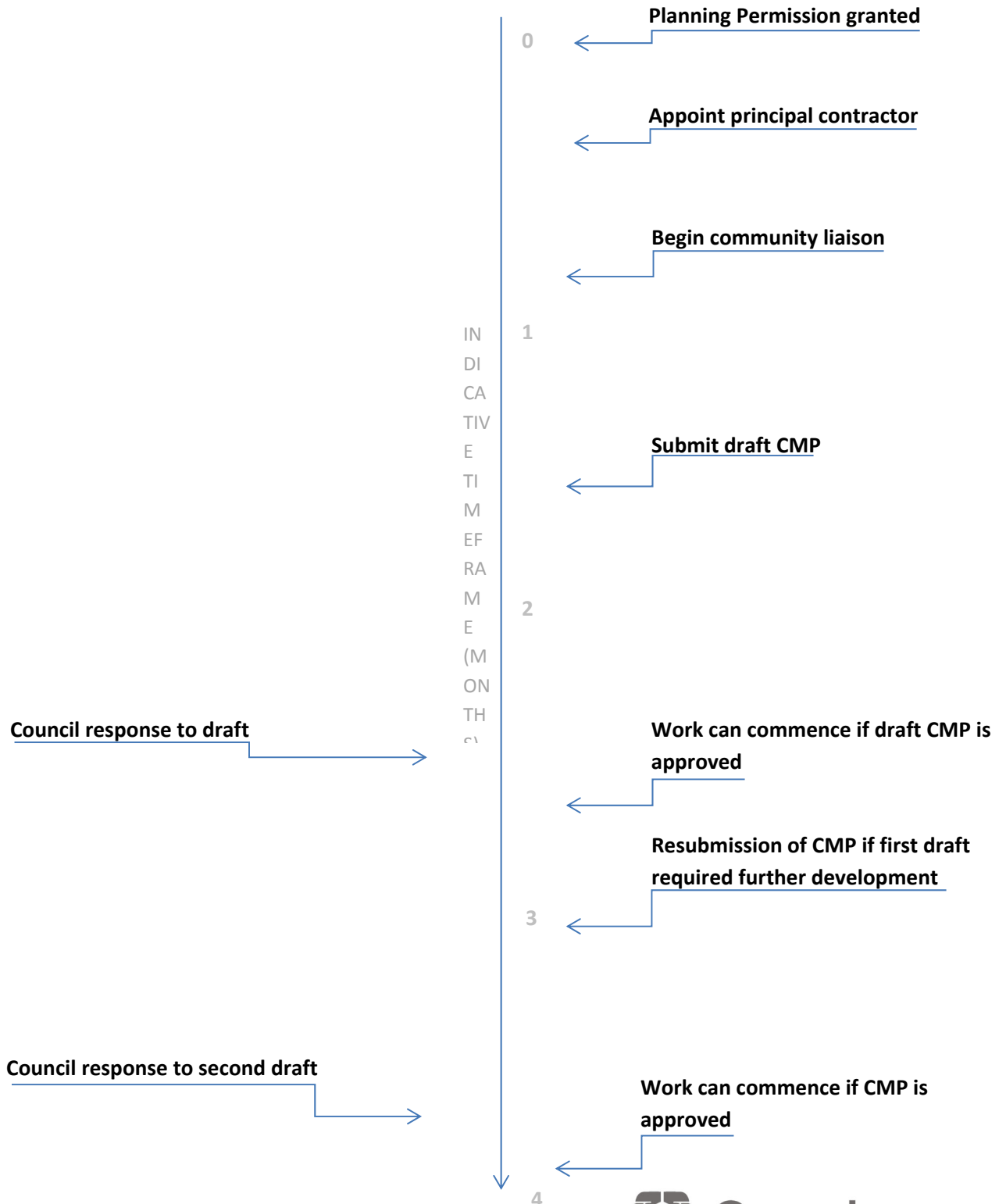
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address:

121 Kentish Town Road, London Nw1 8PB

Planning reference number to which the CMP applies: 2018/3909/P

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

Name: Mr Dhiren Patel

Address: 95 Parksideaway, Harrow, HA2 6DB

Email: dhi_patmk@hotmail.com

Phone: 07939770869

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.

Due to the scale of the project- the contractor will also assume role of project manager. Contractor tenders are currently being reviewed. This CMP will form part of the construction contract to ensure contractor obligations stated in this document are upheld by the contractor.

Once confirmed, contractor details will be forwarded onto Camden Council.

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.

As per question 3

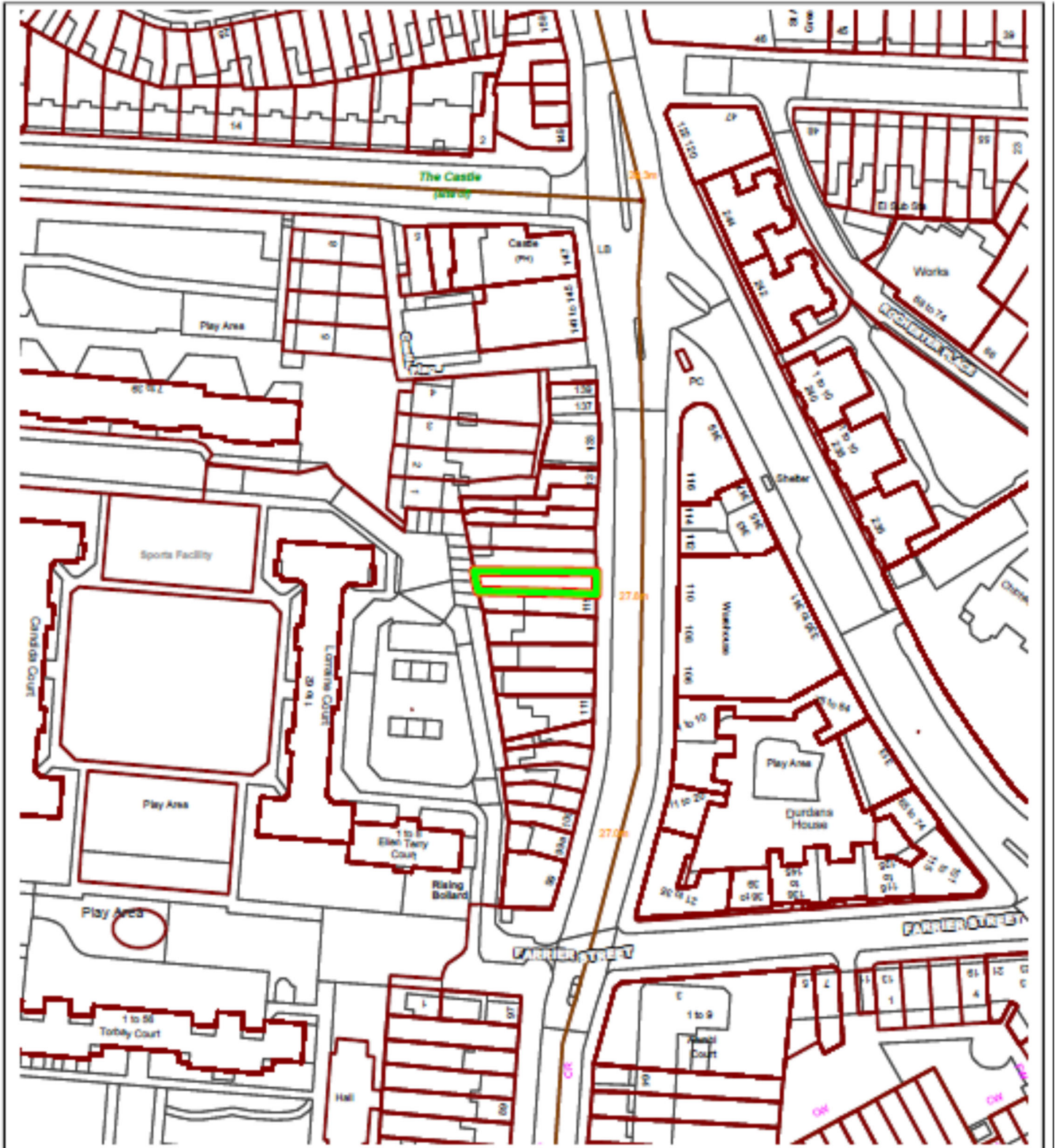
5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Contractor tenders are currently being reviewed. This CMP will form part of the construction contract to ensure contractor obligations stated in this document are upheld by the contractor.

Once confirmed, contractor details will be forwarded onto Camden Council.

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 existing two storey terrace building is located on Kentish Town high street, which comprises of a combination of two storey and three storey properties with commercial retail units at ground floor and residential use above.

The front of the site faces opposite Dunn’s Hat Factory offices and the adjoining Durdans House residential flats. The rear of the property faces Lorrane Court (residential flats) on Castle Place.

The proposal includes the erection of an additional storey and single storey rear extension at first floor level; to convert the existing studio flat into a two bed maisonette flat.

No. 119 Kentish Town Road will also be undertaking the same proposed works and will be simultaneously constructed with no. 121.

No. 123 and 125 Kentish Town Road have recently completed last year the same development as is being proposed for no 119 & 121.

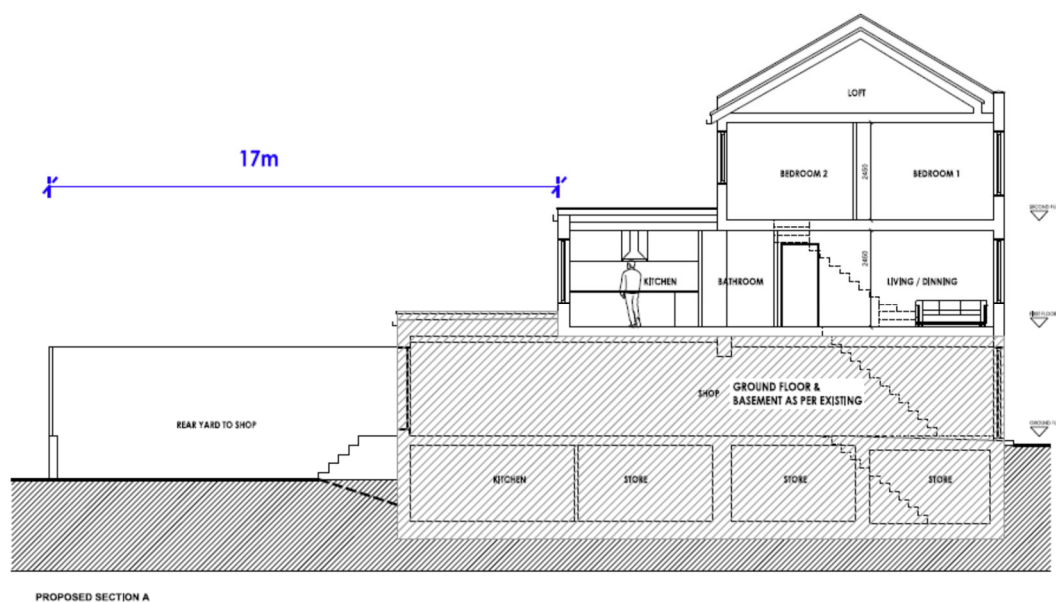


7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

As mentioned above the proposal includes the erection of an additional storey and single storey rear extension at first floor level; to convert the existing studio flat into a two bed maisonette flat. This will approximately create an additional 45 sqm.

The proposed works will include the demolition of the existing first floor facade (front and rear) as well as removal of the existing roof structure. And erection of new external wall to front and rear as well as new roof.

The site backs onto parking bays on Castle Place however the proposed works to the first floor levels are set approximately 17m away from the rear boundary wall.



The project is in close proximity to adjoining residential apartments at first and second floor, which form part of the terrace.

There is limited access from the rear of the site due to the location of Lorrane Court parking bays that back onto site. Therefore the only access for the site will be off the main road.

The site is located in close proximity to a signal controlled junction between Kentish Town Road and Royal College Street. There are pay and display parking bays located directly in front of the building however parking restrictions are in place between 4-7pm for the bus lane.

For the reasons above, careful consideration has been given to how site waste and deliveries will take place throughout the construction process. These are explained in further detail within this document

8. 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).

	Duration (weeks)	Planned Start Date
Erection of scaffolding and safety netting	0.5	04/09/19
Demolition of first floor facade (front and rear) and removal of roof structure	2	09/09/19
Construction of first floor external walls and installation of second floor joists	2	23/09/19
Construction of second floor external walls and installation of roof structure	3	07/10/19
Internal fit out finishes	4	28/10/19
Snagging items	2	25/11/19
Building Control issue of Final Certificate sign off	-	09/12/19
Completion and handover	-	

9. 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 proposed works will only be undertaken within the hours stated above. No works will be planned to take place outside of these times. This is to ensure we minimise disruption to the adjoining residential apartments and ground floor commercial units.

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.

10. Sensitive/affected receptors

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 that will be affected by the site activities will be:

- residential apartment and commercial unit at the adjoining property (no. 123)
- ground floor commercial unit at the adjoining property (no.119)
- ground floor commercial unit at no. 121

11. 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.

PLEASE REFER TO APPENDIX 4

The construction management plan was distributed on Tuesday 4th June 2019 to properties along the terrace street, from no. 99 to 139 Kentish Town Road. This includes the ground floor commercial unit owners and residents at first floor and above. The Dunn's Hat Factory offices opposite the site were also notified. As the map in Appendix 4 shows, this covers the immediate and surrounding receptors that will potentially be affected by the construction works.

In order to maximise the community consultation process, the letters informing residents and business owners of the CMP, were delivered by hand. We took this opportunity to speak to each individual (where available), to explain the proposed works and how they could be affected. The letter had a short web link to the CMP document and a contact email to send any comments or concerns they may have.

The vast majority of people we engaged were familiar with the recent works undertaken at No. 123,125 and 127 which involved the similar development of an additional storey and first floor rear extension. Therefore many of the local people were familiar of the scale of the proposed works.

During the consultation process we received only one response (via email- please refer to Appendix 4) to the proposed CMP, which was from the leasehold of the second floor flat at no. 117 Kentish Town Road.

The residents noted they often work from home and were concerned of the potential noise from the proposed construction works. They appreciated the CMP mentions works would be restricted to Camden Councils requirements: Monday- Friday 8am-6pm, Saturday 8am-1pm and no time Sunday and Bank Holiday. However they remained concerned and requested a meeting which we happily attended.

Through discussions we agreed a way forward would be for our contractor to notify the residents in advance during the week when particularly noisy works would take place (i.e when any works to the adjoining party wall would take place). This has been added in section 28 of the CMP. Other issues were also clarified regarding party wall notices which we will issue well before works are undertaken.

The CMP was also distributed to the local ward local ward councillors for Camden and Primrose Hill. This was acknowledged (please refer to Appendix 4). No objections or concerns were raised.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

The main contractor and client will appoint an identified contact who will be responsible for fulfilling the role of Community Liaison Manager for the development as a whole. Their contact details (email address and mobile number) will be passed onto the surrounding residents and businesses as well as being advertised on the site entrance door. The Community Liaison Manager's responsibilities will include the following:

- Recording and responding to enquiries or complaints from the local community, including local businesses and the general public;
- Communicating to the local community including local businesses the nature of the construction work that will be carried out;
- Communicating the programme of work to the local community including local businesses, specifically highlighting any works that may result in complaints (e.g. noisy activities);
- Updating the local community including local businesses of any changes to the nature of works or programme of works as necessary; and
- Establishing and maintaining good relationships with local community.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring.

Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

CCS ID registration is 71558.

Appointed contractor information will be provided to CCS to finalise registration.

14. 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.

Within the immediate area, construction will be undertaken at no. 119 to also erect an additional storey and first floor rear extension (as part of the section 106 agreement). The owners of no. 119 and 121 have agreed to appoint the same contractor in an effort to reduce the impact and increase the efficiency of site deliveries and waste removals.

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 roadsafety 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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, 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

15. Name of Principal contractor:

TBC

16. 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](#)).

Due to the scale of the project and with works proposed above ground level (i.e no foundation work required), there will not be any onsite vehicles that the contractor or site workers will use. Delivery of materials will come direct from suppliers (building merchants) and the appointed waste removal company will manage the removal of site waste.

The contractor will ensure the above personal delivering materials or removing waste are well aware of the CLOCS Standards for construction logistics with regards to traffic routing; blind-spot minimisation; vehicle manoeuvring warnings; development and licensing; collision reporting; control of site access and egress; vehicle loading and unloading on site.

As agreed with Camden council planning obligations team, please refer to Appendix 05 for Travis Perkins FORS accredited certificate for site materials supplier.

17. 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:

We confirm this has been included.

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.

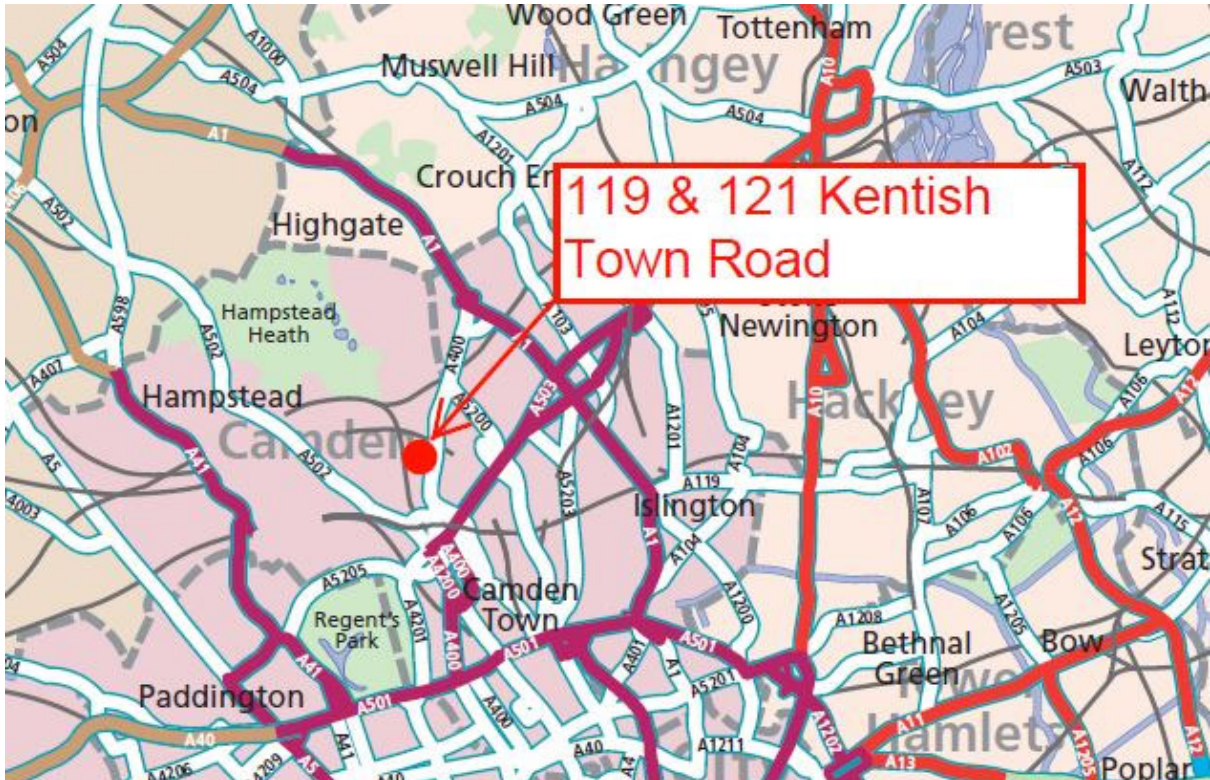
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless 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, stations, public buildings, museums etc.

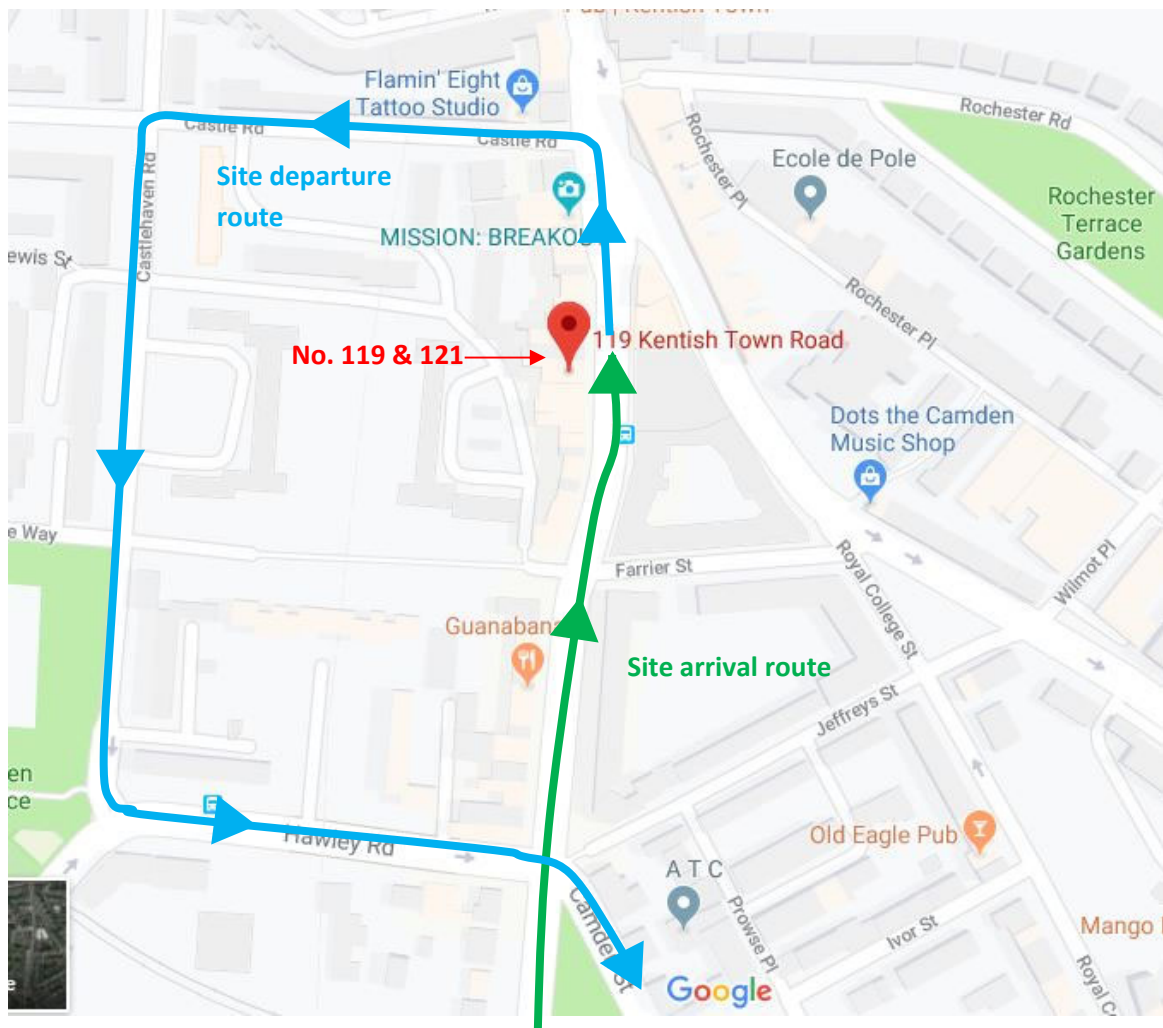
Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

Please show vehicle approach and departure routes between the site and the [Transport for London Road Network](#) (TLRN). Please note that routes may differ for articulated and rigid HGVs.

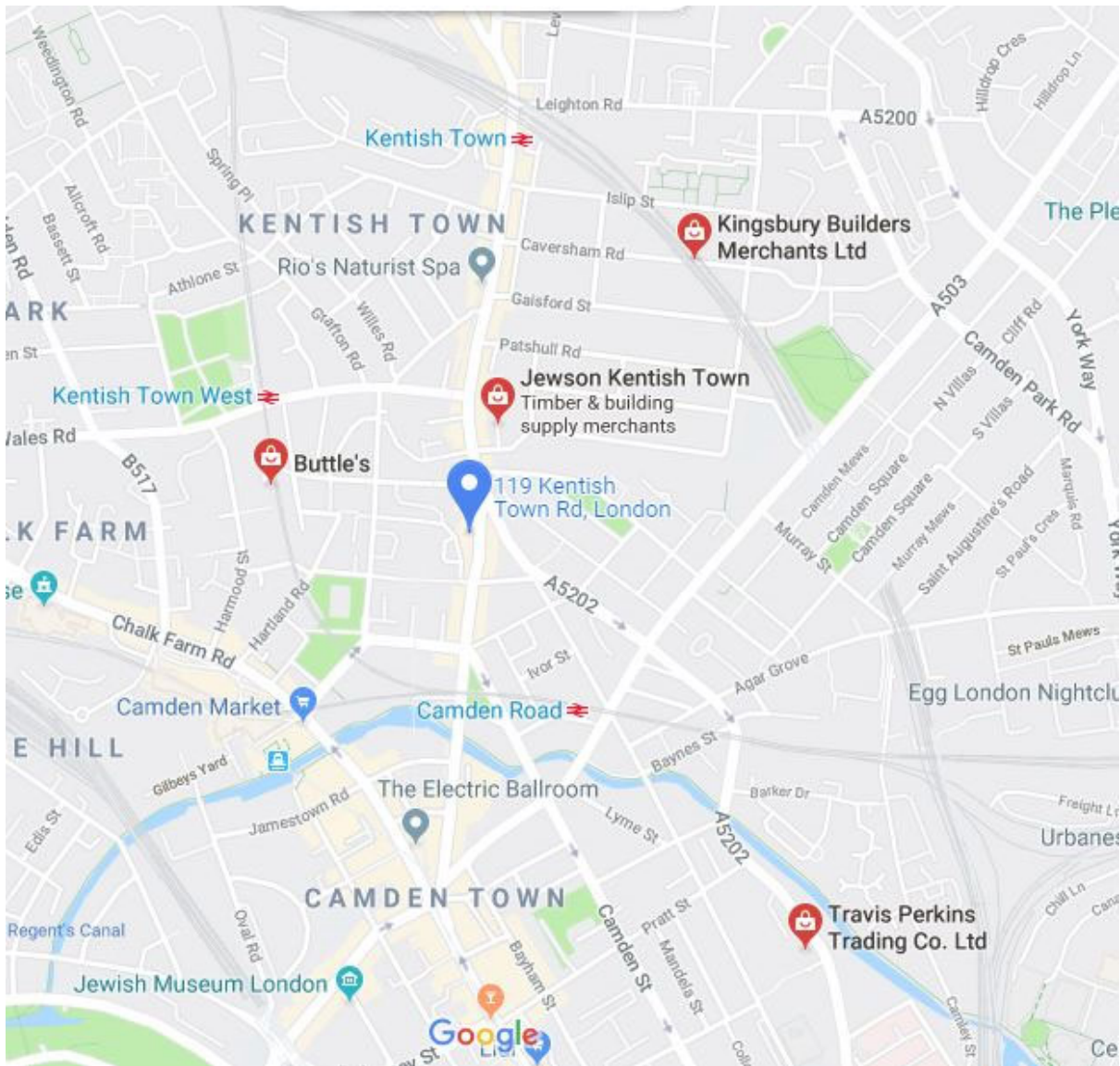
Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.



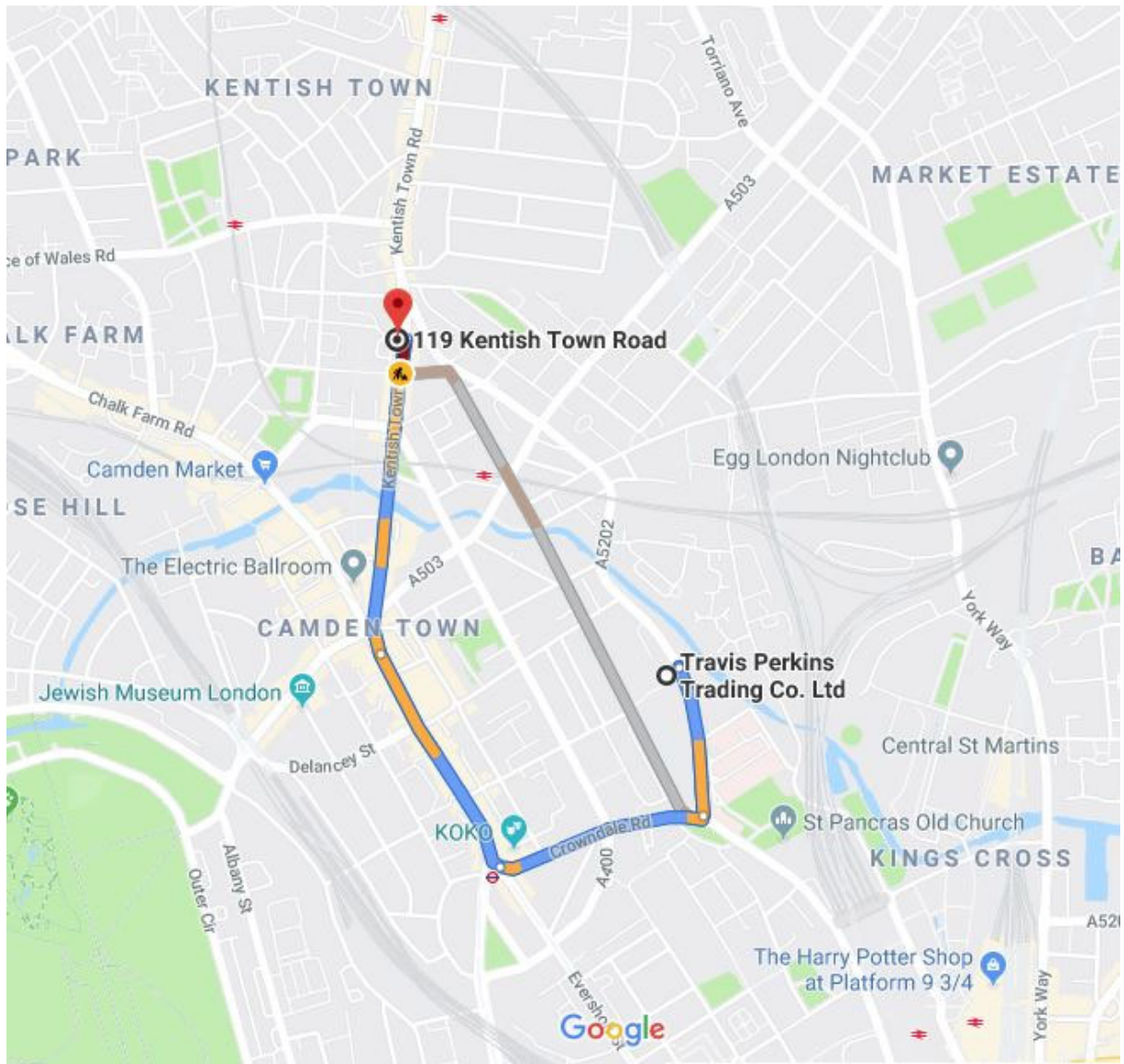
Above shows the site location in relation to the TFL Road Network map. As can be seen, the site itself is located on Kentish Town Road (A400) which forms part of the main access route through Camden, connecting the site to the wider network roads such as the A1.



The above map shows the example approach and departure route for a vehicle servicing the site. The site is located on the main road therefore the approach route is relatively simple. For departure, the vehicle can carry straight on the A400 towards the A1 and wider network roads. Alternatively as shown above, to go back in the direction of approach, the vehicle can turn left at Castle Road, left at Castlehaven Road, left at Hawley road and follow the bend towards Camden Street which will lead back to Camden. The selected route consists of wide roads which can accommodate larger vehicles and therefore avoid disruption to traffic.



As shown in the map above, a range of builders merchants are located close to the site. The contractor will ensure order for materials are place with builders merchants located within close distance to the site. This will help reduce the impact on local routes with large vehicles accessing site.



Above shows the example route from a local builders merchant to the site. The route avoids the smaller residential roads (i.e Farrier Street) to access the site and instead uses Camden High Street and Kentish Town Road (A400)

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Vehicle routes as well as parking provisions will be discussed and agreed with suppliers in advance before placing orders. As the contractor will aim to use locally based builders merchants for delivery of materials, it is envisaged that these suppliers will be knowledgeable of existing routes they usually use within the area.

In order to minimise disruption the contractor will ensure material deliveries and site removal is undertaken early morning at 8-9am

Any changes to the plan will be communicated well in advance to avoid any potential disruption to the main road.

With regards to site workers and visitors, it will be made clear that there is no onsite parking available. This is to ensure the pay and display parking bays are not fully occupied from people visiting site and the parking bays remain available for the local community.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

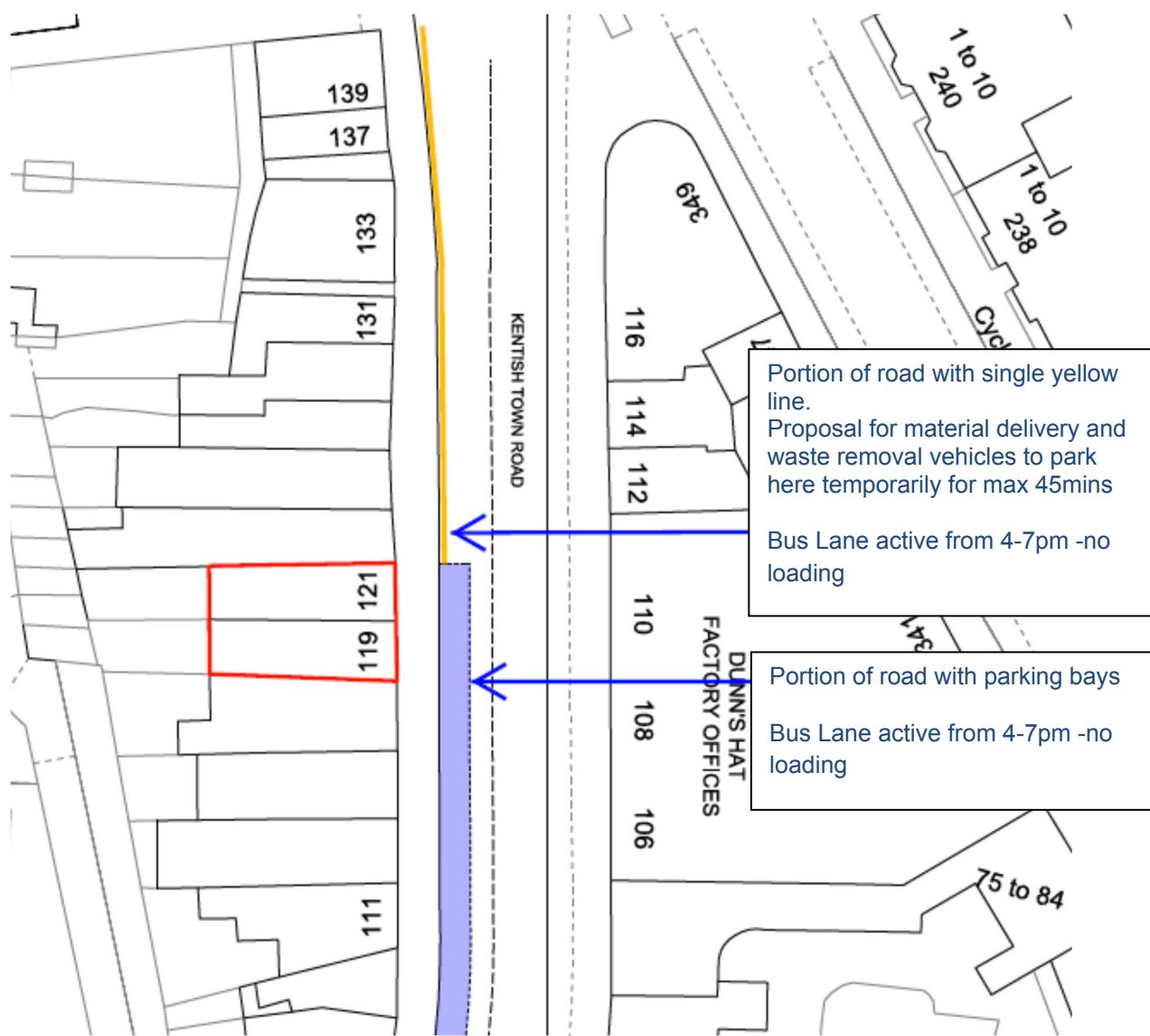
For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

- Skip loader: 2 deliveries/week during first 10 weeks
- Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
- 18t flatbed: 2 deliveries/week for duration of project
- 3.5t van: 2 deliveries/day for duration of project

Construction vehicle movements will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. This will also coordinate with the existing bus lane timing of 4-7pm when parking restrictions are in place. **Please refer to Appendix 01.**

The proposal for vehicles such as waste removal trucks or rigid hiab trucks for material delivery, will be to park temporarily (maximum 45 minutes) on the single yellow line portion of the road (after the parking bays end), whilst materials are delivered and site waste removed. This strategy was in place for the recent neighbouring construction works at No. 123 & 125, which was agreed between the owners and local traffic wardens.



No. 119

No. 121



It should be noted that due to the scale of the proposal, these material deliveries and site waste removal will be significantly less in comparison to larger schemes, as can be seen in the vehicle access estimation table below:

	Anticipated vehicle type	Anticipated dwell time	Frequency
waste removal from site	skip lorry	30 minutes	1 x every week during first two weeks of demolition works. 1 x 3-4 weeks thereafter
large bulk materials delivery	rigid hiab truck	30 minutes	1 x every 2-3 weeks
Smaller deliveries	transit van	30 minutes	1-2 x every week. Where possible will be parked within parking bays and meter paid

In addition the site will not have an onsite skip for building waste due to the restriction of access and space available. Therefore rubble bags will be used during the works to divide and neatly store building waste within the building. These will then be carried out to the skip on collection day. The contractor will ensure site workers are aware of when skip collection days are to ensure sufficient workers are on site to help assist in carrying the rubble bags to the skip and minimise loading time required. Each rubble bag will not weigh above 20kg, in line with safe manual handling loads.

The use of rubble bags also increases the flexibility for the contractor to remove smaller building waste as it accumulates during the day, by using a transit van to transport the bags. This would then reduce the need for larger skip lorries. This strategy will be discussed with the waste removal company before works begin.



Example waste rubble bag

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Within the immediate area, construction will be undertaken at no. 121 to also erect an additional storey and first floor rear extension (as part of the section 106 agreement). The owners of no. 119 and 121 have agreed to appoint the same contractor in an effort to reduce the impact and increase the efficiency of site deliveries and waste removals.

For this reason the number of deliveries to site will be drastically reduced as larger bulk orders will be placed to avoid frequent smaller site deliveries.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

The site is not complex with regards to vehicle access and parking as it is located adjacent to a main road which has single yellow line temporary parking available (as mentioned previously). Therefore we assume a swept path analysis would not be required for this project.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

As mentioned previously the contractor will ensure timings for material deliveries and site waste removal are agreed and confirmed with suppliers well in advance. As the contractor will use locally based builders merchants, it is envisaged there will be greater certainty of delivery times as the travel distance is shorter. This will minimise disruption to the main road.

e. Delivery numbers should be minimised where possible. Please investigate the use of [construction material consolidation centres, and/or delivery by water/rail](#) if appropriate.

Due to the scale and nature of proposed works for this project the above requirement does not seem applicable.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

The contractor will ensure drivers delivering materials to site will switch off their engines once the vehicle has been parked within the available parking space. Delivery times will be pre arranged with suppliers and where possible the drivers will be asked to inform the contractor to confirm when they will be arriving / approaching site.

20. 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)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

This section is not applicable as vehicles will not be entering the site and will load from the main road.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

N/A

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

N/A

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Please refer to **Appendix 01** and section 19.

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

The contractor will ensure the site manager is on site when deliveries arrive to ensure the materials are safely unloaded and minimal disruption is caused to pedestrians and cyclists.

The site notice board will include dates and timings for arranged material deliveries and waste removal. This will ensure site workers are aware of these times and therefore can be at hand to efficiently unload / load on the day.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Please refer to [Appendix 02](#).

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in

months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here](#).

No parking bay suspensions or temporary traffic orders will be required. Vehicle parking will be coordinated with the existing parking restrictions. Suppliers will be provided with delivery restrictions, information and timescale information prior to an order being placed.

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

The above will not apply to the proposed works.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

The above will not apply to the proposed works.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

The above will not apply to the proposed works. There is no existing cycle lane on the road where proposed delivery vehicles will park temporarily during unloading.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Scaffolding will be required to the front and rear of the property. Scaffolding will be used to provide workers with a safe temporary work platform. It will be planned, erected, inspected and tagged by competent persons and will be regularly inspected to ensure there are no risks to safety and will comply with the requirements of HSE regulations.

The scaffolding will sit within the property line boundary

Please refer to Appendix 03

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

The scaffolding will sit within the property line boundary

No other temporary structures will overhang / oversail the public highway.

27. Services

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.

The project includes the enlargement of the existing studio flat into a 2 bedroom flat through extension and an additional storey. Therefore the proposal will make use and connect into the existing utility/services that are within the property. No new connections will be required.

Environment

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

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

The project will strictly follow CMRBC by undertaking site work only at the following times:

- 08:00hrs – 18:00hrs – Monday to Friday
- 08:00hrs – 13:00hrs – Saturdays
- No work on Sundays or bank holidays

Please find the list below of noisy operations and construction method to manage noise disruption:

Demolition: removal of existing roof structure, removal of first floor front and rear external walls and removal of existing internal stud walls where necessary.	Removal of roof will be done by hand to minimise noise and avoid use of noisy power tools. Existing walls will be carefully demolished by hand to again minimise noise. A relatively small portion of the existing walls are to be demolished. The proposed development where possible will try to utilise the existing internal walls locations at first floor and incorporate them as part of the flat plan. This will minimise the potential noise from the demolition works. It should be noted the works will not include the break out of concrete slabs / structure which would create significant noise and disturbance from use of power tools / machinery required to undertake such work.
Roof covering to flat roof extension	A liquid applied GRP roof system will be used to form the roof covering to the first floor rear extension. This is a quiet operation.
Roof covering to pitch roof	The slate tiles will be used as the roof covering to the pitch roof and fixed by nails. The area of the roof surface is relatively small therefore it envisaged these works can be undertaken quickly and efficiently to minimise any noise.

Noisy operations will be on a 2 hours on 2 hours off basis. These works will be in line with Camden's guidance between 8:00am – 10:00am, 12:00pm – 2:00pm and 4:00pm to 6:00pm.

It is not anticipated that internal fit out works, once the building envelope is enclosed, will cause any noticeable noise disruption to adjacent properties.

As per the outcome of the community consultation- the appointed contractor to notify the immediate adjoining neighbours in advance during the week ahead of any potential noisy works (i.e works to the adjoining party wall).

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 site is located on a busy main road and therefore the proposed noise created from the construction works can be seen as negligible within the context of its surrounding. This is also supported by the domestic scale of the proposed works which is smaller in comparison to larger schemes. We would appreciate Camden council to review this requirement within the context of the project and site.

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

As above

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.

Please refer to section 28.

The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce and control noise and vibration, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites', including:

- The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the demolition and construction works.
- The quietest vehicles shall be used as far as is reasonably practicable.
- No machinery starting up on site before the designated site start times.
- No engines left running on vehicles waiting.
- Noise suppression / screening will be a prime consideration in order to reduce the
- Noise impact for the surrounding community (e.g. around generators).
- Keeping voices and conversations to a low volume. No shouting.
- No banging of doors, gates, scaffolding.

As far as reasonably practicable, construction methods will be selected to minimise noise and vibration. In addition, local residents will be advised when the above works are programmed to commence via our regular information updates. The site manager will achieve this by speaking to immediate neighboring residents and business owners to inform them before demolition works are due to commence.

Any complaints or issues raised by local residents or business owners due to noise will be addressed by the site manager whose contact details will be provided prior to works commencing.

The demolition period (which is envisaged to generate the most noise) will be undertaken quickly and efficiently over a two week period with the aim to minimise disturbance to the local community.

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

‘Environmental Good Practice on Site’ training will be completed by all Site Management Staff. The course covers the requirements of BS 5228:2009. Environmental Best Practice briefing will be given to all site operatives starting on site by means of a specific environmental section of the site induction.

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

Control of dust, particularly during periods of dry and windy weather, is a prime concern for all construction projects.

Therefore a philosophy of the prevention of dust formation in the first place shall be adopted as stated in the "Camden Minimum Requirements" document. This includes the strategy of:

- Prevention
- Suppression
- Containment

Control of dust will be implemented following the guidelines set out in the best practice guidance 'The Control of Dust and Emissions during Construction and Demolitions – Supplementary Planning Guidance, July 2014' produced by The Greater London Authority (Mayor of London). When necessary water mist suppression will be utilised at the point of work. Dust emissions shall be monitored throughout the working day. Should dust be observed either in the air or deposited on vehicles or other sensitive receptors- works shall be suspended and the working practice reviewed to determine a method to prevent a recurrence.

Monaflex sheeting will be used on the perimeter scaffolds to assist in containing dust produced during demolition works and construction.

Rubble bags will be used to package and contain building waste from demolition (i.e bricks from external walls)- these will be tightly sealed. This will help avoid dust from spreading.

At the end of each working day the site will be cleaned down with an industrial vacuum to help prevent accumulated dust from spreading.

In addition during the construction process any machinery/ power tools used to cut timber etc , will be fitted with a dust extraction system (eg Festool). This will prevent dust from spreading by collecting it at the source of production.

All site operatives will be made aware of the above management techniques to control dust.

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 refer to section 33 in particular the use of Monaflex sheeting on the perimeter scaffolds.

In the unlikely event that any significant amount of dirt or dust does spread onto the public highway, the site manager will organise for this to be cleared and cleaned as soon as possible to avoid further spread. The controlled use of water and a brush will be used to contain and collect the dirt which will then be deposited within a rubble bag and stored within the site-ready for the designated site waste collection day.

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

It is not anticipated that routine monitoring to assess environmental nuisance will be required during construction works, provided the control measures outlined previously are put in place. However, in the event of a complaint, the contractor will take appropriate action to deal with the problem.

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.

Camden council did not request for a risk assessment to be undertaken as part of the planning application. Due to the scale of the project this above requirement does not seem applicable. As mentioned before, the provided control measures outlined will be used to reduce dust.

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](#).

Section 33 outlines the mitigation strategy for dust which relates to the mitigation measures noted in the SPG.

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

The site is not located close to sensitive receptors.

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

The existing retail unit at ground floor already has a contract with a pest control company (Rentokil), this includes bait boxes set at ground floor + basement and yearly inspections (as is usual for most retail units).

High standards of site cleanliness, particularly within the site welfare will be a focus throughout construction and all site operatives will receive a briefing to this effect. Fortnightly environmental inspections will be carried out on site within which signs of the existence of rodents will be covered. In the event that any signs showing the existence of rodents are apparent, the contractor will contact pest control to ensure the issue is addressed as a matter of urgency.

The proposed works are at first floor level and above, therefore much of the issues associated with the spread of rodents at ground floor and below ground will not be faced. Nevertheless, the strategy above will be followed to ensure the spread of rodents are prevented from the site.

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

An Asbestos survey will be carried out prior to demolition works and any asbestos found will be removed according to current regulations by a specialist asbestos 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.

Appropriate conduct of site operatives will be a key part of the site induction which all operatives and visitors to site will receive.

A strict policy of no smoking outside the site boundary will be put in place and the provision of a smoking area will be made available to operatives within site in a location which is not in clear site of adjacent properties. The use of bad language on site will not be tolerated by site management and instances will be dealt with immediately. Conduct of the workforce when away from site will also be covered by the site induction and all operatives will be required to remove protective clothing when outside of site.

In addition to the above, two-way radios will be utilised and used on site where appropriate to mitigate the need for shouting to pass messages on. Daily co-ordination meetings will be held with all site supervisors where issues of poor conduct can be dealt with and messages reinforced.

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:

The project will not be using non road mobile machinery therefore the below section is not applicable.

- a) Construction time period (mm/yy - mm/yy):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- 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:
- 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:
- 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:

 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.

Signed:



Date:12/07/19.....

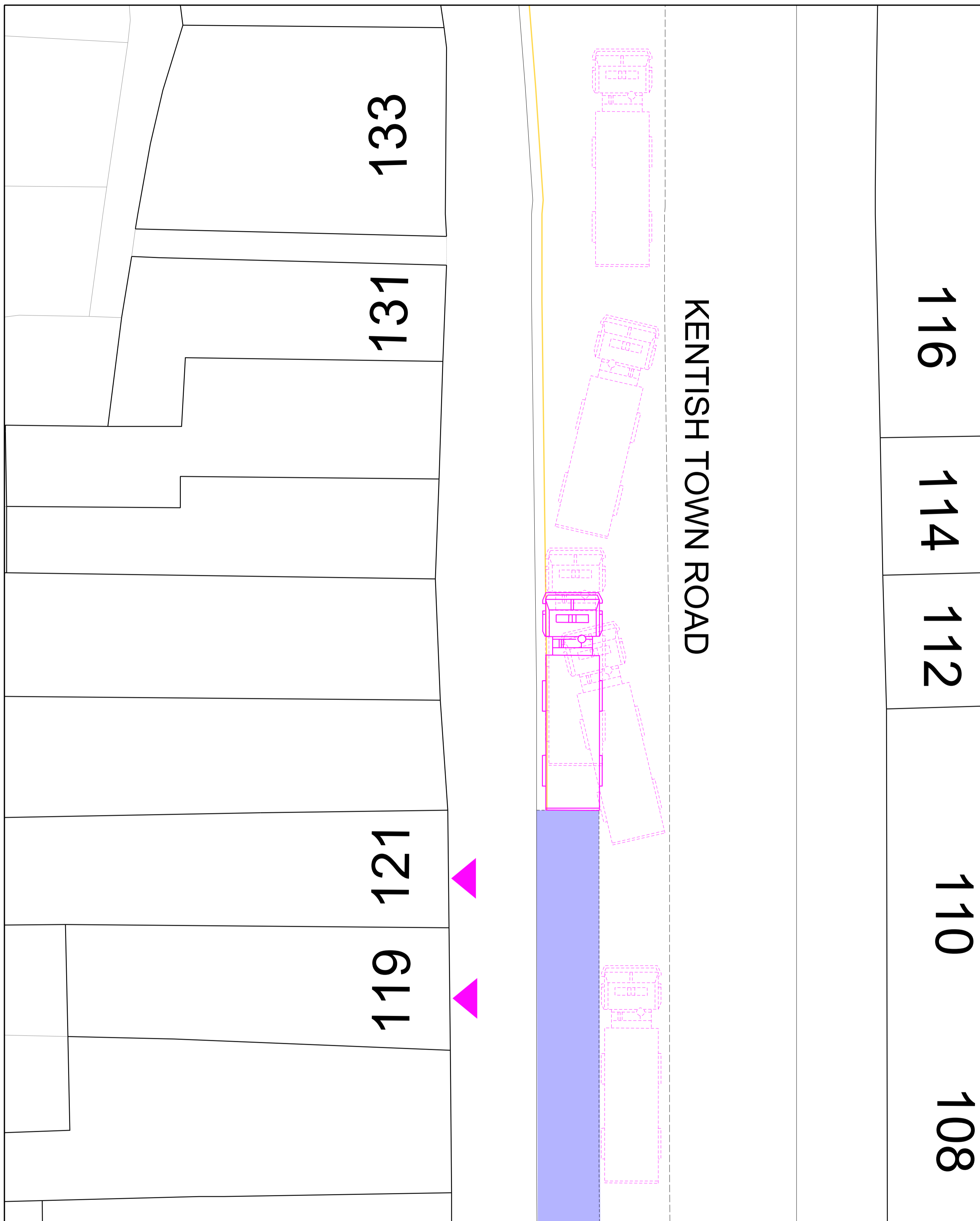
Print Name: ...Dhiren Patel.....

Position: ...Agent on behalf of no. 121 Kentish Town Road

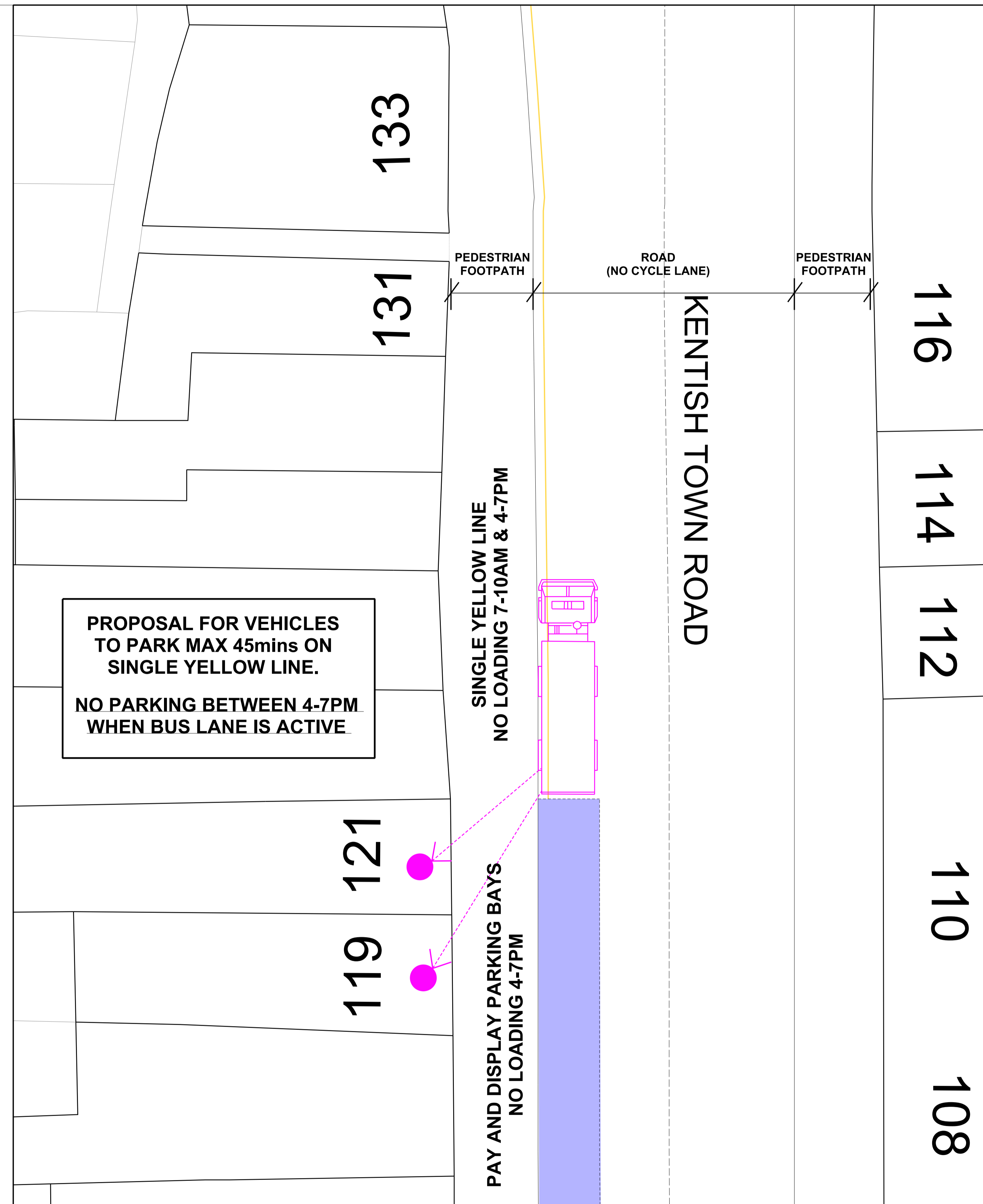
Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix 01



SITE DELIVERY / ACCESS

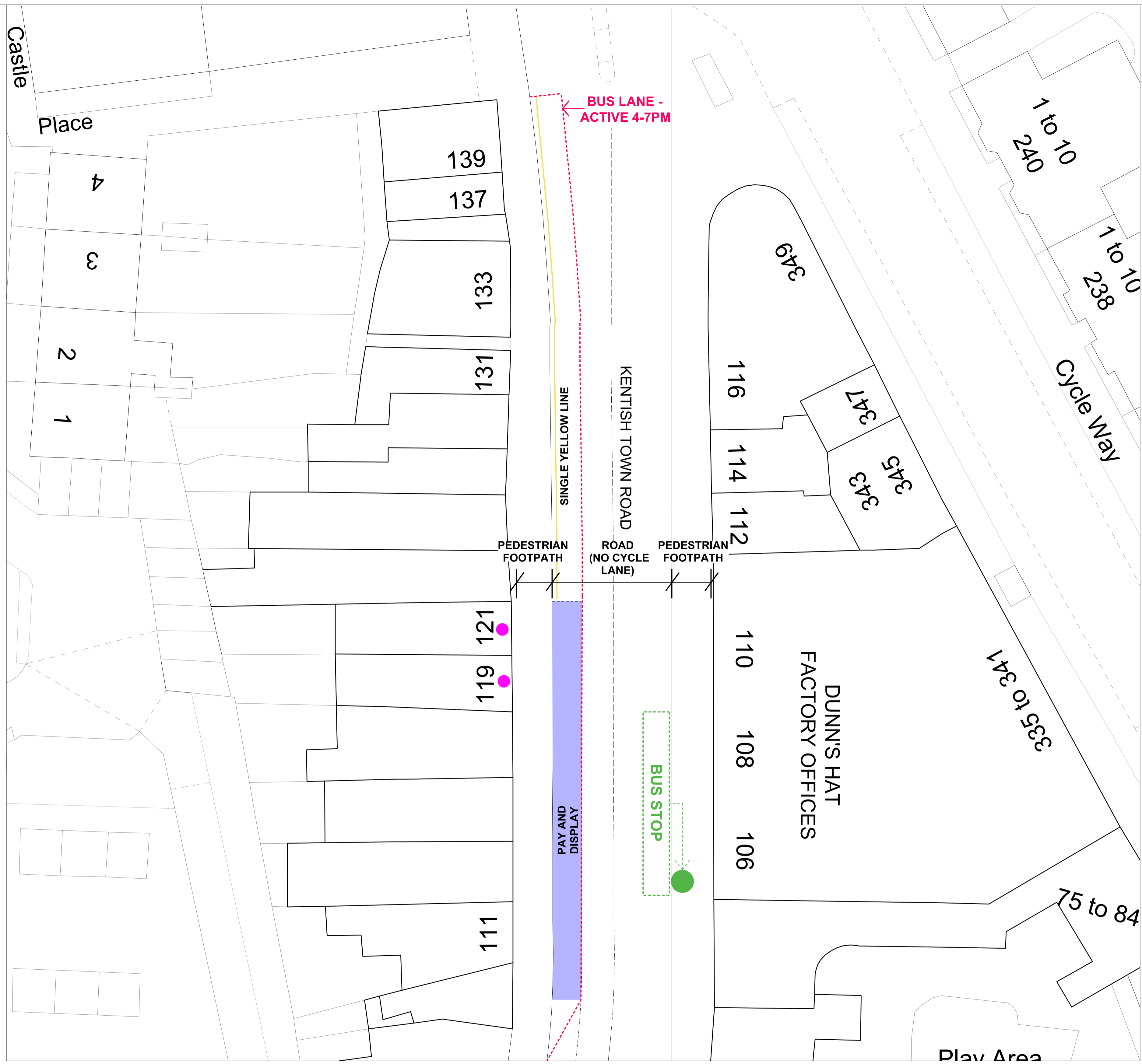


SITE DELIVERY PARKING & UNLOADING

PROJECT	DRAWING TITLE	DRAWING NO.	SCALE	REVISION	DATE
119 & 121 Kentish Town Road	Site Access and Parking Plan	PL_119_100	1:100 @ A1 1:200 @ A3	P1	02.06.19



Appendix 02

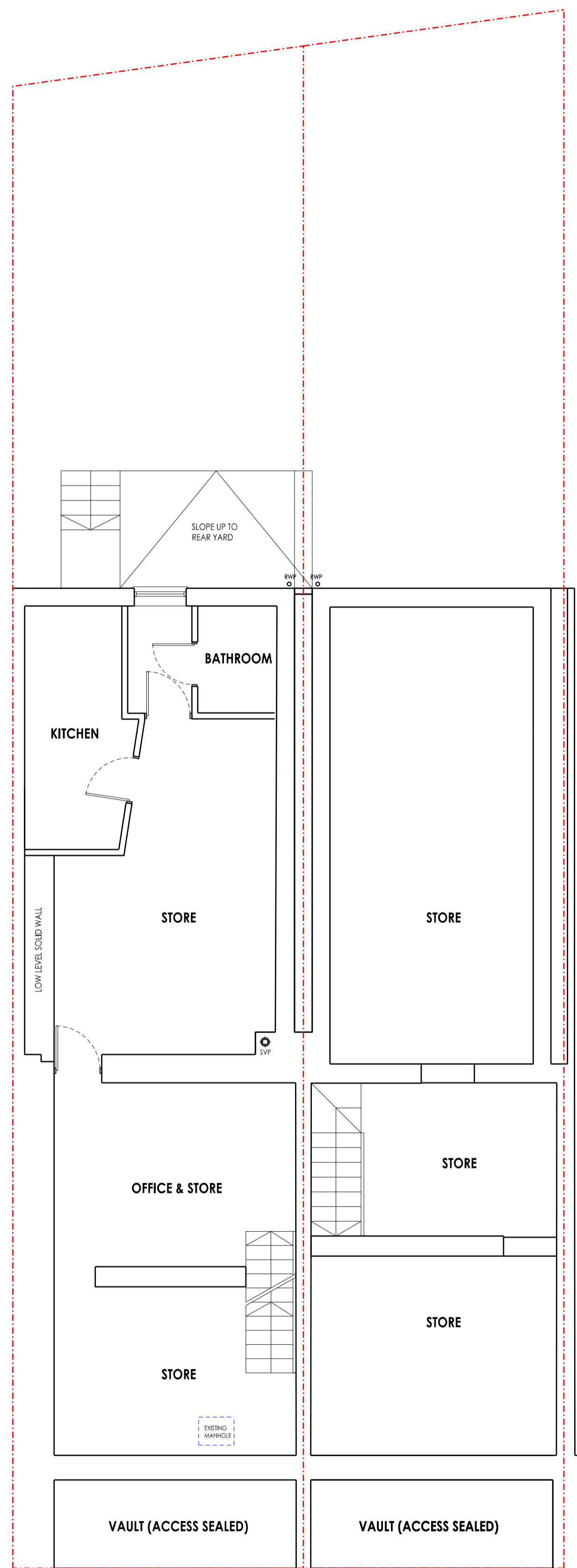


SITE PLAN

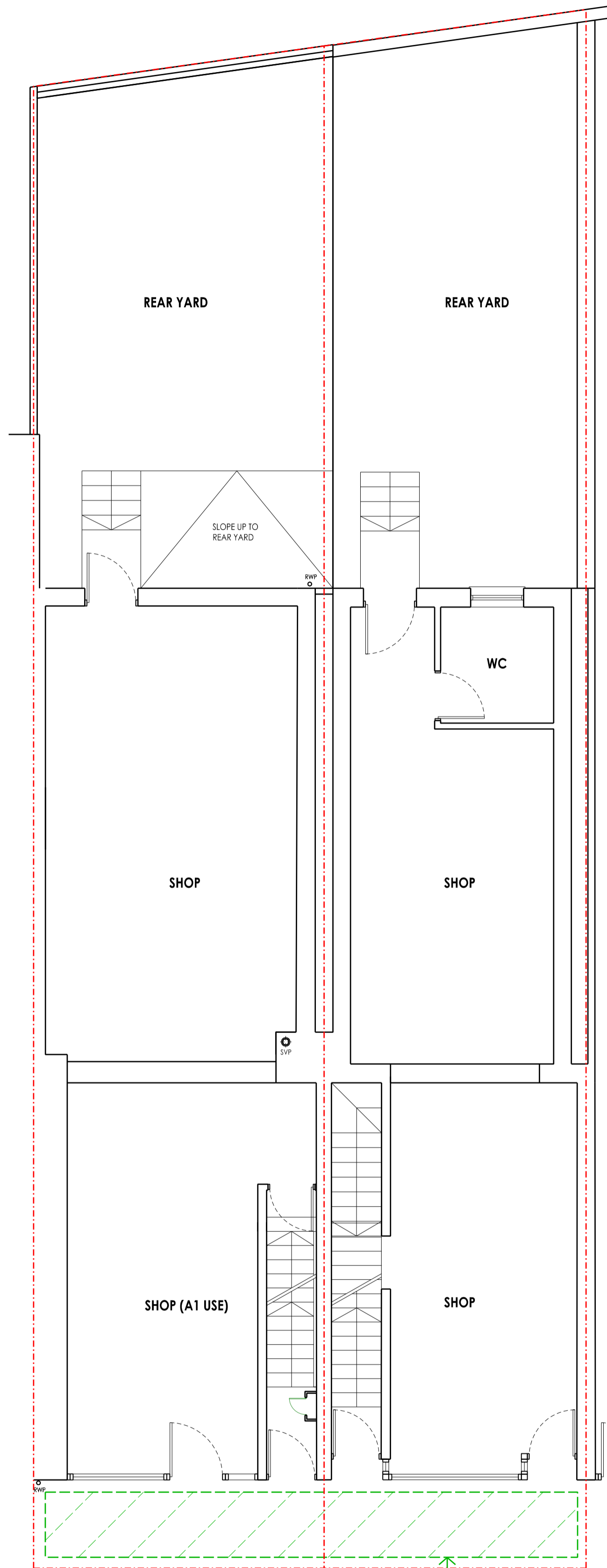
PROJECT	DRAWING TITLE	DRAWING NO.	SCALE	REVISION	DATE
119 & 121 Kentish Town Road	Site Plan	PL_119_101	1:200 @ A1 1:400 @ A3	P1	02.06.19



Appendix 03

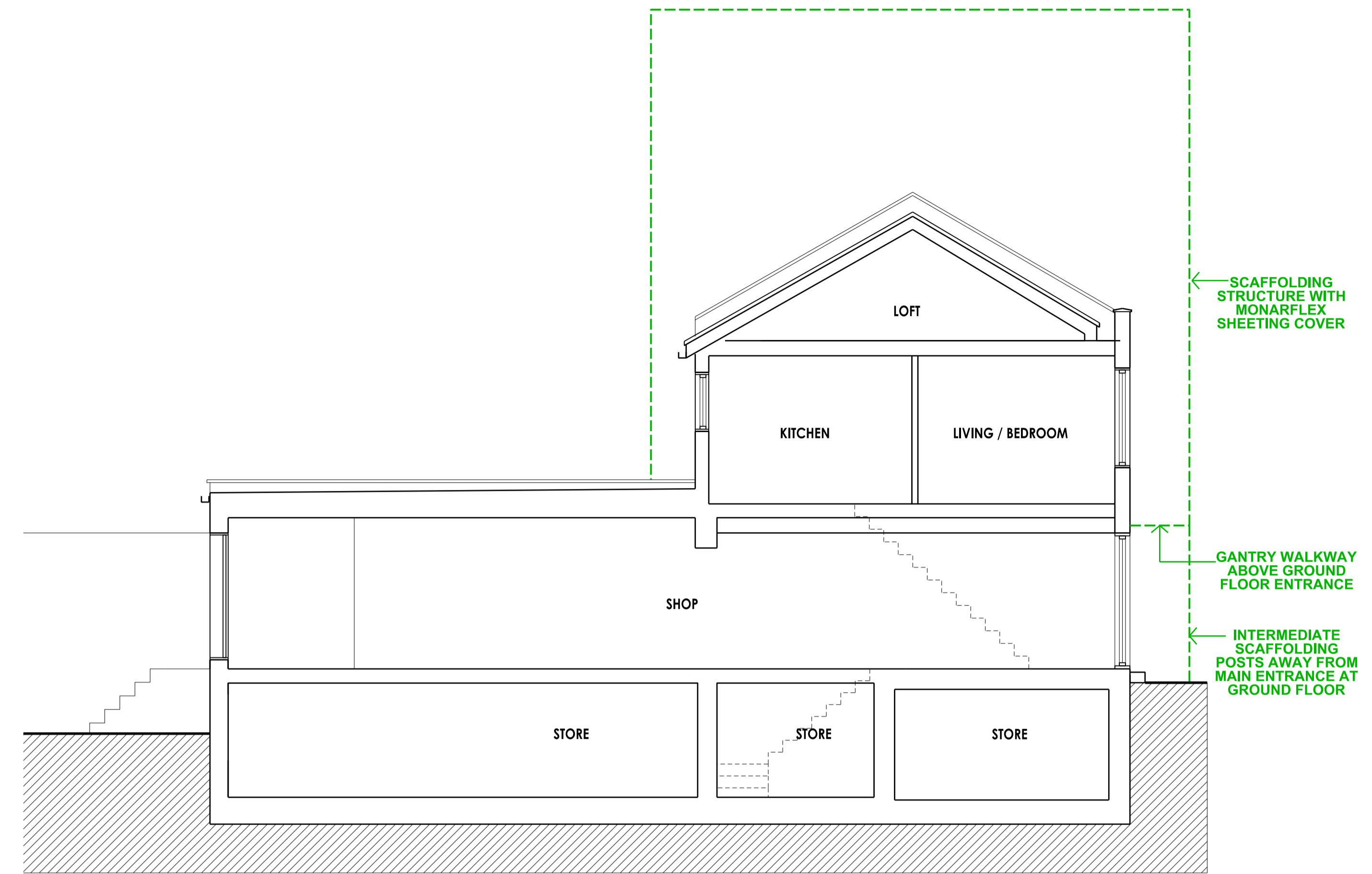


NO. 119 & 121 BASEMENT PLAN

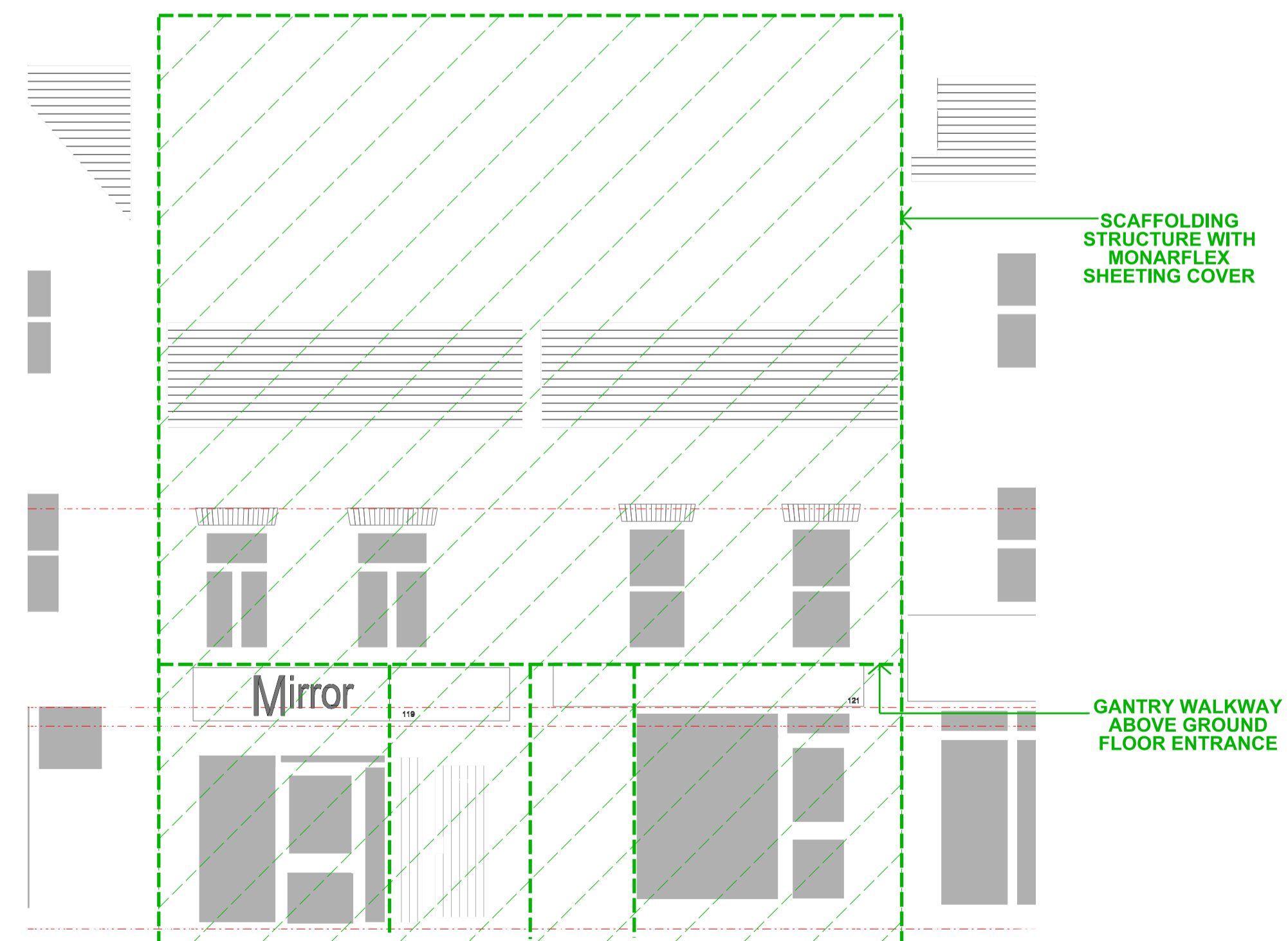


NO. 119 & 121 GROUND FLOOR PLAN

SCAFFOLDING ZONE ABOVE



NO. 119 & 121 SECTION



NO. 119 & 121 FRONT ELEVATION



PROPERTY OWNERSHIP BOUNDARY

NOTE: SCAFFOLDING STRUCTURE SHOWN INDICATIVELY. TBC AND DESIGNED BY SCAFFOLDING SUB CONTRACTOR

PROJECT

119 & 121 Kentish Town Road

DRAWING TITLE

Property Boundary and Scaffolding Zone

DRAWING NO.

PL_119_102

SCALE

1:50 @ A1
1:100 @ A3

REVISION

P1

DATE

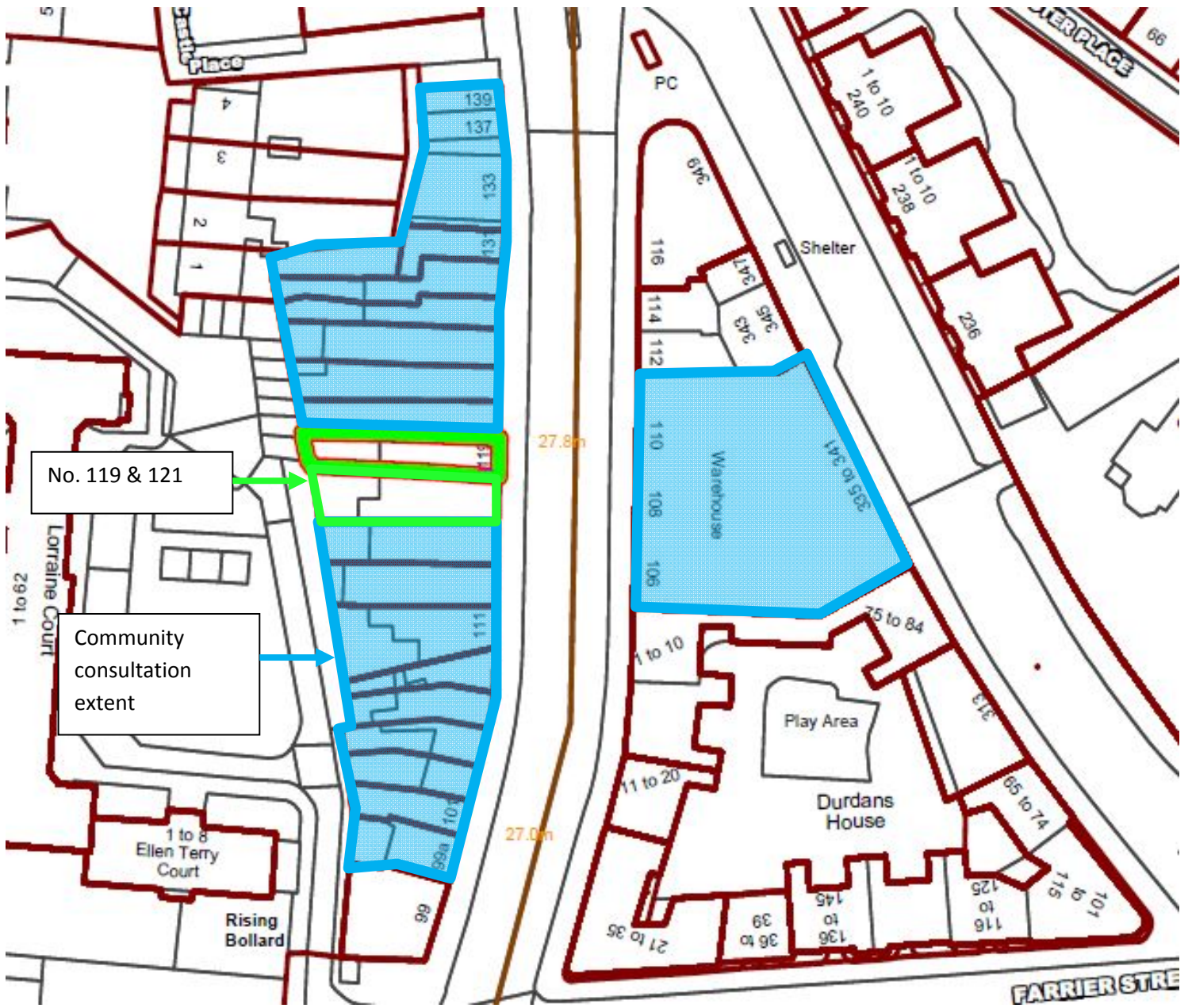
02.06.19



Appendix 04:

Community Consultation

Map of community consultation notifications:



Example letter given to local residents by hand :

.....Kentish Town Road

London

NW1 8PB

Dear Resident,

We are writing to inform you of the planned works at no. 119 & 121 Kentish Town Road, involving a first floor rear extension and additional storey to the property.

We have recently received planning permission from Camden council and aim to start work later this year.

As part of the requirements from Camden council, we have produced a Construction Management Plan which outlines the proposed works. Please follow the online link below to view the documents:

<https://we.tl/t-dqzUVbkJu>

As part of the community consultation period we would appreciate if you could please review the document and provide any feedback for us to incorporate.

The deadline for comments is **Thursday 20th June 2019**. Please can you provide any comments or queries you may have before this date to the email address provided below:

Yours faithfully,

Mr Dhiren Patel (on behalf of owners of 119 & 121 Kentish Town Road)

Email: dhi_patmk@hotmail.com

Consultation with no. 117 Kentish Town Road (second floor flat):

04.06.19

Consultation letter delivered by hand to local residents and business owners during the day (2-5pm). Where some residents were not present, the letter was posted through letter boxes.



11.06.19

Leaseholders of second floor flat at no. 117 Kentish Town Road raised following concerns via email:

1. Owners often works from home therefore potential noise disruption during the day when works are taking place.
2. Clarity requested on party wall works/ notices and procedures
3. Clarity requested on proposed development and if any windows will be looking onto their current apartment.



11.06.19

We provide email response to concerns raised:

1. Works will be undertaken during Camden Councils restricted hours Monday- Friday 8am-6pm, Saturday 8am-1pm and no time Sunday and Bank Holiday.
2. Party wall notices will be issued well ahead before works are undertaken. Party wall surveyor will be appointed if required to provide third party monitoring before, during and after construction.
3. Approved planning drawings were sent via web link showing proposal would not have any windows looking onto no. 117 flats.

Meeting was agreed to discuss in person point no.1 above further.



14.06.19

Dhiren Patel met (on behalf of no. 119 & 117) with leaseholders of no. 117 on 14th June 2019. Through discussions it was agreed that the best way forward with regards to managing any noise disturbance is for the appointed contractor to notify the immediate adjoining neighbours in advance during the week ahead of any potential noisy works (i.e works to the adjoining party wall).

Email acknowledgement from local councillors

RE: No. 119 & 121 Kentish Town Road

Callaghan, Patricia (Councillor) <Patricia.Callaghan@camden.gov.uk>

Wed 05/06/2019 16:43

To: Dhiren Patel <dhi_patmk@hotmail.com>; Cotton, Richard (Councillor) <Richard.Cotton@camden.gov.uk>; Pietragnoli, Lazzaro (Councillor) <Lazzaro.Pietragnoli@camden.gov.uk>

That looks fine

Thanks

Pat Callaghan

**Deputy Leader and Cabinet Member for
Tackling Health Inequalities and Promoting Independence
Labour Cllr for Camden Town with Primrose Hill Ward**

London Borough of Camden

Town Hall, Judd Street, WC1H 9JE

E: patricia.callaghan@camden.gov.uk

T: 020 7974 5707

PA hannah.conolly@camden.gov.uk ext. 4432 (Tuesday, Wednesday, Thurs)

From: Dhiren Patel <dhi_patmk@hotmail.com>

Sent: 04 June 2019 21:41

To: Callaghan, Patricia (Councillor) <Patricia.Callaghan@camden.gov.uk>; Cotton, Richard (Councillor) <Richard.Cotton@camden.gov.uk>; Pietragnoli, Lazzaro (Councillor) <Lazzaro.Pietragnoli@camden.gov.uk>

Subject: No. 119 & 121 Kentish Town Road

Dear Councilors,

I am emailing you with regards to our recently approved planning application for the proposed development at no. 119 & 121 Kentish Town Road NW1 8PB. This is a relatively small development, which includes the enlargement of the existing first floor studio flat to create a two bed flat through a first floor extension and additional storey.

As part of Camden councils planning requirements we have prepared a Construction Management Plan (attached) for the proposed development which we are circulating and discussing with our immediate neighbours along Kentish Town Road (both residents and business owners). As part of Camden councils community liaison guidance we would also like to share this information with yourselves to gather any feedback you and the local community may have on the Construction Management Plan.

Please can any comments be emailed directly to myself by **Wednesday 19th June 2019**. We can then address any concerns or queries and provide an update to the Camden council.

Thank you in advance for your help and assistance.

Kind regards,

Mr Dhiren Patel

This e-mail may contain information which is confidential, legally privileged and/or copyright protected. This e-mail is intended for the addressee only. If you receive this in error, please contact the sender and delete the material from your computer. See our new Privacy Notice [here](#) which tells you how we store and process the data we hold about you and residents.

Appendix 05:

**FORS accredited operator to
supply building materials**



FORS
FLEET OPERATOR
RECOGNITION SCHEME

FORS Gold

Travis Perkins PLC (WFA)

has been assessed and has met the gold level requirements of the Fleet Operator Recognition Scheme (FORS).

Multi Operating Centre Accreditation is limited to locations listed on subsequent pages of this certificate.

This certificate is valid from 09/05/2018 to 08/05/2019 and remains valid as long as FORS requirements continue to be maintained.

Kevin Richardson
on behalf of the Fleet Operator Recognition Scheme

FORS ID : 000007



FORS
FLEET OPERATOR
RECOGNITION SCHEME

FORS Gold

Scope of accreditation for:

Travis Perkins PLC (WFA)

Valid from 09/05/2018 to 08/05/2019

Total number of vehicles **2472**

Vans <= 3.5T	732
LGV/HGV >= 3.5T	1740
Fleet cars	0
Coaches	0
Minibuses	0

Total number of operating centres **954**

Operating centre postcode's

NN5 7UG NN4 7HD LE19 1SJ

FORS ID : 000007