Construction/Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
28.03.23	Version 1	South Downs Safety Ltd

Additional sheets

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

Date	Version	Produced by
March 2023	Appendix A: Programme of Works	Castle Trading
March 2023	**Appendix B:** Noise, Vibration and Dust Assessment (AS12957.230307.NVD)	Clarke Saunders
N/A	**Appendix C:** London Borough of Camden's Community Liaison Guidance	N/A
10.03.23	**Appendix D1:** Swept Path Analysis - Access & Egress (Concrete Pump) V1	South Downs Safety
10.03.23	**Appendix D2:** Swept Path Analysis - Access & Egress (Concrete Lorry) - V1	South Downs Safety
10.03.23	**Appendix D3:** Swept Path Analysis - Access & Egress (Medium Tipper-Spoil) - V1	South Downs Safety
10.03.23	**Appendix D4:** Swept Path Analysis - Access & Egress (Small Flatbed-Spoil) - V1	South Downs Safety
10.03.23	**Appendix D5:** Swept Path Analysis - Access & Egress (7.5t Flatbed-Deliveries) - V1	South Downs Safety
10.03.23	**Appendix D6:** Swept Path Analysis - Access & Egress (Small Flatbed-Deliveries) - V1	South Downs Safety
10.03.23	**Appendix E:** Site Layout Plan - V1	South Downs Safety
N/A	**Appendix F:** Construction Method Statements	N/A
27.02.23	**Appendix G:** Site Specific Refurbishment & Demolition Survey (AA/283)	All Asbestos

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 the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will be planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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.

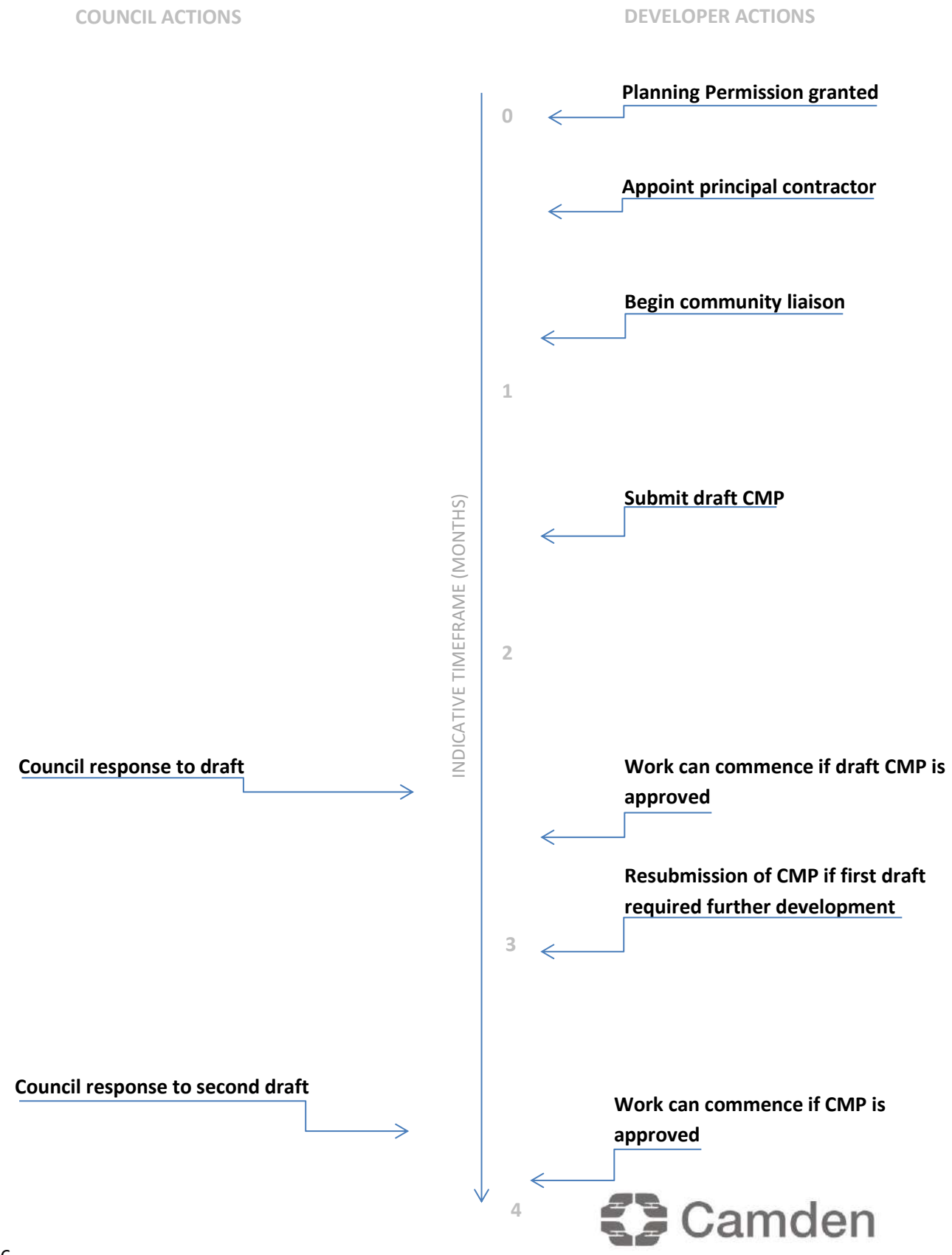
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (CIA) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

The CIA Checklist (editable pdf) can be found at https://www.camden.gov.uk/about-construction-management-plans

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission granted
0
Appoint principal contractor
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 required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Site Address:	8 Hermit Place, London NW6 4BZ
Planning Reference No:	2022/1044/P

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

Role:	Architect
Company Name:	Alan Power Architects
Contact Name:	Alan Power
Position:	Director
Phone:	020 7229 9375
Email:	alan@alanpowerarchitects.co.uk

Contact details for the person responsible for preparing the CMP.

Company Name:	South Downs Safety
Contact Name:	Mark Edgar
Position:	Planning Support Consultant
Phone:	07545 898 726
Email:	mark@southdownssafety.co.uk

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.

Role:	Principal Contractor
Company Name:	Castle Trading Limited
Contact Name:	Hamid Afshar
Position:	Project Coordinator
Tel:	07973 252 650
Email:	hamid@castle-m.co.uk

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Role:	Principal Contractor
Company Name:	Castle Trading Limited
Contact Name:	Hamid Afshar
Position:	Project Coordinator
Tel:	07973 252 650
Email:	hamid@castle-m.co.uk

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.

Role:	Principal Contractor
Company Name:	Castle Trading Limited
Contact Name:	Hamid Afshar
Position:	Project Coordinator
Tel:	07973 252 650
Email:	hamid@castle-m.co.uk
Address:	258 Belsize Road, London NW6 4BT

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. Please fill up Cumulative Impact Area (CIA) checklist form if site fall within the CIA zone (Central London)

The site is located at the north-east end of Hermit Place, to the rear of Priory Road. Hermit Place comprises a row of mainly two-storey mews style buildings along the south side only, with a number of folding metal doors at ground level due to some light industrial/workshop uses. The north side of Hermit Place is defined by the boundary to the Kilburn Vale Estate. The mews properties are also used for office and residential uses. The site is within walking distance to a number of bus routes and both Kilburn Park underground station and Kilburn High Road station.

The site area is approximately 50 sq m. It is a slightly distorted rectangle in plan, with the long axis aligned roughly south-east to north-west, with the frontage along Hermit Place being the south-west elevation. To the north-east and north-west sides are the gardens of No.1 and No.3 Priory Road and to the south east is an access path for residents in the properties to the rear of the buildings on Belsize Road/7 Hermit Place.

The site currently comprises an empty single storey private garage with a large rolling shutter door and space for up to three vehicles. It sits as a stand alone building at the end of the mews, with a separate appearance to the rest of the buildings. The existing garage covers the entire footprint of the site.

Figure 1: Site Location Plan

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

Erection of part one/part two storey dwelling following demolition of existing garage.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

Please refer to Appendix A: Programme of Works

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

Table 1: Working Hours

GENERAL CONSTRUCTION WORKS	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
NOISY WORKS - PILING & EARTHWORKS	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
HIGH IMPACT WORKS - DEMOLITION, CONCRETE BRAKING	
Monday - Friday	08:00 – 18:00
Saturday	Not Permitted
Sunday	Not Permitted
Bank Holidays	Not Permitted

This is Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out, and the proposed working hours will be considered on a case-by-case basis.

If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden.

The site is not located within the Cumulative Impact Area (CIA).

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.).

There are no schools, pre-schools, children's nurseries, care homes, doctors surgeries, or dental surgeries within the immediate vicinity of the site.

Please refer to Appendix B: Noise, Vibration and Dust Assessment for details of proposed noise, vibration and dust mitigation measures.

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**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways set up plans in advance with Camden if there is any uncertainty with this.

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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Pre-commencement neighbourhood liaison will be carried out in accordance with the London Borough of Camden Community liaison guidance: guidance for developers and contractors.

A consultation letter will be issued to neighbouring residents, business, schools and organisations that may be affected by the demolition and construction of the development. Letters and/or emails will allow at least 14-days to comment on the proposals.

The consultation letter will include:

- a statement making clear that the consultation is about the CMP.
- a summary of the key details of the construction process and details of how to request a copy of the CMP.
- the deadline for comments.
- contact details of who to contact with any questions and where to send comments.

All comments will be reviewed and if applicable will inform the final version of the CMP.

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 most important factor in minimising complaints is the development of an effective neighbourhood liaison and communication strategy.

In line with the London Borough of Camden's Community Liaison Guidance (attached as Appendix C) the project team intend to implement a clear communication strategy, which will be maintained throughout the duration of the project.

The contact details for the designated point of contact for post commencement neighbourhood liaison are detailed below.

Role:	Principal Contractor
Company Name:	Castle Trading Limited
Contact Name:	Hamid Afshar
Position:	Project Coordinator
Tel:	07973 252 650
Email:	hamid@castle-m.co.uk

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires CCS site registration for the full duration of your project including additional CLOCS visits for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

The Principal Contractor has registered the site with the Considerate Constructors Scheme (CCS), and the site-specific CCS ID is: 135113.

Guide for Contractors Working in Camden:
It is confirmed that the Principal Contractor has read and understood the Guide for Contractors Working in Camden.

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.

As considered appropriate the Principal Contractor will liaise with contractors completing work on other local sites with the aim of pro-actively managing the cumulative impacts of local construction projects.

Following a search of the London Borough of Camden planning portal the following projects have been identified as potential sites of interest. This list is not exhaustive and communication will be established with any other projects that may be subsequently identified.

Table 2: Potential Sites of Interest

SITE ID	PLANNING REF	SITE ADDRESS	PROPOSED DEVELOPMENT
	2018/2544/P	Flat 2 2 Hermit Place London NW6 4BZ	Erection of mansard roof. Alterations to front fenestration at ground and first floor level.
	2020/0852/P	House Rear Of 17 Kilburn Vale London NW6 4QL	External alterations including rebuilding of west elevation, 3 new openings to the refurbished west elevation, infilling of the south elevation entrance to the unit and the introduction of a new entrance in the west elevation, replacement of pitched roof with a new, flat roof and solar panels.
	2015/5832/P	228 Belsize Road London NW6 4BT	Demolition of existing single storey extension and erection of 3 storey plus basement building to provide enlargement of the existing Class A3 restaurant at ground and basement level and the provision of 2no. 1-bed and 2no. 2-bed units on the first and second floors to replace the existing 3no. studios and 1no. 1-bed units. Alteration to shopfront.

Figure 2: Potential Sites of Interest

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 CCS monitors as part of your CLOCS monitoring visits through CCS and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Role:	Principal Contractor
Company Name:	Castle Trading Limited
Contact Name:	Hamid Afshar
Position:	Project Coordinator
Tel:	07973 252 650
Email:	hamid@castle-m.co.uk

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

The following methods for checking, operational, vehicle and driver compliance will be carried out throughout the duration of the project. The exact methods employed will be proportionate to the scope and scale of the works to be undertaken.

The following are excerpts taken from the "CLOCS Checking and monitoring process".

Figure 3: CLOCS Checking And Monitoring Process: Contractual Compliance

	Name	Tools and guidance
Stage: A	**Compliant contracts** Relevant contracts include CLOCS work related road risk clauses Suppliers informed For new contracts use of pre-qualification questionnaire to ensure suppliers compliant prior to award	• CLOCS.org.uk • CLOCS Guide: Managing work related road risk in contracts • Example CLOCS contractual clauses • Example letter to suppliers • CLOCS compliance check leaflet
Stage: B	**Structured supply chain review** There may be areas of the country where suppliers are not yet able to meet the requirements of the CLOCS Standard. You should complete a structured supply chain review to clearly demonstrate current capacity. You must give notice that compliance will be required within 6 months of advising them to do so, and clearly communicate what needs to be achieved if they wish to continue to win your work.	• Example letter to suppliers
Stage: C	**Follow-up through contracts** Check compliance against information held online Reminder to suppliers Make contact with supplier and agree remedial action Follow up on non-compliance reports received from on-site compliance checking Make contact with supplier and agree remedial action or take appropriate commercial action	• FORS Online check: www.fors-online.org.uk/whos-on-board • CLOCS compliance check leaflet • Compliance check form • Non-compliance report template

Figure 4: CLOCS Checking And Monitoring Process: On-Site Compliance

	Name	Tools and assistance
Level: 1	**Monitor compliance levels on-site** Checks carried out using compliance check form	• Compliance check form and non-compliance report template • CLOCS compliance check leaflet • Workplace poster
Level: 2	**Warnings issued to non-compliant vehicles** Checks carried out using compliance check form Compliance officer issues driver non-compliance notification	• Compliance check form and non-compliance report template • Driver non-compliance notification • CLOCS compliance check leaflet • Workplace poster
Level: 3	**Refuse access to non-compliant vehicles** Checks carried out using compliance check form Vehicle and driver turned away as a material breach of contract has occurred. Recorded as a 'failed delivery' Driver issued with non-compliance notification Follow-up with operator through Stage C, Contractual Compliance	• Compliance check form and non-compliance report template • Driver non-compliance letter • CLOCS compliance check leaflet • Workplace poster

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.

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

It is confirmed that the above has been/will be carried out and that all contracts will include the requirement to adhere to the 'CLOCS Standard'. CLOCS Compliance will be included as a contractual requirement.

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.

a. 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.

All construction vehicles shall follow the site access and egress routes detailed below and shown below.

Site Access: Green Arrow

1. Head in a northerly direction on Kilburn High Road (A5)
2. Turn right into Belsize Road
3. Turn left into Kilburn Vale
4. Enter Hermit Place (either in a forward gear or reverse gear) and pull up within the managed vehicle setdown area

Site Egress: Yellow Arrow

5. Exit Hermit Place (either in a forward gear or reverse gear
6. Turn left into Kilburn Vale at the junction with Belsize Road turn right into Belsize Road
7. Continue in a westerly direction to the junction with Kilburn High Road (A5)
8. At the junction with Kilburn High Road (A5) turn left into Kilburn High Road (A5) and continue away from site in a southerly direction

NB: The managed vehicle setdown area will be 17m x 3m during concrete delivery and will be reduced accordingly dependant on the size of construction vehicles attending site throughout the various stages of the development.

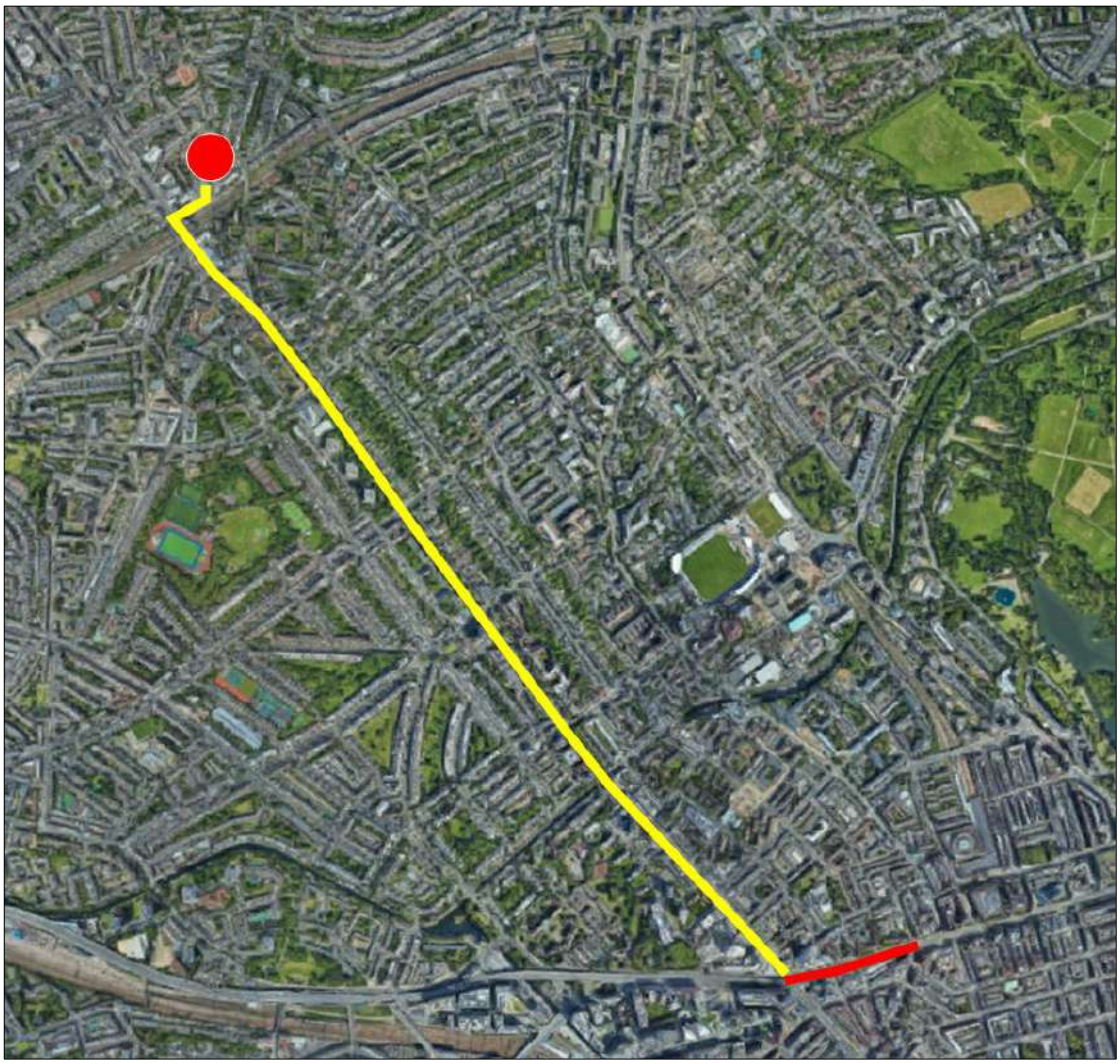
Please refer to:
Appendix D: Swept Path Analysis (for details of specific Hermit Place entry and exit manoeuvres).
Appendix E: Site Layout Plan

Figure 5: Site Access and Egress Routes

Please refer to Figure 4 which shows the site access and egress route via the TLRN (A501).

The site is represented by the red circle and the TLRN is represented by the red line.

Figure 6: Site Access and Egress Routes



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.

The Principal Contractor will ensure that all sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specifies site access and egress routes and any other restrictions detailed within this CMP.

Details of permitted vehicle routes and delivery/collection hours will be included within all supplier contracts.

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.

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**.**

a. 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

Table 3: Estimated start date and duration of works

ESTIMATED START DATE:	3rd April 2023
ESTIMATED DURATION OF WORKS:	43 weeks

Table 4: Site activities, vehicle types and estimated quantities

SITE ACTIVITY*	DURATION (WEEKS)	VEHICLE TYPES AND MOVEMENTS PER WEEK						
		VEHICLE TYPE A**	VEHICLE TYPE B**	VEHICLE TYPE C	VEHICLE TYPE D	VEHICLE TYPE E	VEHICLE TYPE F	**TOTAL (AVG) PER WEEK**
1. Site set up and demolition	1	0	0	0	0	1	2	**3**
2. Excavation and piling	10	4	4	2	6	1	2	**19**
3. Sub-structure	6	3	3	0	0	1	0	**4**
4. Super-structure	10	0	0	0	0	1	0	**1**
5. Cladding	6	0	0	0	0	1	0	**1**
6. Fit-out, testing and commissioning	12	0	0	0	0	1	0	**1**

***SOME CONSTRUCTION ACTIVITIES WILL BE CARRIED OUT CONCURRENTLY AND WE ANTICIPATE THE TOTAL DURATION OF THIS PROJECT TO BE APPROXIMATELY 43 WEEKS.**

****CONCRETE LORRY AND CONCRETE PUMP WILL ATTEND SITE AT THE SAME TIME.**

Table 5: Vehicle dimensions

VEHICLE DESCRIPTION	LENGTH (M)	WIDTH (M)	DWELL TIME (MINS)
Vehicle Type A: Concrete Lorry	8.55	2.75	60
Vehicle Type B: Concrete Pump	6.50	2.30	60
Vehicle Type C: Medium Tipper (Spoil)	8.20	2.40	40
Vehicle Type D: Small Flatbed (Spoil)	6.90	1.90	40
Vehicle Type E: 7.5t Flatbed (Deliveries)	8.10	2.50	60
Vehicle Type F: Small Flatbed (Deliveries)	6.90	1.90	30

Table 6: Details of abnormal loads

DESCRIPTION	DURATION (HOURS)	MAX NO OF VEHICLES/DAY	VEHICLE TYPE
1. Site set up and demolition	N/A	N/A	N/A
2. Excavation and piling	N/A	N/A	N/A
3. Sub-structure	N/A	N/A	N/A
4. Super-structure	N/A	N/A	N/A
5. Cladding	N/A	N/A	N/A
6. Fit-out, testing and commissioning	N/A	N/A	N/A

b. Please specify the permitted delivery times.

PERMITTED HOURS FOR DELIVERIES AND COLLECTIONS	
Monday – Friday	09:30 – 16:30

c. 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.

Table 7: Potential Sites of Interest

SITE ID	PLANNING REF	SITE ADDRESS	PROPOSED DEVELOPMENT
	2018/2544/P	Flat 2 2 Hermit Place London NW6 4BZ	Erection of mansard roof. Alterations to front fenestration at ground and first floor level.
	2020/0852/P	House Rear Of 17 Kilburn Vale London NW6 4QL	External alterations including rebuilding of west elevation, 3 new openings to the refurbished west elevation, infilling of the south elevation entrance to the unit and the introduction of a new entrance in the west elevation, replacement of pitched roof with a new, flat roof and solar panels.
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Figure 7: Potential Sites of Interest

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

Please refer to Appendix D: Swept Path Analysis.

e. 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.

Holding areas or waiting points will not be required to facilitate this development. All construction vehicles will be received directly into the vehicle setdown area and will not queue or circulate on the public highway.

The Site Management Team will implement a robust Delivery Management System (DMS), with the primary objective of ensuring that construction vehicles are able to be received directly on arrival.

The main elements of the Delivery Management System will be as follows:

a. Consideration will be given when placing orders to avoid “part loaded” vehicles and to best coordinate orders to reduce generated construction vehicle road trips
b. All contractors must inform the Site Management Team about all deliveries a minimum of 48 hours before attending site
c. All deliveries will be recorded on a delivery chart located within the project office which will be monitored and checked by the site management team.
d. The delivery chart will be arranged on an hour-to-hour basis
e. All drivers will contact the Site Management Team a minimum of half an hour before attending site
f. In cases of delayed or failed delivery the contractor must inform the Site Management Team as soon as possible to rearrange delivery
g. Traffic Marshals and the Site Management Team will manage and direct all construction vehicle site access and egress movements at all the times
h. Traffic Marshals will wear appropriate high-vis clothing and PPE
i. Traffic Marshals will use appropriate signage to forewarn public of construction vehicle movements
j. Traffic Marshals will use expandable barriers to separate the public from construction vehicle movements, if required
k. Traffic Marshals will have relevant training and appropriate qualifications and/or certification to undertake their daily tasks
l. Deliveries will only be scheduled and accepted within the permitted delivery hours
m. When expecting a delivery, and if required, the site will be made ready to accept vehicles directly into site, this includes Traffic Marshals being ready to supervise the construction vehicle manoeuvres into site and to ensure separation of construction vehicles and the public

f. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

The use of construction material consolidation centres is considered to not be required due to the scale of works being undertaken. However, the Principal Contractor is committed to reducing the quantity of delivery vehicles required to attend site and will do so via the considered and pro-active ordering of materials.

The delivery of materials by water or rail is not considered viable due to the site's location.

g. 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).

Whilst on site construction vehicle engines will be switched off to avoid idling.

The importance of reducing instances of engine idling will be stressed to all sup-contractors, delivery companies and visitors to the site.

20. Site entry/exit: *"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 leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

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

Please refer to Appendix E: Site Layout Plan.

b. Please describe how the entry and exit 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.

Protecting pedestrians is of paramount importance, and suitably qualified and experienced Traffic Marshals will be in attendance at all times when construction vehicles access or egress site.

During vehicle movements the Traffic Marshals will pay attention to pedestrians, road users, and vulnerable road users, with particular attention being paid to cyclists, pushchair users and the disabled, during these instances all parties will be adequately forewarned of any obstructions.

Please refer to Appendix D: Swept Path Analysis for the approximate position of Traffic Marshals during construction vehicle site access and egress manoeuvres.

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

Please refer to Appendix D: Swept Path Analysis.

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.

A wheel washing facility will not be required as it will be ensured that a clean and stable surface will be maintained and will form the managed vehicle setdown area.

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 on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

a. Please provide the location where vehicles will stop to unload. 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 E: Site Layout Plan.

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. Please note that deliveries should pause where possible to allow passage to pedestrians.

a. Traffic Marshals and the Site Management Team will manage and direct all construction vehicle site access and egress movements at all the times
b. Traffic Marshals will wear appropriate high-vis clothing and PPE
c. Traffic Marshals will use appropriate signage to forewarn public of construction vehicle movements
d. Traffic Marshals will use expandable barriers to separate the public from construction vehicle movements, if required
e. Traffic Marshals will have relevant training and appropriate qualifications and/or certification to undertake their daily tasks
f. Whenever required vehicle loading/unloading activities will be stopped to allow the safe passage of pedestrians past construction vehicles.

Site set up

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 Restrictions (TTRs) 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 four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

22. Site set-up and occupation of the public highway

Please provide detail drawings of the site up on the public highway. This should be presented as 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 all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised.

Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

Please refer to Appendix E: Site Layout Plan for details of:
a. x4 no. suspended permit holder parking bays
b. Designated vehicle setdown area
c. Double yellow line dispensation

b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set up. Alternatively this can be shown as part of the above drawings if preferred. Please note that this must conform to the Safety at Street Works and Road Works Code of Practice.

N/A, temporary traffic management measures are not required.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are allowed for a maximum period of 6 months only. Information regarding parking suspensions can be found here. For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a Temporary Traffic Restriction (TTR) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal obligations as a highways authority. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

A space cannot be suspended for convenience parking, a trade permit is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

There is a requirement to suspend x4 no. permit holder parking bays within Kilburn Vale. These suspended bays are required to facilitate construction vehicle access and egress into/out of Hermit Place.
Please refer to:
Appendix D: Swept Path Analysis
Appendix E: Site Layout Plan

24. Motor vehicle/cyclist diversions/pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users must be considered as part of this. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind/partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar temporary facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide 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 and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

N/A, no motor vehicle/cyclist diversions/pedestrian diversions are required.

25. 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.

New services to be installed to the site include:

- electrical
- water
- telecoms

The Principal Contractor will liaise with utility suppliers to ensure that construction works is scheduled in order to facilitate utility installation and to minimise potential disruption to local residents and businesses.

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 operation and the construction methods used, and provide details of the times that each of these are due to be carried out.

Please refer to:
Appendix A: Programme Of Works
Appendix B: Noise, Vibration and Dust Assessment
Appendix F: Construction Method Statements

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A pre-construction noise survey was carried out in March 2023.

Please refer to: Appendix B: Noise, Vibration and Dust Assessment (Section 4.9).

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

Please refer to Appendix B: Noise, Vibration and Dust Assessment (Section 3.11).

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 Appendix B: Noise, Vibration and Dust Assessment (Section 4).

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

If required, the suitably qualified and experienced acoustician engaged on the project will train key members of the on-site Management Team and:

a. explain how the monitoring system/equipment works
b. explain the relevance of the agreed action and trigger levels
c. instruct staff regarding the procedures to follow if action and trigger level warnings are received

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

Please refer to Appendix B: Noise, Vibration and Dust Assessment (Section 4 and Section 5).

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.

A wheel washing facility will not be required as it will be ensured that a clean and stable surface will be maintained and will form the managed vehicle setdown area.

However, in addition, it is also confirmed that appropriate measures will be taken to prevent concrete and other detritus from being washed into the public highway drainage system. We also confirm that the Local Authority will be informed promptly should any such damage to the highway occur.

The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable.

Under no circumstances will concrete residue or other detritus be washed into the drainage system. Consideration will also be given to protecting the road and pavement surfaces from HGV movements, skips, outriggers and other related plant, materials and equipment.

35. For medium or high impact risk level sites, please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Please refer to Appendix B: Noise, Vibration and Dust Assessment (Section 6).

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 (SPG) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

Please refer to Appendix B: Noise, Vibration and Dust Assessment (Section 5 and Section 6.4).

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

Please refer to Appendix B: Noise, Vibration and Dust Assessment (Section 5 and Section 6.4).

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: **real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

Please refer to Appendix B: Noise, Vibration and Dust Assessment (Section 6.4).

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).

It will be ensured that a reactive contract with a local pest control company will be in place for the duration of the development.

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

Please refer to Appendix G**:** Site Specific Refurbishment & Demolition Survey.

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.

The Principal Contractor will ensure that all staff adhere to the Code of Considerate Practice whenever on site.

Site specific inductions will focus on not only the on-site construction works but also the surrounding community. Operatives will be advised on how to behave on site and whilst interacting with local residents and members of the public. It will be made clear to all that they will be representing the site and therefore the Principal Contractor whenever traveling to or from site and whilst on site.

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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): **04/23 – 01/24**

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 confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **It is confirmed that the Principal Contractor will comply with this requirement.**

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: **It is confirmed that the Principal Contractor will comply with this requirement.**

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: **It is confirmed that the Principal Contractor will comply with this requirement.**

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

It is confirmed that instructions will be provided to staff and subcontractors to avoid idling and to turn engines off whilst not is use.

If required, the Principal Contractor will commit to the "Engines Off" pledge and a proportionate number of staff and subcontractors will be provided with free training material.

Mental Health Training

44. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the "Building Mental Health" charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining Mates In Mind, which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

The Principal Contractor will not be signed up to the Building Mental Health charter (or similar scheme).

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: 28th March 2023

Print Name: Hamid Afshar

Position: Project Coordinator

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

APPENDIX A

PROGRAMME OF WORKS

1st phase, Trenchco. Sub structure.
Mobilisation and site preparation, 3 weeks
Groundwork, excavation and underpinning, 6 weeks
Rubbish and spoils removal, 3 weeks.
Drain work and drainpipe lay, 4 weeks.
Steel work and fixing, 3 weeks.
Concreting base slab and foundation work, 6 weeks.
Cleaning and clearing site, 3 weeks.

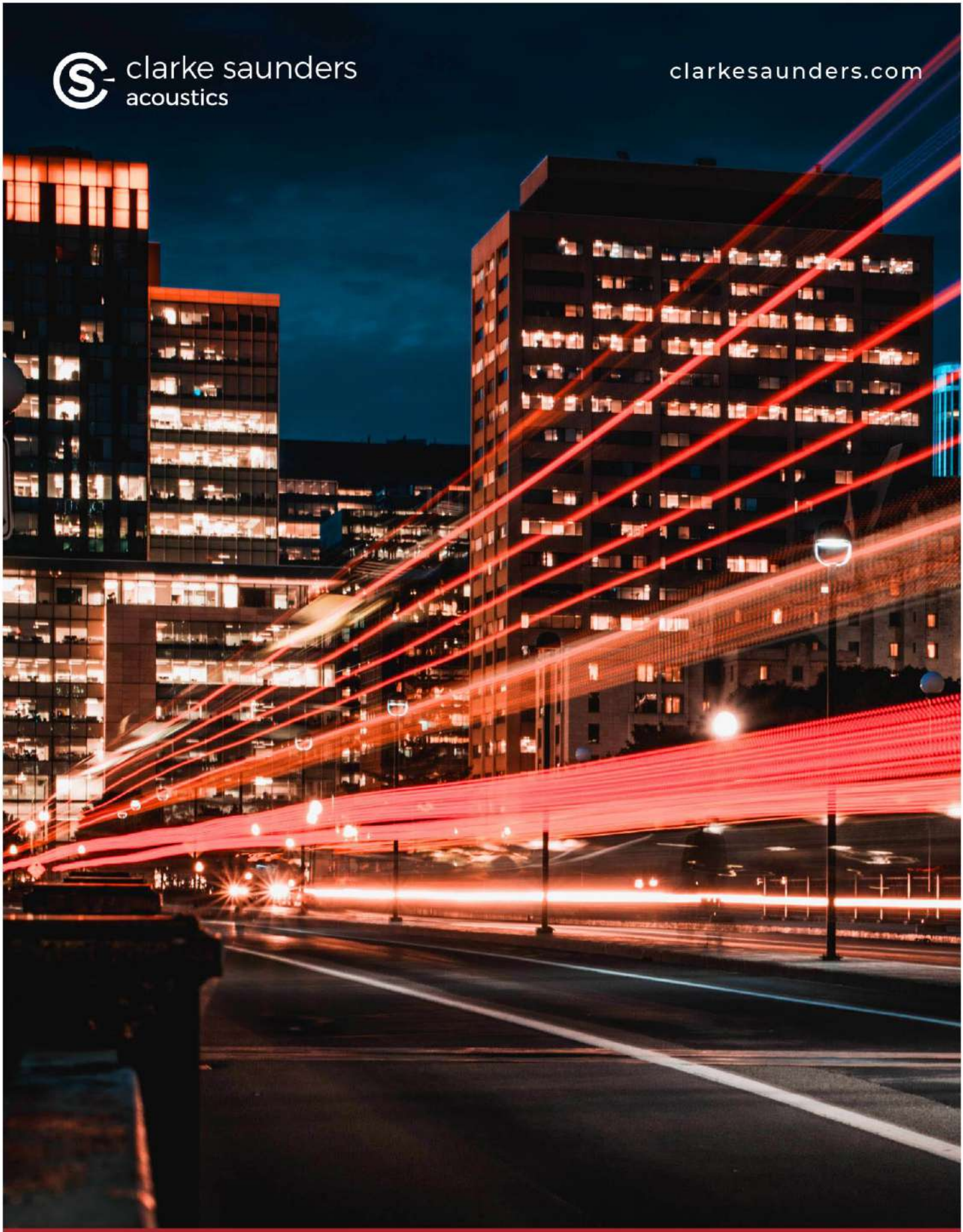
2nd phase, Castle Trading, super structure.
Mobilisation and preparation, 2 weeks.
Façade work and roof work, 6 weeks.
1st fix partition and stud work, 4 weeks.
1st fix electrical and mechanical installation, 6 weeks. 2nd fix partition work and boarding
Façade windows and door fittings, 3 weeks
Making good and plastering, 3 weeks.
Bathroom and kitchen fitting, 4 weeks.
Wall and floor tiling, 3 weeks.
Woodwork and carpentry work, 4 weeks.
Painting and decorating, 3 weeks.
External work and clearing, 2 weeks.
Clearing and cleaning and handover, 2 weeks

APPENDIX B

NOISE, VIBRATION AND DUST ASSESSMENT

clarke saunders
acoustics

clarkesaunders.com



8 HERMIT PLACE, LONDON;
NOISE, VIBRATION AND DUST ASSESSMENT

CONTENTS

LIST OF ATTACHMENTS

Project Ref:	AS12957	**Title:**	8 Hermit Place, London
Report Ref:	AS12957.230307.NVD	**Title:**	Noise, Vibration and Dust Assessment
Client Name:	Alan Power Architects Ltd		
Project Manager:	Ben Dymock		
Report Author:	Ben Dymock		

Clarke Saunders Acoustics
Winchester SO22 5BE

1.0 INTRODUCTION

1.1 Clarke Saunders Acoustics (CSA) has been instructed to conduct an assessment of the potential for noise, vibration and dust impact on nearby dwellings during the demolition and construction phases for the proposed development at 8 Hermit Place, London.

1.2 The proposed works involve renovation of the internal layout of the dwelling, demolition/modification to elements of the external structure. The nearest receptors to the proposed site are properties 6 & 7 Hermit place, however the most affected receptor is expected to be 5 Hermit place.

2.0 LOCAL AUTHORITY REQUIREMENTS

2.1 Camilo Castro-Llach, Noise Officer at Camden Council, previously confirmed that the construction noise target thresholds should be derived according to the *London Good Practice Guide on Noise & Vibration Control for Demolition and Construction*.

2.2 This guidance sets the LOAEL and SOAEL at $L_{Aeq,T}$ 65 dB and 75 dB, respectively, for residential properties. CSA previously agreed with Camden Council to control construction noise levels at the nearby residential properties to a maximum of $L_{Aeq,T}$ 75 dB, using mitigation measures and Best Practicable Means (BPM) to reduce the noise levels to $L_{Aeq,T}$ 65 dB, where possible.

> *LOAEL – Lowest Observed Adverse Effect Level*
>
> *This is the level above which adverse effects on health and quality of life can be detected.*
>
> *Extending these concepts for the purpose of this NPSE leads to the concept of a significant observed adverse effect level.*
>
> *SOAEL – Significant Observed Adverse Effect Level*
>
> *This is the level above which significant adverse effects on health and quality of life occur.*

2.3 These are not strict requirements but provide an early indication of potential significant exceedances via prediction, which allow contractors to consider alternative methods of demolition and construction and can assist in reducing noise impact on sensitive receptors.

3.0 PREDICTED NOISE IMPACT

3.1 Calculations have been undertaken to determine the likelihood of noise impacts at the most affected receptors. It should be noted that the exact details of the plant and construction schedule have not yet been finalised. The calculations undertaken for this assessment are, therefore, based on a typical scenario for similar projects to provide an indication of the likelihood of noise, dust and vibration impact.

[Camden – Construction/Demolition Management Plan pro forma: SECTION 28]

3.2 Typical equipment and plant likely to be in used at the site includes, but is not necessarily limited to, the following:

- Excavators;
- Concrete Pumps;
- Air Compressor;
- Piling Rig;
- Grinders;
- Drills, saws and small tools;

3.3 In addition to the above equipment, various generic hand tools such as cordless drills, nail guns, grinders and hammer drills will be in use, which have also been accounted for in the assessment of construction noise.

3.4 Low vibration piling methods will be used on site such as CFA piling rigs.

3.5 Further noise will be generated by events such as scaffold and steel deliveries. Due to their limited duration during a working day these are not expected to add significantly to the predicted noise levels. Additionally, noise levels generated by HGVs moving at low speed are modest in relation to the existing noise levels at the access point; site management will ensure that vehicles are not left idling.

3.6 Based upon typical noise levels from the CSA library, supported by information given in BS5228-Part 1: 2009 *Code of practice for noise and vibration control on construction and open sites: Noise*, indicative worst-case noise emissions have been predicted at the sensitive receptors that may be affected.

3.7 For the purposes of the assessment, all activity has been assumed to be in the centre of the area of works, although in reality, some activities will be marginally closer but similarly some will be further away. The scenario calculated is likely to be representative of anticipated average $L_{Aeq,10hour}$ noise levels. The 'on-time' for activities has been assessed on the typical anticipated plant usage for the 10-hour period.

3.8 Two differing levels of acoustic screening losses have been included in the calculations, as follows:

- 10dB – receptor has no line of sight to the noise source;
- 15dB – noise source is enclosed or works carried out indoors

3.9 Full calculations are attached. Noise levels are expressed as logarithmic decibel ratios, rather than using an arithmetic parameter such as Pascals, and logarithmic addition is used rather than the more common arithmetic.

3.10 The draft construction management plan prepared by the developer confirms the order of works to be:

- Demolition, Groundworks & Piling
- Superstructure
- Fitout

[Camden – Construction/Demolition Management Plan pro forma: SECTION 30]

3.11 The calculated noise levels at the most affected receptor, 5, 6 & 7 Hermit Place, are outlined below:

CATEGORISATION OF WORKS	PREDICTED NOISE LEVEL $L_{Aeq,10hour}$
Demolition, Groundworks & Piling	75 dB
Superstructure	75 dB
Fitout	64 dB

3.12 In all cases, the high-level assessment shows that the cumulative noise level is within the identified SOAEL threshold and in some cases below the LOAEL threshold, as set out above.

4.0 NOISE AND VIBRATION MITIGATION

[Camden – Construction/Demolition Management Plan pro forma: SECTION 31]

4.1 NOISE

4.1.1 Based upon typical noise levels from the CSA library, supported by information given in BS5228-Part 1: 2009 *Code of practice for noise and vibration control on construction and open sites: Noise*, indicative worst-case noise emissions have been predicted at the most affected residential neighbours at 5, 6 & 7 Hermit Place.

4.1.2 For the purposes of the assessment, all works have been assumed to be in the centre of the area of works. In reality, some activities will be marginally closer but similarly some will be further away. The scenario calculated is likely to be representative of anticipated 10-hour average L_{Aeq} noise levels. The 'on-time' for activities has been assessed on the typical anticipated plant usage during the 10-hour period. Full calculations are attached.

4.1.3 To achieve the target noise levels, the contractor will need to erect a sound barrier that breaks line of site between the site and receptors at 5,6 & 7 Hermit Place. This may be purposely erected or be part of the old or new building structure.

4.1.4 The southern façade of the existing building structure is adjacent the receptors at 6 & 7 Hermit Place. If it is not required to demolish this wall, it will act as an effective sound barrier to these receptors. However, should it be demolished, a temporary barrier will be required at this location until the replacement façade is erected during the superstructure works.

4.1.5 These calculations suggest that the noise levels are unlikely to exceed the $L_{Aeq,10hour}$ 75 dB limit during the demolition/construction phases, however it is advised that The Contractor should aim to reduce noise levels on site wherever practicable and implement physical measures to mitigate noise propagation to neighbouring properties. An allowance has been made in the calculations for the typical reduction in noise levels afforded by an appropriately constructed temporary acoustic barrier[1] for noisy activities. It should be ensured that such measures are used wherever practicable during the

[1] BS 5228: Part 1: 2009 *Code of practice for noise and vibration control on construction and open sites - Part 1: Noise*

works. The highest impact plant will be breakers which may also give rise to structure borne noise.

4.2 VIBRATION

4.2.1 Vibration levels are expected to be at their highest during the breaking-out of concrete and piling. Referencing CSA's extensive database of vibration measurements from demolition and construction works, breaking of concrete and piling activities typically generate maximum vibration levels, expected to be in the range of 3 mm/s to 5 mm/s peak particle velocity (ppv) in structures situated within several metres of the working area. Although the vibration may be perceptible in some areas of the neighbouring properties, the anticipated levels of structureborne vibration are considered highly unlikely to cause any cosmetic damage of structures assuming equipment is operated using Best Practicable Means at all times. It is possible that the levels may give rise to re-radiated noise within the neighbouring residential premises.

4.3 SITE LOCATION

4.4 The proposed development is for renovation of an existing garage unit at the end of Hermit Place, London. The site is surrounded by residential demises on Hermit Place and a mixture of commercial/retail and residential on the surrounding roads including Kilburn Vale, Belsize Road and Priory Road.

4.5 A London overground station is located approximately 180m southwest of the site with the closest point of the railway line passing approximately 75m to the southeast.

4.6 EXISTING AMBIENT NOISE LEVELS

[Camden – Construction/Demolition Management Plan pro forma: SECTION 29]

4.7 Sensitive neighbours have been identified. A survey of the existing environmental noise levels was conducted, measurements of consecutive L_{Aeq}, L_{Amax}, L_{A10}, L_{A90} sound pressure levels were taken between 15:20 hours on Thursday 2nd March and 11:00 hours on Monday 6th March 2023.

4.8 Figures AS12957/TH1-4 show the L_{Aeq}, L_{Amax}, L_{A10} and L_{A90} sound pressure levels as time histories at the measurement position.

4.9 The table below provides a summary of the measured typical background and average noise levels at the monitoring location during the survey. The typical background sound pressure level is derived as the lowest 10th percentile of the measured $L_{A90,5min}$ data.

MONITORING PERIOD	TYPICAL $L_{A90,5MINS}$	AVERAGE $L_{Aeq,T}$
07:00 to 23:00 hours	44 dB	51 dB
23:00 to 07:00 hours	42 dB	47 dB

4.10 DURATION OF WORKS

4.10.1 It is important to cultivate an appropriate environment in which this exposure can be best tolerated from the outset, minimising adverse community reaction.

4.10.2 Communications and public relations are dealt with in detail below, but it is important to establish that communication of information regarding the overall project duration is significant in controlling adverse community reaction.

4.11 HOURS OF WORKS

4.11.1 It is understood that the standard working hours for construction sites in Camden are restricted to 8am to 6pm Monday to Friday; 8am to 1pm on Saturdays; and no working on Sundays or public holidays.

4.11.2 These hours should be rigorously observed for any operations which are likely to generate noise levels noticeable by neighbouring residents. In addition, it may be necessary to undertake noisy works on an on/off basis, thereby providing neighbouring residents with some respite. Any exceptions deemed essential to the works would need to be authorised by the Local Authority and must also be communicated with the residents.

4.11.3 It should be noted, however, that it is sometimes preferable to extend working hours for a limited period in order to quickly complete essential noisy operations rather than increase their duration, which might cause more annoyance.

4.12 ATTITUDE TO THE SITE OPERATOR

4.12.1 In conjunction with effective communication of site activities and scheduling, liaison with local residents is essential in cultivating a positive attitude in the community. A dedicated telephone number and designated staff contact should be made available to respond to any complaints or queries, with a messaging service for 'out of hours' enquiries. Information on current and forthcoming activities should be made as freely available as possible.

4.13 NOISE CHARACTERISTICS

4.13.1 Some noisy activities are particularly intrusive due to tonal or impulsive characteristics which tend to draw more attention to their operation. A typical example of this are percussive breakers. Awareness of these issues is important in liaison with local residents. Local temporary acoustic screening to these activities, as required, will also significantly reduce the impact at the closest residential properties.

4.14 CONTRACTOR'S OBLIGATIONS

4.14.1 In order to minimise and manage noise and vibration impacts at neighbouring properties, the Contractor will;

- Erect good quality imperforate hoarding or temporary mass barrier sheeting, such as Echo Barrier, fixed to Heras fencing, or similar, around any openings made in the facades to the maximum practicable height, allowing for stability, wind loading, etc.;
- At all times and subject to availability, select and use quietest plant, machinery and vehicles appropriate for the task being undertaken. All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers, will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions;

- Employ at all times the Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228:2009;
- Facilitate an early community involvement exercise with neighbours to establish and agree protected areas of their properties and then to continually update progress and forewarn of impending noisy works. A member of onsite staff should be designated as community relations manager to maintain good communications with neighbours;
- Adopt and adhere to agreed 'on' and 'off' times for noisy works and/or vibration sources, if required to do so by Camden.
- If deemed necessary, undertake or employ an independent third party to undertake noise, vibration and dust monitoring at locations to be agreed with the Local Authority, with pre-set 'soft' and 'hard' trigger levels and text message alerts to instantly notify when and where they are exceeded. The Contractor should commit to stop work immediately once an alert is received and to investigate. Working procedures may then need to be reviewed and modified to prevent re-occurrence. Records of monitor data should be compiled and reported weekly to all relevant parties. The extent of monitoring required can then be continually assessed and amended as found necessary or desirable;
- It may be appropriate to undertake some test works prior to the commencement of the project to demonstrate the likely levels of vibration in the neighbouring properties. Depending on the outcome of the exercise, alternative plant or working programme may need to be considered;
- Operate a 'considerate builder' type scheme in which a commitment is made, amongst others, to undertake proper maintenance of equipment, control use of radios on site, site equipment with due consideration to proximity of neighbours and ensure it is turned off when not in use.

5.0 DUST MITIGATION

[Camden – Construction/Demolition Management Plan pro forma: SECTION 33]

5.1 In order to manage dust at the site, the Contractor will employ the following best practice techniques as set out in The Greater London Authority's Supplementary Planning Guidance *The control of dust and emissions during construction and demolition* (July 2014):

- Damping down;
- Covering bulk materials;
- Use of bagged or silo stored materials;
- Erect wind breaks/fences (these can double as acoustic barriers).

6.0 MONITORING REGIME

6.1 Noise, vibration and dust monitoring may need to be undertaken subject to agreement with the Environmental Health Team. A monitoring regime would be agreed with the Council prior to commencement of any works. The following is an example of an appropriate Scope of Works for monitoring.

6.2 NOISE MONITORING

6.2.1 Class 1 integrating logging sound level meters e.g. Rion NL-52 or similar, will be installed with calibration verified (before and after) with a Class 1 acoustic calibrator. The instrumentation will have been fully calibrated by the manufacturer, or other approved body, as required by the relevant British Standard, with current calibration certificates available. The meters will be set to measure and store samples of various acoustic parameters such as L_{Aeq}, L_{A90}, L_{A10} and L_{Amax}. SMS alerts would be utilised and data would be downloaded remotely on a regular basis.

6.2.2 It is proposed that the meters are configured to log continuous 1-hour samples of noise throughout the working day, which will be used to calculate a 10-hour (daily) L_{Aeq}. Daily limits and hourly action levels will be agreed with the Council prior to the works.

6.3 VIBRATION MONITORING

6.3.1 Vibration monitoring will be undertaken with the use of Profound Vibra+ seismographs, or similar, measuring the peak particle velocity [ppv] continuously over defined activity periods. The instrumentation will have been fully calibrated by the manufacturer, or other approved body, as required by the relevant British Standard, with current calibration certificates available. SMS alerts would be utilised and data would be downloaded remotely on a regular basis.

6.3.2 It is proposed that the meters are configured to log continuous 30-second samples of maximum ppv levels throughout the working day. Action levels will be agreed with the Council prior to the works.

6.4 DUST MONITORING

[Camden – Construction/Demolition Management Plan pro forma: SECTION 38]

6.4.1 Automated particulate monitoring of average 15-minute PM10 dust levels will be undertaken with Turnkey Osiris monitors, or similar. The monitoring will be undertaken in accordance with The London Councils' Best Practice Guidance: The control of dust and emissions from construction and demolition (November 2006).

6.4.2 The quantity of dust monitors required is determined by the dust impact risk level. If deemed 'medium impact', 2 no real time dust monitors will be required, if deemed 'high impact', 4 no real time dust monitors will be required.

6.4.3 Dust monitoring will remain in operation for the entire duration of the development and will commence three months prior to the commencement of works as per recommendations set out by Camden.

7.0 CONCLUSION

7.1 Clarke Saunders Acoustics has been instructed to conduct an assessment of the potential for noise, vibration and dust impact on nearby dwellings during the demolition and construction phases for the proposed development at 8 Hermit Place, London

7.2 The assessment indicates that all of the construction airborne noise levels associated with the development of 8 Hermit Place, London would be below the identified target construction noise threshold derived in accordance with the *London Good Practice Guild on Noise and Vibration Control for Demolition and Construction*, which sets the SOAEL at $L_{Aeq,T}$ 75 dB for residential and commercial properties.

Ben Dymock MIOA
CLARKE SAUNDERS ACOUSTICS

AS12957 8 HERMIT PLACE, LONDON

clarke saunders acoustics

Noise Impact on receivers: 5, 6 & 7 Hermit Place

Development: 8 Hermit Place

Construction noise criteria of: 75 dB $L_{Aeq10hour}$

Demolition, Groundworks & Piling

Plant	Sound Pressure level	At what distance?	"On time"	In concurrent use	Distance to receptor	Screening	Noise Level at receptor
Angle Grinder	80	10	25%	1	6	-10	68
Skilsaw	82	1	40%	1	6	-10	52
Mini excavator	71	10	30%	1	6	-10	60
Mini breaker	83	10	20%	1	6	-10	70
Piling Rig	76	10	50%	1	6	-10	67
Concrete Pump	78	10	10%	1	6	-10	62
Concrete Mixer	76	10	10%	1	6	-10	60
Air Compressor	65	10	10%	1	6	-10	60
Electric Poker	81	10	5%	1	6	-10	62

TOTAL 75 dB(A) 10 hr

AS12957 8 HERMIT PLACE, LONDON

clarke saunders acoustics

Superstructure

Plant	Sound Pressure level	At what distance?	"On time"	In concurrent use	Distance to receptor	Screening	Noise Level at receptor
Circular Saw	86	1	15%	1	6	-10	52
Drop Saw	95	1	15%	1	6	-10	61
Impact Driver	70	10	30%	2	6	-10	62
Multi Tool	67	10	5%	1	6	-10	48
Planer	86	1	5%	1	6	-10	47
Mag Drill	82	10	5%	1	6	-10	63
Brick table saw	85	10	30%	1	6	-10	74
Angle Grinder	80	10	5%	1	6	-10	61

TOTAL 75 dB(A) 10 hr

Fitout

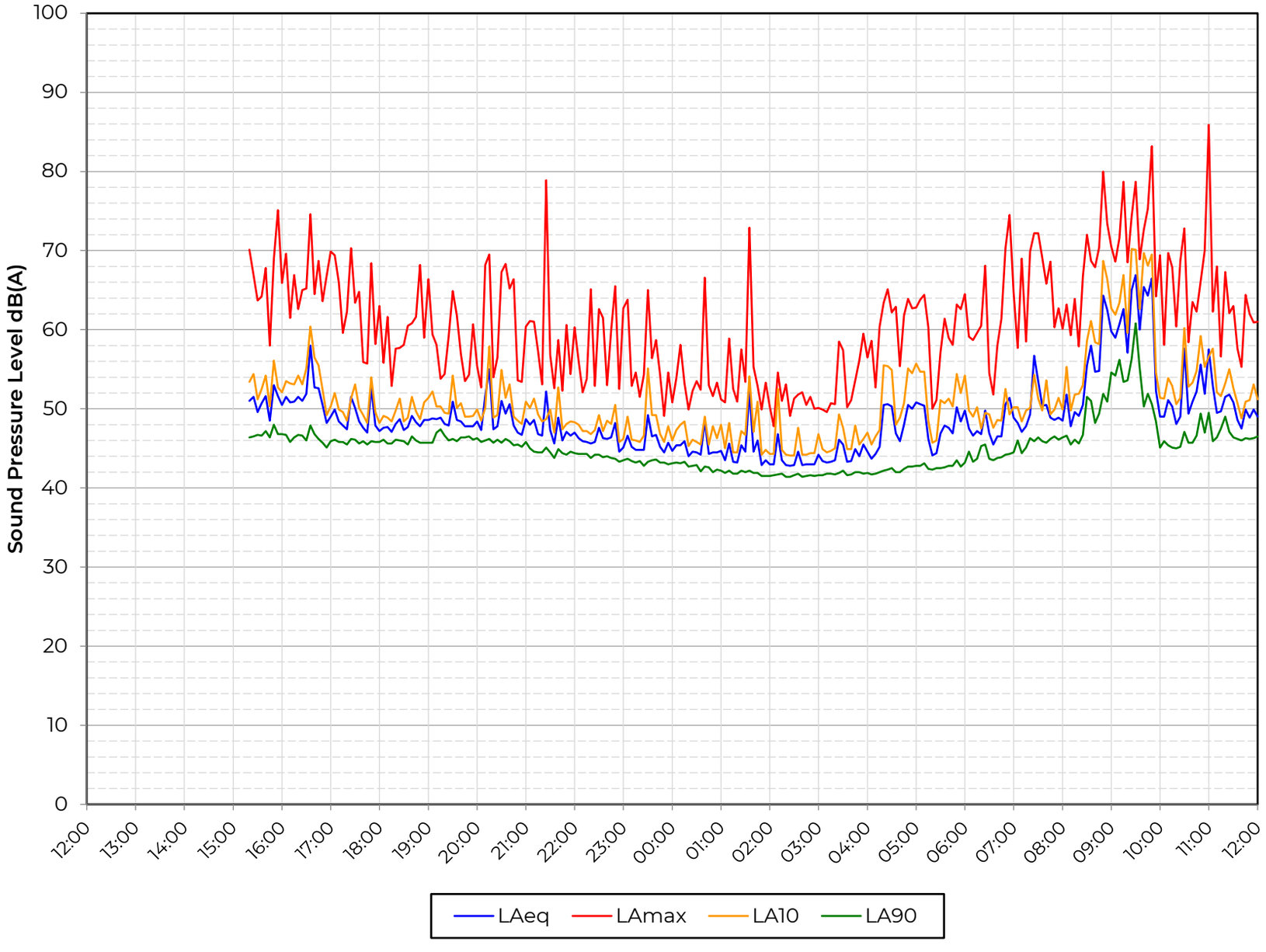
Plant	Sound Pressure level	At what distance?	"On time"	In concurrent use	Distance to receptor	Screening	Noise Level at receptor
Nail Gun	73	10	5%	1	6	-15	49
Impact Driver	70	10	25%	5	6	-15	60
Planer	86	1	5%	1	6	-15	42
Metal Chopsaw	86	3	15%	2	6	-15	60
Circular Saw	86	1	10%	1	6	-15	45
Angle grinder	80	10	5%	1	6	-15	56

TOTAL 64 dB(A) 10 hr

clarke saunders acoustics

8 Hermit Place

Position LT1



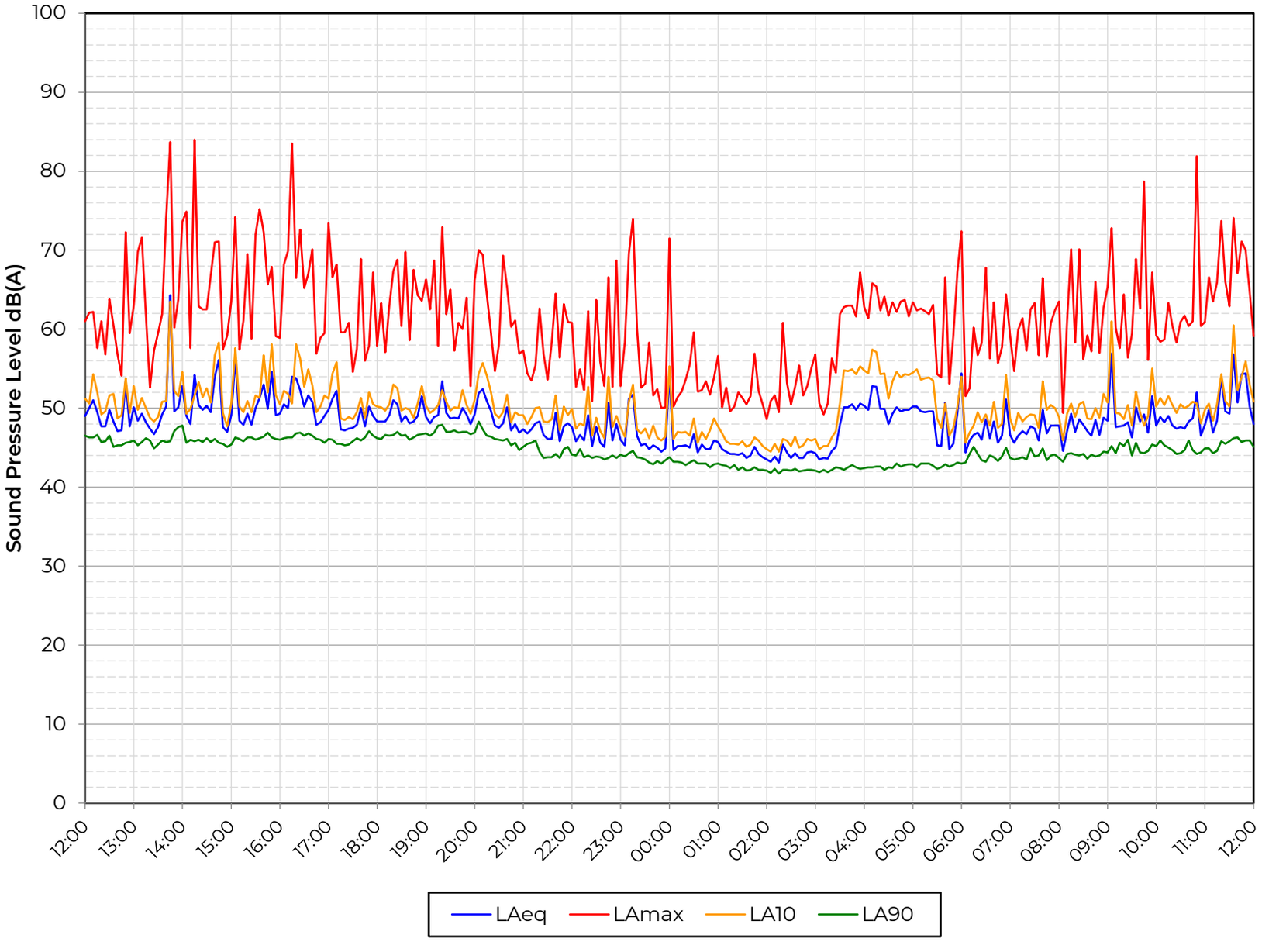
Thu 02 Mar to Fri 03 Mar

Figure AS12957/TH1

clarke saunders
acoustics

8 Hermit Place

Position LT1



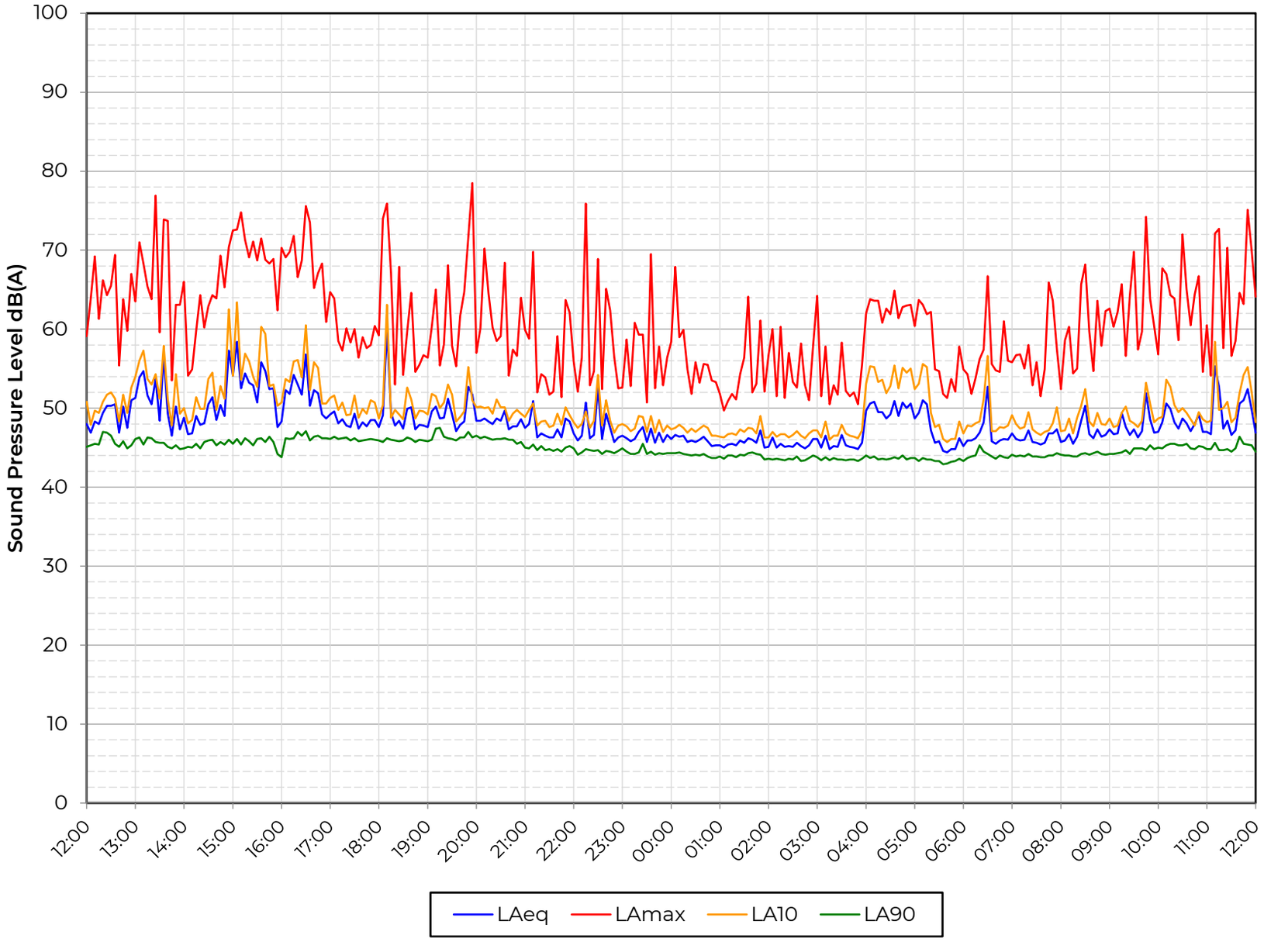
Fri 03 Mar to Sat 04 Mar

Figure AS12957/TH2

clarke saunders acoustics

8 Hermit Place

Position LT1



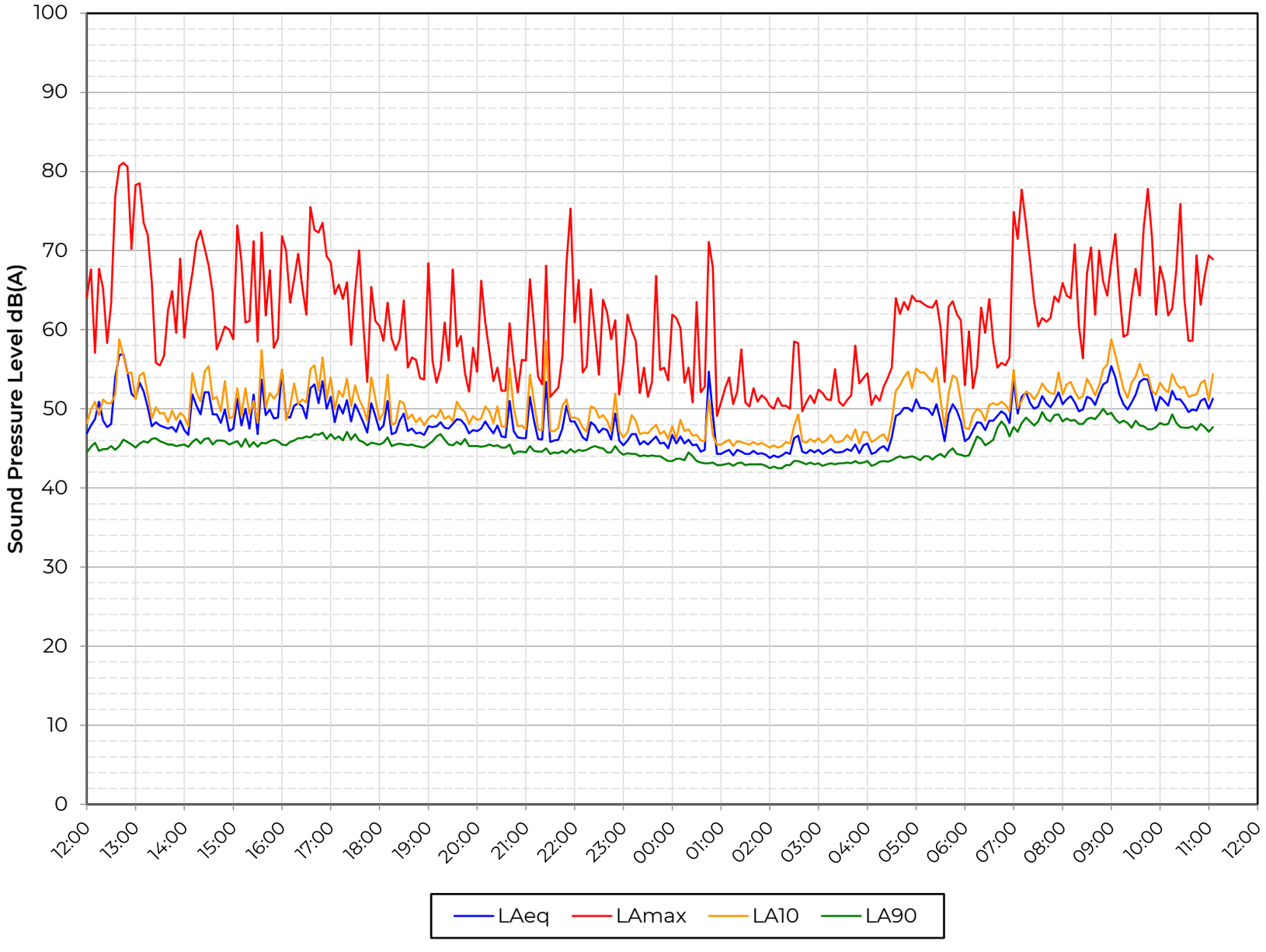
Sat 04 Mar to Sun 05 Mar

Figure AS12957/TH3

clarke saunders
acoustics

8 Hermit Place

Position LT1



Sun 05 Mar to Mon 06 Mar

Figure AS12957/TH4

APPENDIX C

LONDON BOROUGH OF CAMDEN'S COMMUNITY LIAISON GUIDANCE

Community liaison guidance: guidance for developers and contractors

We expect you to consult with the local community before submitting your draft Construction Management Plan (CMP) to the Council. If you do not include evidence of the consultation with your submission or we are not satisfied with the level of liaison undertaken, we will not review the CMP.

A: Before you submit your CMP to the Council

1. Who to consult:

- Neighbouring residents, business, schools and organisations that will be affected by the demolition and construction of the development.
- This should be proportionate to the scale of the development and should include as a starting point:
    - All the properties along the street on which the site is located and those who back onto and front the site.
    - Ward councillors – you can find your ward councillor on our website.

2. How to consult:

- Send letters and / or emails allowing at least 14 days to comment on the proposals.
- If you are required to form a Community Working Group please see the CMP pro-forma for further information. [link]

3. What to include in your letter:

- A statement making clear that the consultation is about the CMP.
- A summary of the key details of the construction process and a copy of the CMP, or a link to a website where the CMP is available to view and download.
- The deadline for comments.
- Contact details of who to contact with any questions and where to send comments.

4. Incorporating consultation feedback in your submitted CMP:

- Review all comments received and where possible make changes to the CMP to address the concerns raised.
- When submitting the CMP to the Council, include a consultation document as an appendix outlining:
    - Who was consulted.
    - A summary of the comments received.
    - How the CMP has been amended / mitigation measures put in place in response to comments received. Where the CMP has not been amended, an explanation of the reasons for not making changes.

B: Ongoing engagement during construction works

The Council expects ongoing engagement with neighbouring residents, businesses and organisations during the course of the works. Experience demonstrates that this can have a significant effect in reducing the number of complaints received during the construction process.

Ongoing engagement should include but is not limited to:

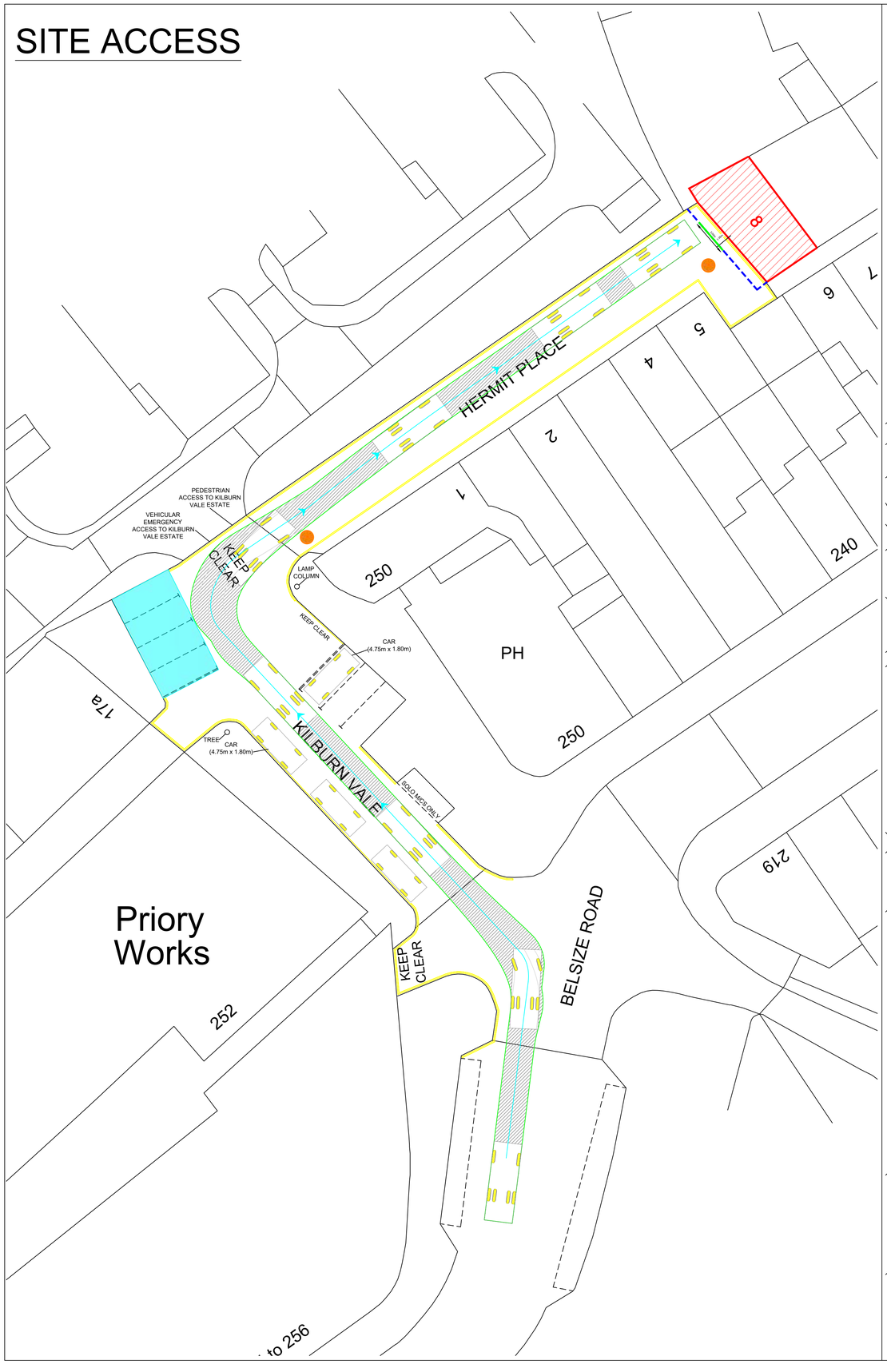
- **Looking forward updates/ newsletters** – outlining what is taking place on site in the next two weeks (i.e. type of work, the number and size of vehicles) and contact details for any concerns or comments. Ideally these will be sent fortnightly to affected residents, by letter or email, and displayed on notice boards on the hoarding outside the site
- **Any revisions to the CMP** – you should undertake further consultation with residents if it becomes necessary to do so during the course of the development.

Questions – if you have any questions on community liaison please contact the planning obligations team: planningobligations@camden.gov.uk.

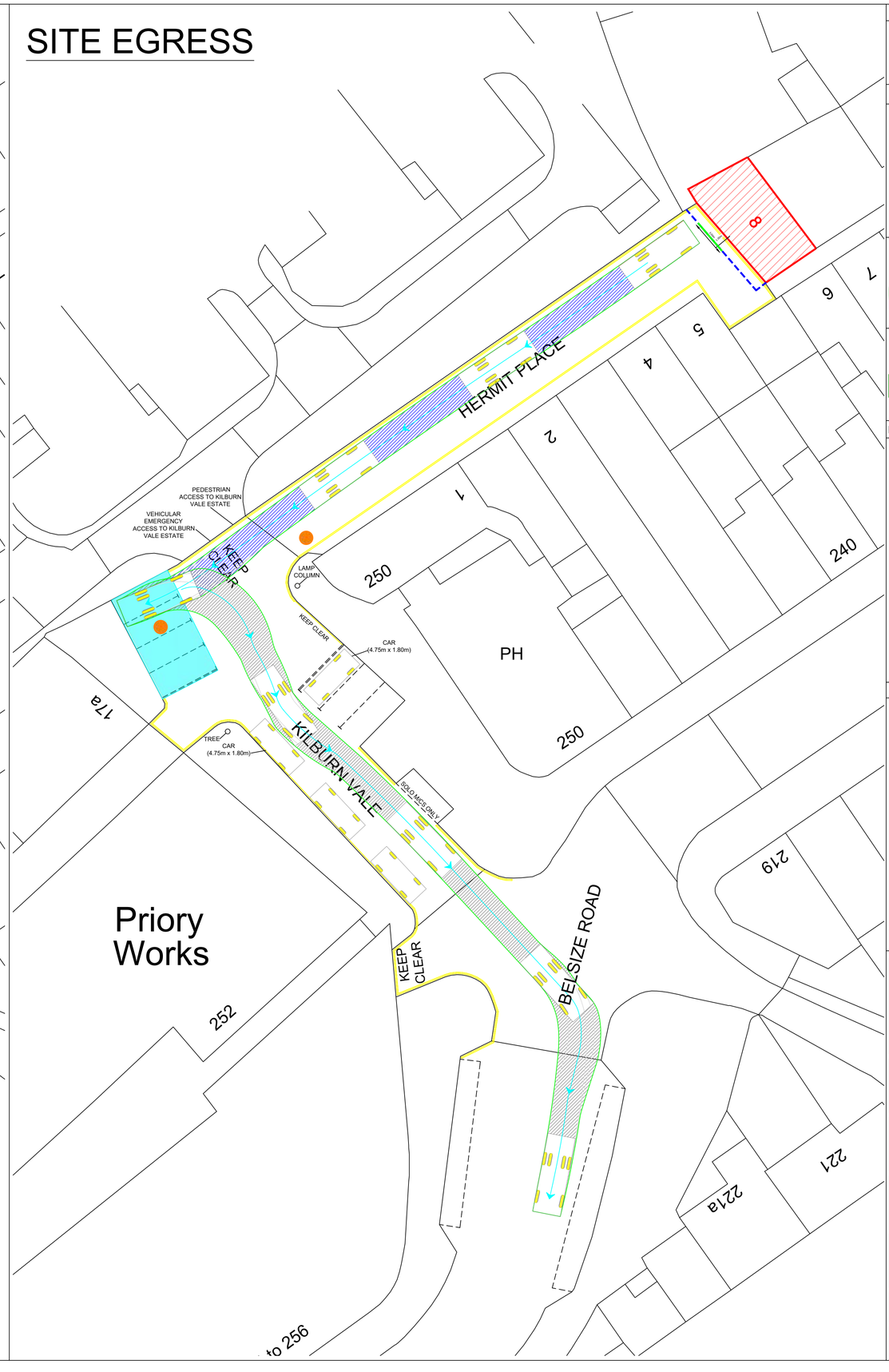
APPENDIX D1

SWEPT PATH ANALYSIS SITE ACCESS & EGRESS - CONCRETE PUMP TRUCK

SITE ACCESS



SITE EGRESS

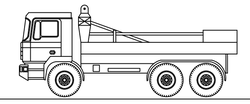


REV:	DETAILS:
V1	SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - CONCRETE PUMP TRUCK (10.03.23)

VEHICLE DETAILS:

VEHICLE: CONCRETE PUMP TRUCK
LEGNTH: 6.50m
WIDTH: 2.30m

NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY



FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)

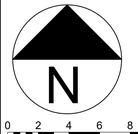
REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)

KEY:

- SITE BOUNDARY
- SITE HOARDING
- SITE ACCESS POINT
- TRAFFIC MARSHAL POSITION
- SUSPENDED PARKING BAYS

NOTES:

a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake all proposed manoeuvres.



South Downs Safety Ltd
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CLIENT:
CASTLE TRADING LTD

PROJECT:
8 HERMIT PLACE, LONDON NW6 4BZ

DRAWING TITLE:
SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - CONCRETE PUMP TRUCK

DRAWING STATUS:
FOR INFORMATION

DRAWN:	DESIGNED:	DATE:	SCALE:	SIZE:
ME	ME	10.03.23	1:200	A1

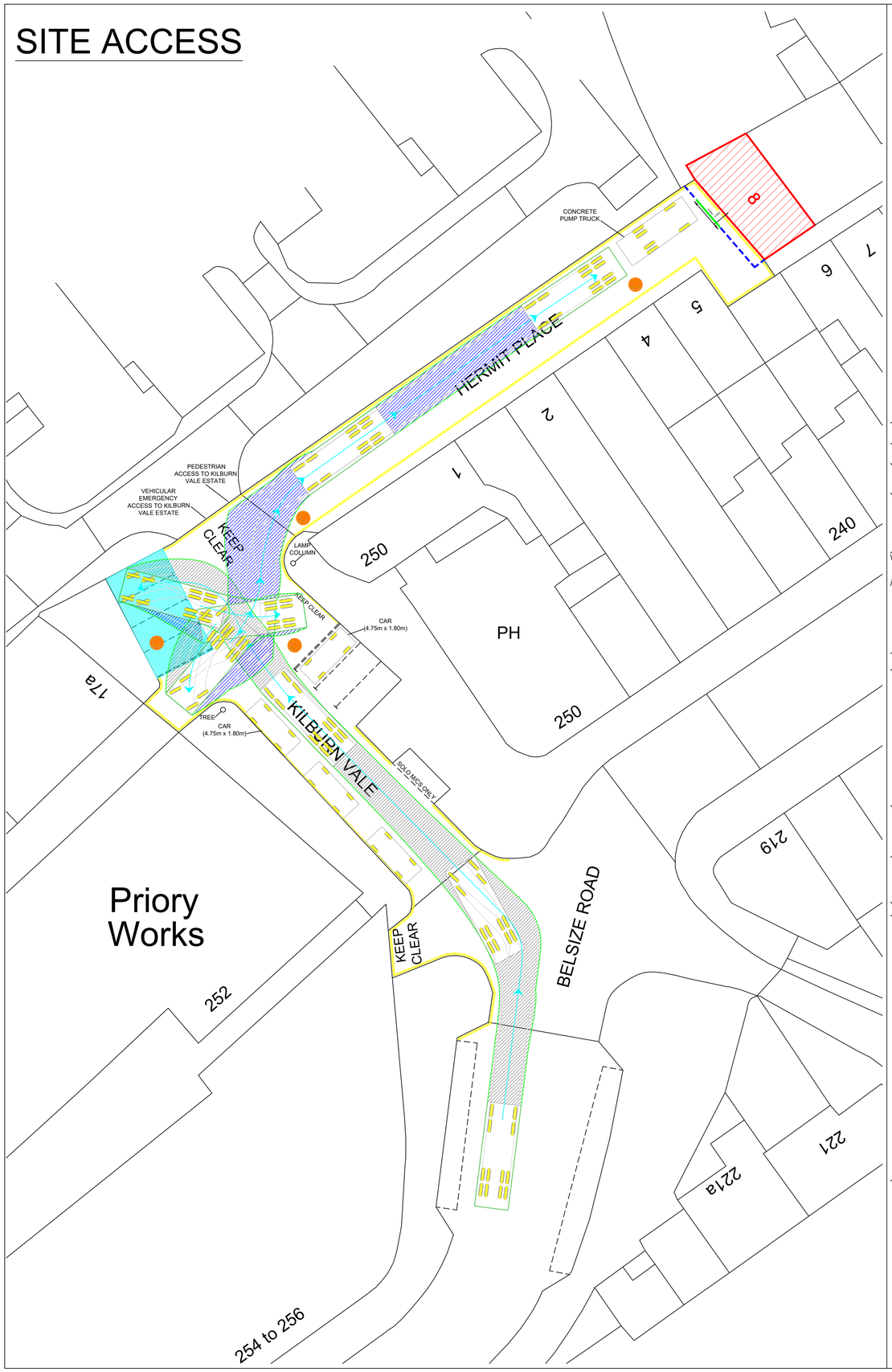
DRAWING NUMBER:	REV:
SDS-301	V1

APPENDIX D2

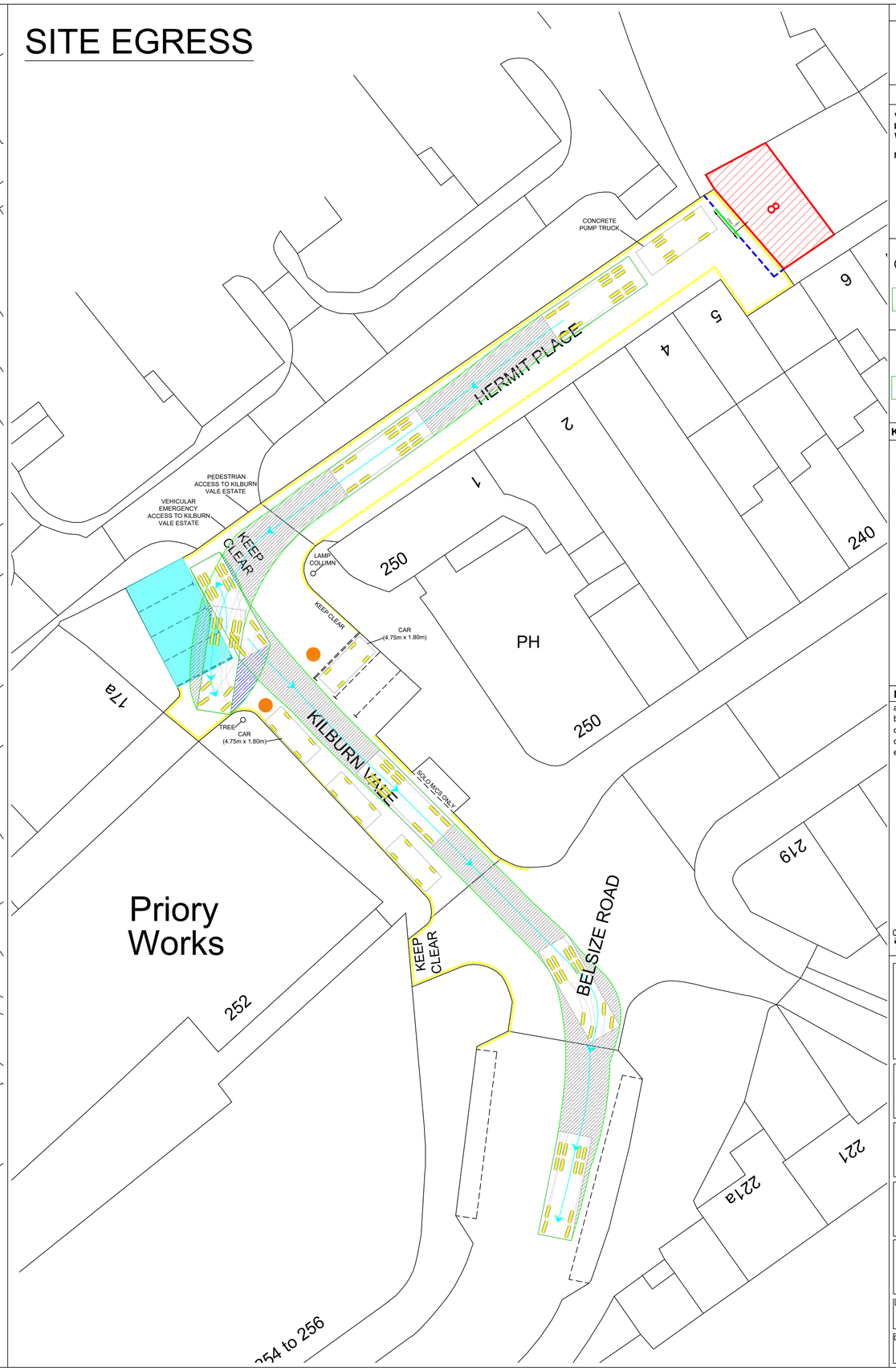
SWEPT PATH ANALYSIS

SITE ACCESS & EGRESS - CONCRETE LORRY

SITE ACCESS



SITE EGRESS

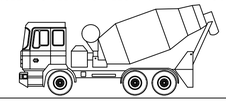


REV:	DETAILS:
V1	SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - CONCRETE LORRY (10.03.23)

VEHICLE DETAILS:

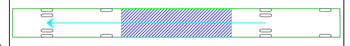
VEHICLE: CONCRETE LORRY
LEGNTH: 8.55m
WIDTH: 2.75m

NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY



FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)



KEY:

SITE BOUNDARY
SITE HOARDING
SITE ACCESS POINT
TRAFFIC MARSHAL POSITION
SUSPENDED PARKING BAYS

NOTES:

a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
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South Downs Safety Ltd
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CLIENT:
CASTLE TRADING LTD

PROJECT:
8 HERMIT PLACE, LONDON NW6 4BZ

DRAWING TITLE:
SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - CONCRETE LORRY

DRAWING STATUS:
FOR INFORMATION

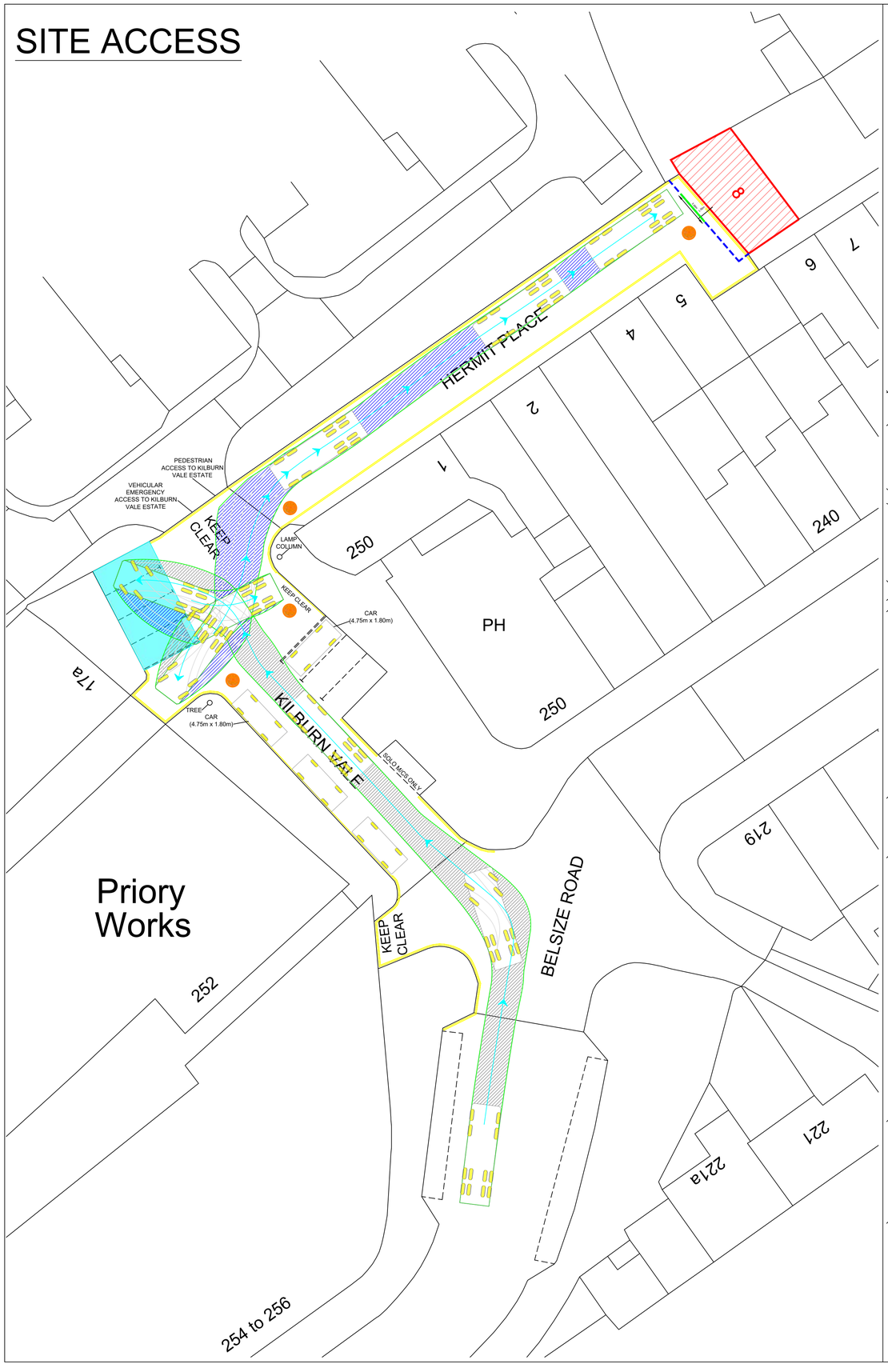
DRAWN:	DESIGNED:	DATE:	SCALE:	SIZE:
ME	ME	10.03.23	1:200	A1

DRAWING NUMBER:	REV:
SDS-302	V1

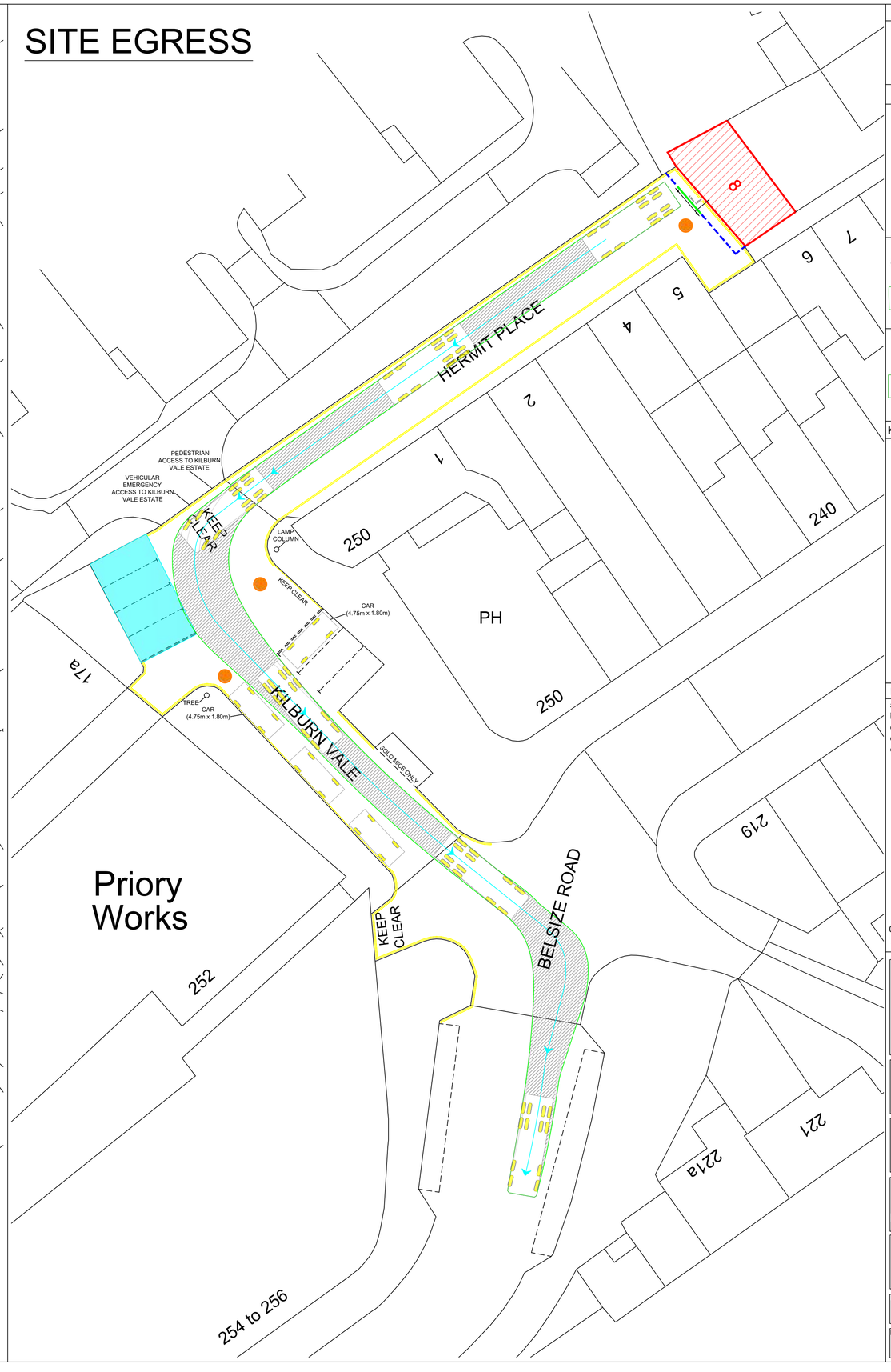
APPENDIX D3

SWEPT PATH ANALYSIS
SITE ACCESS & EGRESS -
MEDIUM TIPPER SPOIL REMOVAL

SITE ACCESS



SITE EGRESS



REV:	DETAILS:
V1	SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - MEDIUM TIPPER SPOIL REMOVAL (10.03.23)

VEHICLE DETAILS:

VEHICLE: MEDIUM TIPPER
LEGNTH: 8.20m
WIDTH: 2.40m

NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY

FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)

KEY:

- SITE BOUNDARY
- SITE HOARDING
- SITE ACCESS POINT
- TRAFFIC MARSHAL POSITION
- SUSPENDED PARKING BAYS

NOTES:

a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake all proposed manoeuvres.

N

0 2 4 6 8 10m
1:200

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CLIENT:
CASTLE TRADING LTD

PROJECT:
8 HERMIT PLACE, LONDON NW6 4BZ

DRAWING TITLE:
SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - MEDIUM TIPPER SPOIL REMOVAL

DRAWING STATUS:
FOR INFORMATION

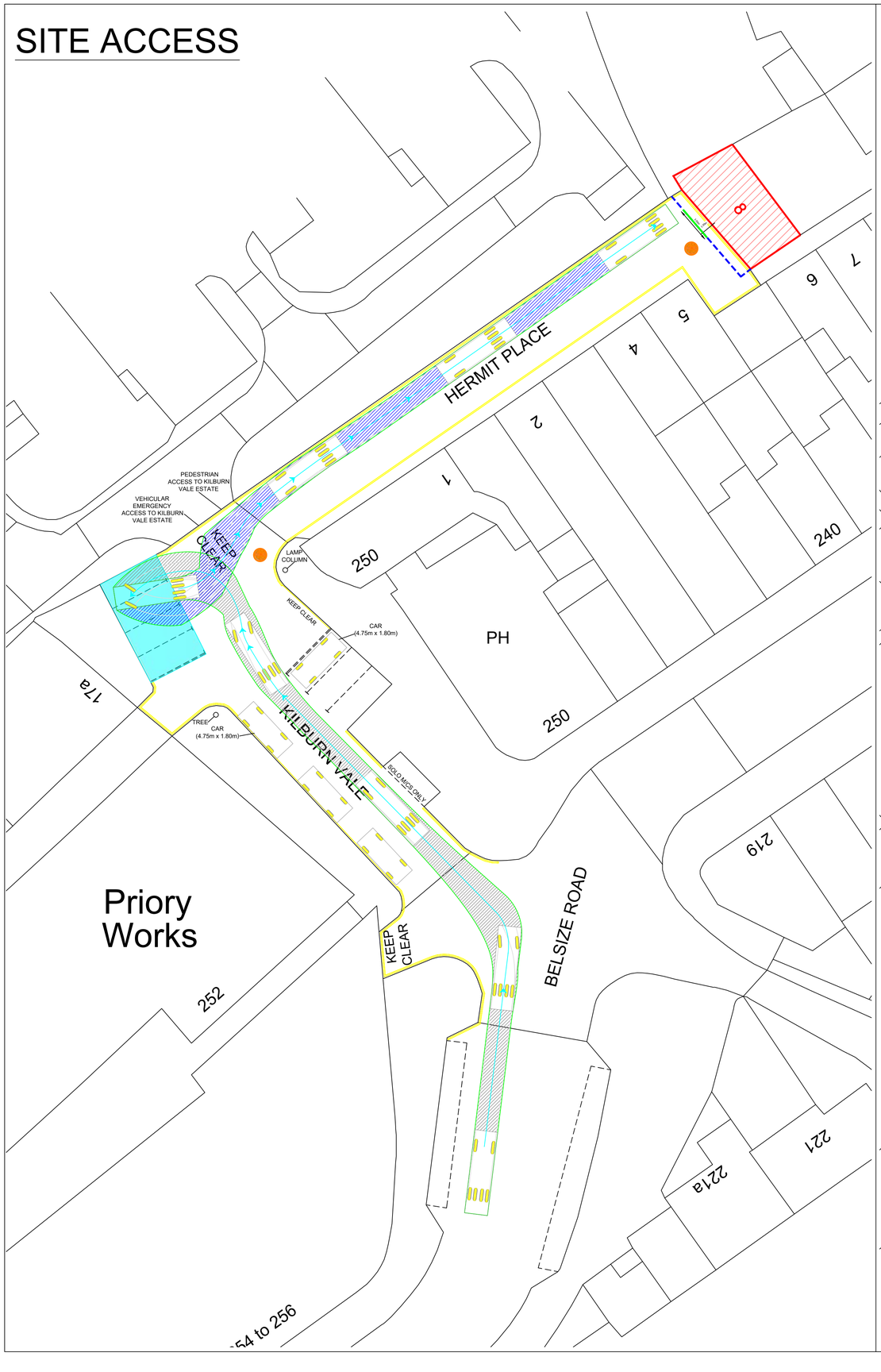
DRAWN:	DESIGNED:	DATE:	SCALE:	SIZE:
ME	ME	10.03.23	1:200	A1

DRAWING NUMBER: SDS-303
REV: V1

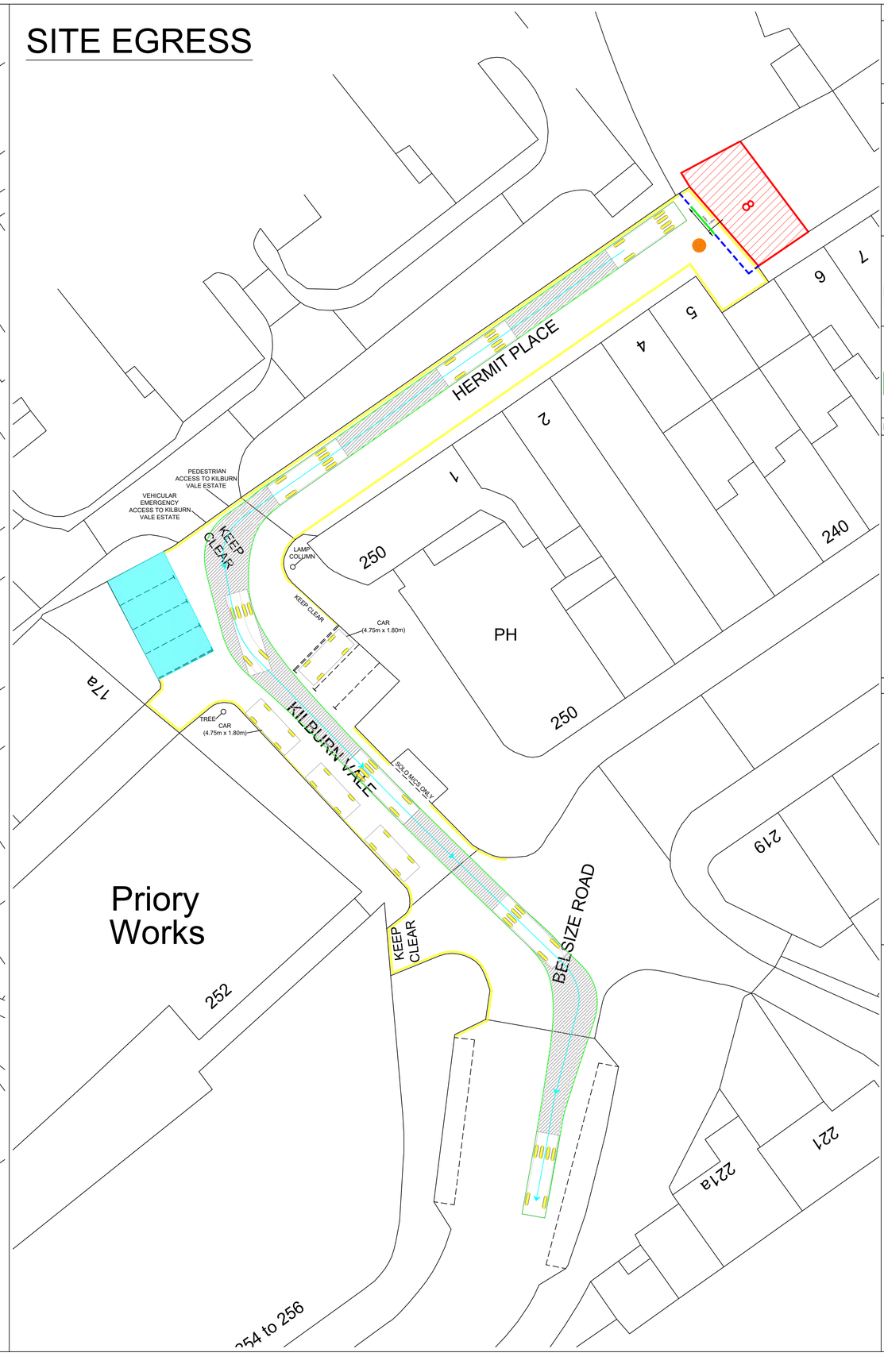
APPENDIX D4

SWEPT PATH ANALYSIS
SITE ACCESS & EGRESS -
SMALL FLATBED SPOIL REMOVAL

SITE ACCESS



SITE EGRESS

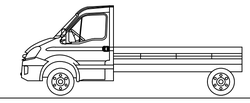


REV:	DETAILS:
V1	SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - SMALL FLATBED SPOIL REMOVAL (10.03.23)

VEHICLE DETAILS:

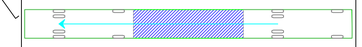
VEHICLE: SMALL FLATBED
LEGNTH: 6.90m
WIDTH: 1.90m

NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY



FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)



KEY:

SITE BOUNDARY

SITE HOARDING

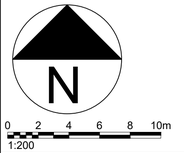
SITE ACCESS POINT

TRAFFIC MARSHAL POSITION

SUSPENDED PARKING BAYS

NOTES:

a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake all proposed manoeuvres.



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PROJECT:
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DRAWING TITLE:
SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - SMALL FLATBED SPOIL REMOVAL

DRAWING STATUS:
FOR INFORMATION

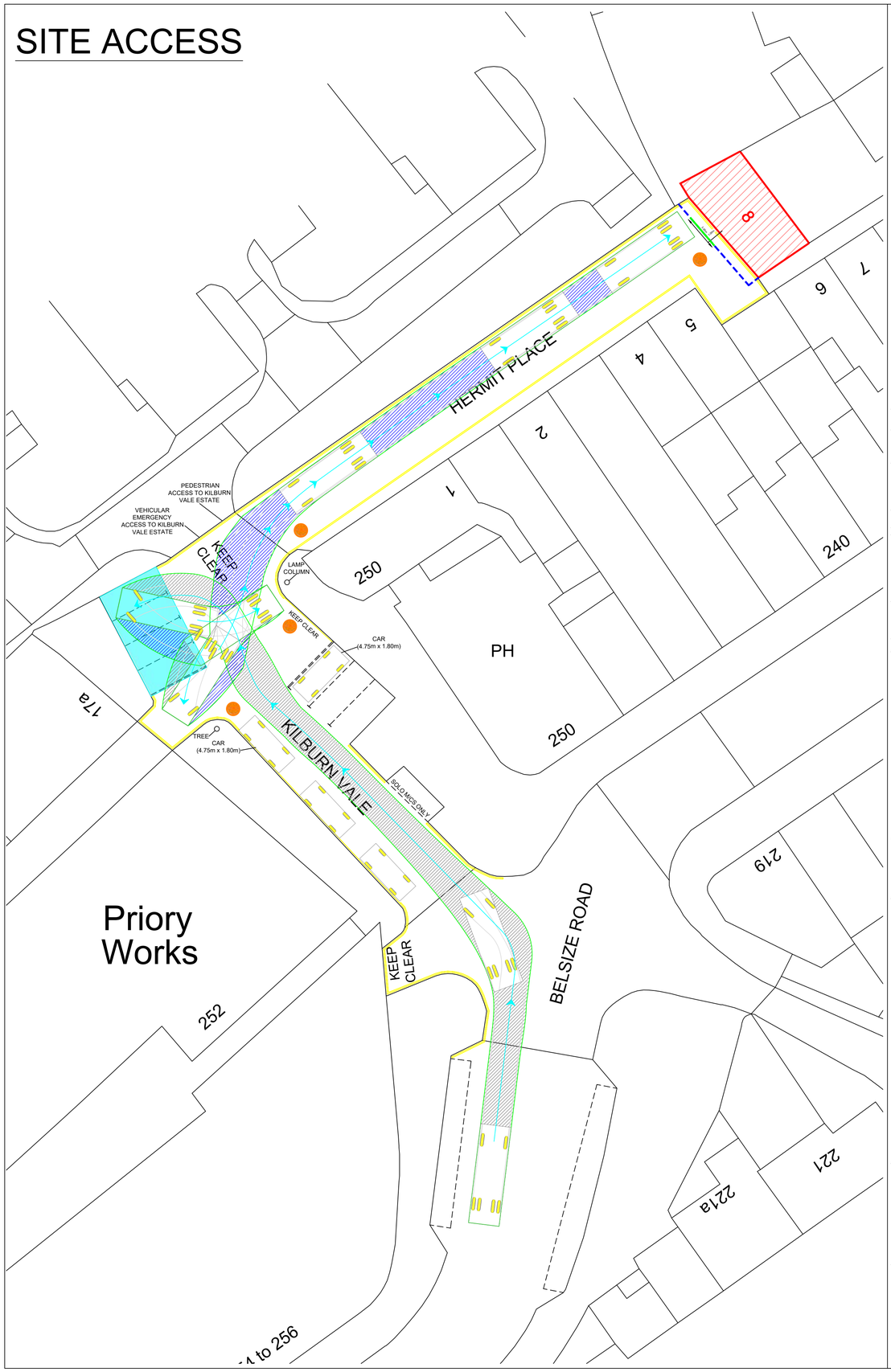
DRAWN:	DESIGNED:	DATE:	SCALE:	SIZE:
ME	ME	10.03.23	1:200	A1

DRAWING NUMBER:	REV:
SDS-304	V1

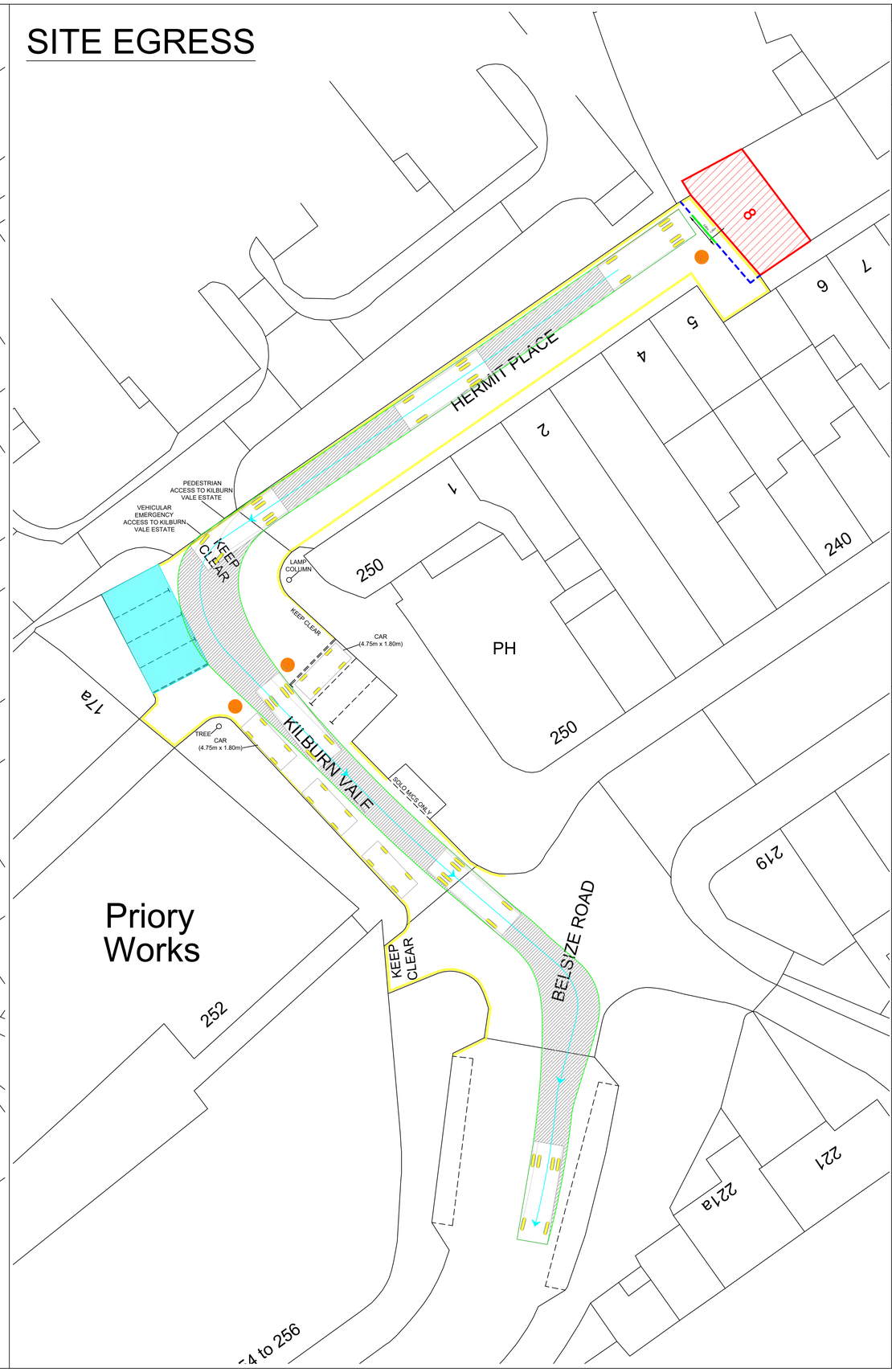
APPENDIX D5

SWEPT PATH ANALYSIS
SITE ACCESS & EGRESS -
7.5T FLATBED DELIVERIES

SITE ACCESS



SITE EGRESS

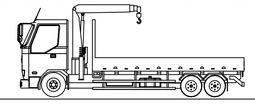


REV:	DETAILS:
V1	SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - 7.5T FLATBED DELIVERIES (10.03.23)

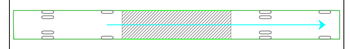
VEHICLE DETAILS:

VEHICLE: 7.5T FLATBED
LEGNTH: 8.10m
WIDTH: 2.50m

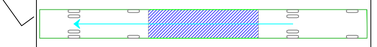
NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY



FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)



REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)



KEY:

SITE BOUNDARY

SITE HOARDING

SITE ACCESS POINT

TRAFFIC MARSHAL POSITION

SUSPENDED PARKING BAYS

NOTES:

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b. This drawing is to be read and printed in colour.
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d. Road layout and location of street furniture is approximate.
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N

0 2 4 6 8 10m
1:200

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DRAWING TITLE:
SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - 7.5T FLATBED DELIVERIES

DRAWING STATUS:
FOR INFORMATION

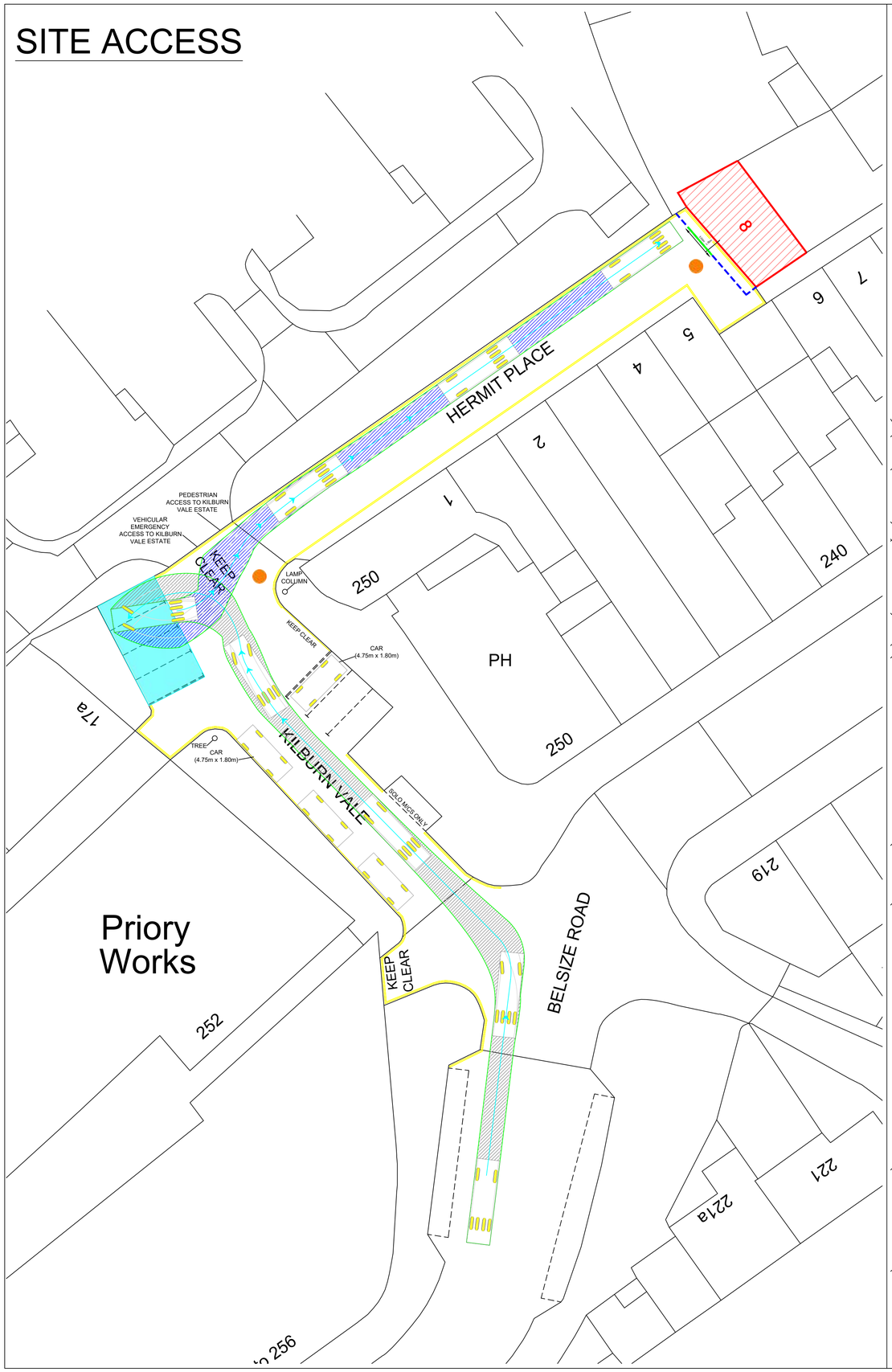
DRAWN:	DESIGNED:	DATE:	SCALE:	SIZE:
ME	ME	10.03.23	1:200	A1

DRAWING NUMBER:	REV:
SDS-305	V1

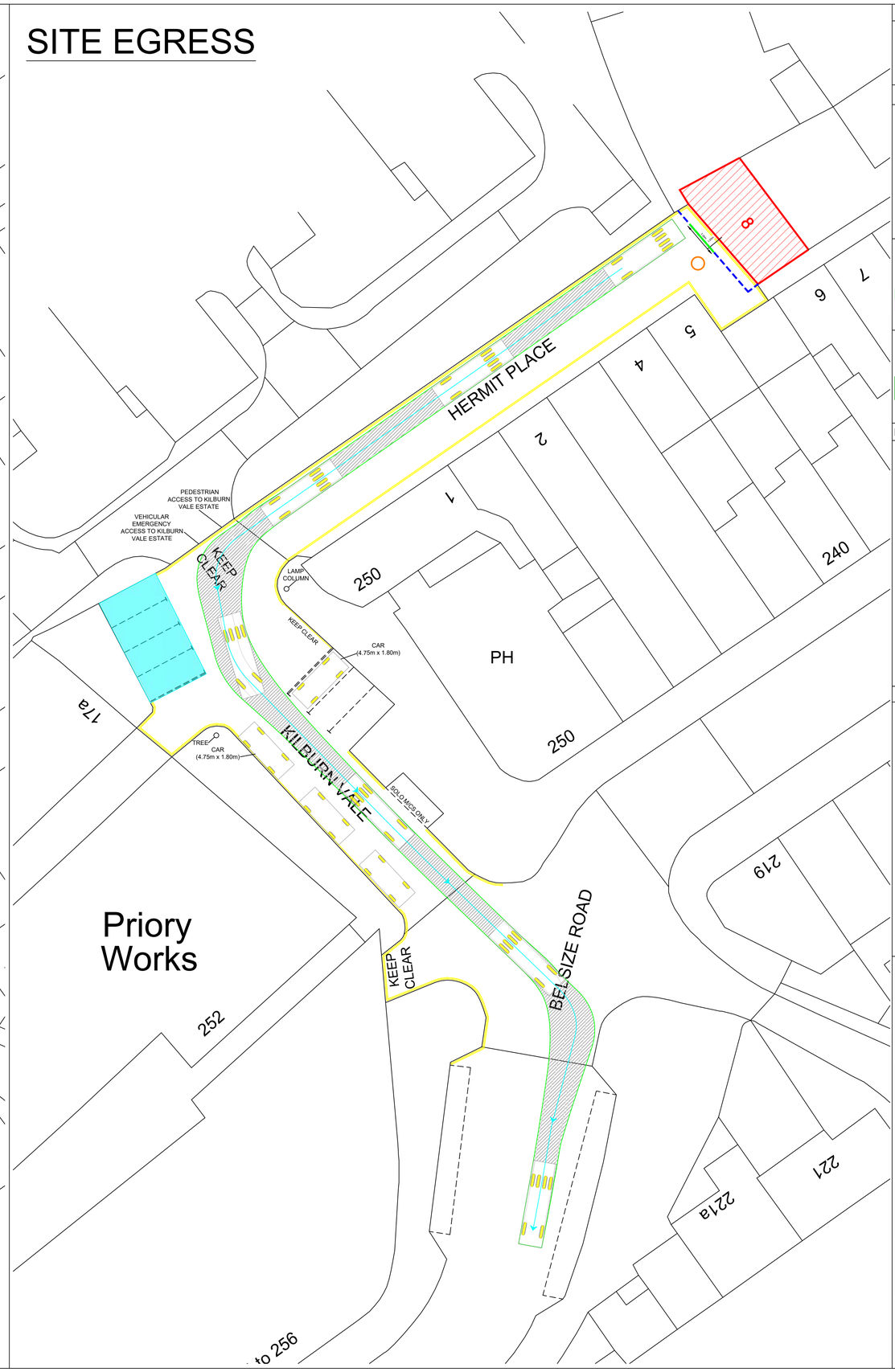
APPENDIX D6

SWEPT PATH ANALYSIS
SITE ACCESS & EGRESS -
SMALL FLATBED DELIVERIES

SITE ACCESS



SITE EGRESS

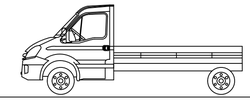


REV:	DETAILS:
V1	SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - SMALL FLATBED DELIVERIES (10.03.23)

VEHICLE DETAILS:

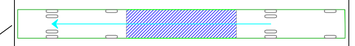
VEHICLE: SMALL FLATBED
LEGNTH: 6.90m
WIDTH: 1.90m

NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY



FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)



KEY:

SITE BOUNDARY
SITE HOARDING
SITE ACCESS POINT
TRAFFIC MARSHAL POSITION
SUSPENDED PARKING BAYS

NOTES:

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8 HERMIT PLACE, LONDON NW6 4BZ

DRAWING TITLE:
SWEPT PATH ANALYSIS: SITE ACCESS & EGRESS - SMALL FLATBED DELIVERIES

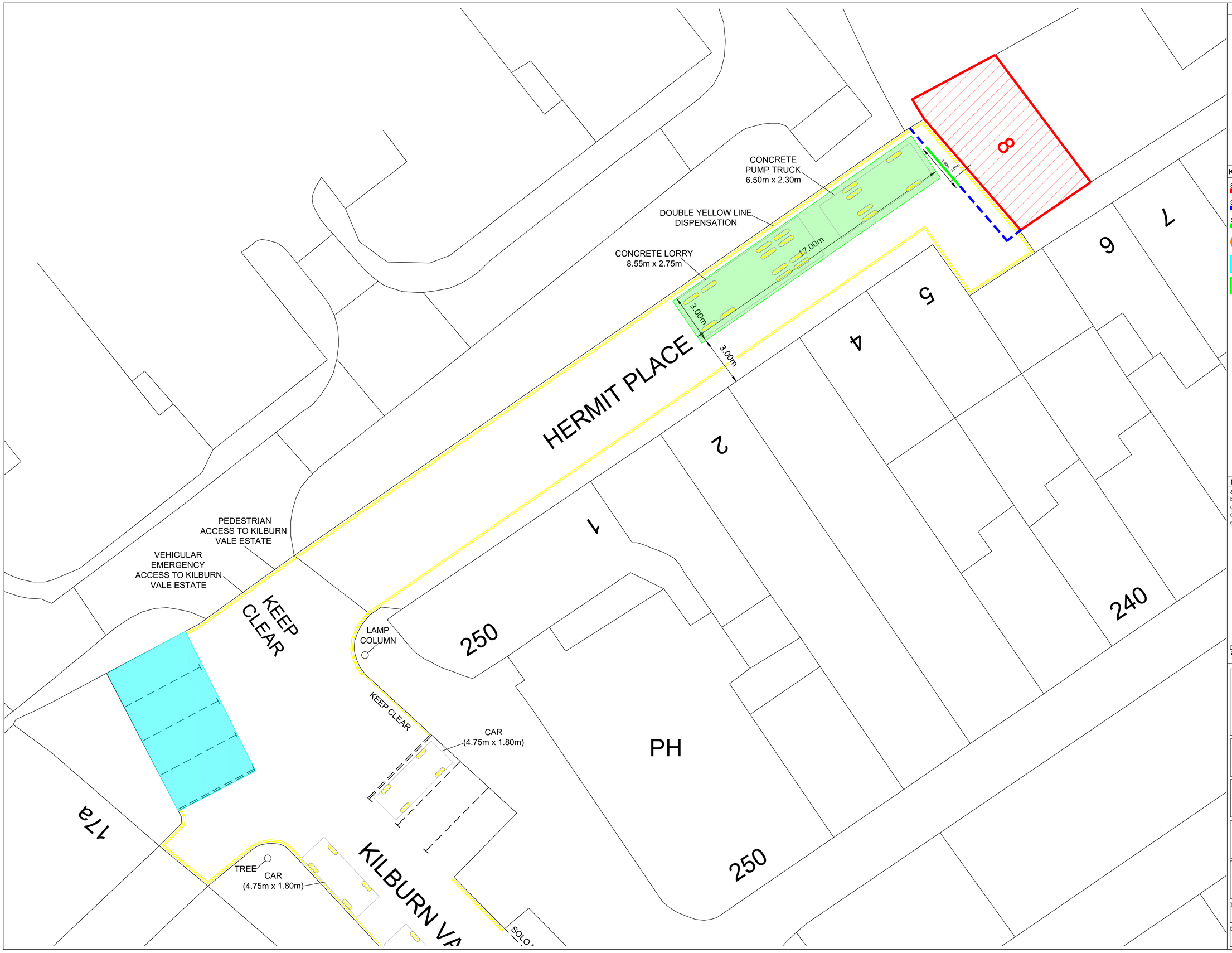
DRAWING STATUS:
FOR INFORMATION

DRAWN:	DESIGNED:	DATE:	SCALE:	SIZE:
ME	ME	10.03.23	1:200	A1

DRAWING NUMBER:	REV:
SDS-306	V1

APPENDIX E

SITE LAYOUT PLAN



REV:	DETAILS:
V1	SITE LAYOUT PLAN (10.03.23)

KEY:

- SITE BOUNDARY
- SITE HOARDING
- SITE ACCESS POINT
- TRAFFIC MARSHAL POSITION
- SUSPENDED PARKING BAYS
- MANAGED VEHICLE SETDOWN AREA

NOTES:

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N

0 1 2 3 4 5m
1:100

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DRAWING TITLE:
SITE LAYOUT PLAN

DRAWING STATUS:
FOR INFORMATION

DRAWN:	DESIGNED:	DATE:	SCALE:	SIZE:
ME	ME	10.03.23	1:100	A1

DRAWING NUMBER:	REV:
SDS-308	V1

APPENDIX F

CONSTRUCTION METHOD STATEMENTS

A. BLOCK PAVING METHODOLOGY

Once Engineer has set out, the 360 Excavator will excavate to formation level (removing any soft spots) and transfer the excavated material using a 1T Dumper.

The Dumper will then travel along agreed traffic route to tipping area of spoil heap.
Banksman to bank all vehicles / plant through site.

The required depth of sub-base material will then be laid and compacted.
Place a minimum of 150mm of lean mix concrete as a bed ready for the placement of kerbs.

Lay kerbs and Acco channels to the line and level on the pins. Kerbs and Acco channels are to be laid by mechanical means, e.g., 360 Excavator in connection with purpose made lifting equipment, vacuum lifters, and positive pressure friction grabs.
Kerbs and Acco channels to be fine adjusted by hand and backed up with Lean Mix concrete.

Kerbs and Acco channels to be cut by petrol saw where required using dust suppression water bottle attachment.

Once concrete has hardened fill between kerbs and Acco channels with type 1 or similar approved material and compact to the desired level.

B. BRICKWORK/ BLOCKWORK METHODOLOGIES

Brick and Block laying to form exterior and interior walls of newly constructed buildings at the above address:

- Installation of Wind post, Shelf angle, lintels.
- Set up the area of work.
- Mark up wall positioning.
- Grid lines and Datum's provided by *Principal Contractor*.(Castle Trading Limited)
- This procedure provides a method of control for construction of Brick and block masonry work in order to achieve compliance with the contract specification and drawings.
- All masonry Blockwork will be carried out in accordance with the specification and Project Quality Plan.
- Checks Prior to Start of Brickwork, ensure that the area to receive the Brickwork, blockwork is as per the contract. Drawings and approved finishing schedule.
- Check preceding activities have been inspected and approved
- Height of the scaffold, every lift must be agreed progresive lift 1800mm height.

C. CARPENTRY METHODOLOGY

- Materials will be checked for damage and moisture and also that all are present and correct.
- Working area will be checked for access and that the condition is suitable to carry out works. The plywood boards are the first part of installation. The board are cut from the bottom working to the top of wall. As the bottom level is crucial and boards are cut to follow drawing details.
- The boards are cut using a skill saw and screwed into place with the plywood speed fixings, as per the manufacture's requirements. All boards are slotted together into their form making sure that all boards are fitted correctly.
- At the junction of windows and doors an overhang of board is being created until the window/doors are fitted.
- When this happen, the boards will be trimmed back to suit windows/door reveal details
- Due to the delay between fitting the board and window/door, a primary coat of base coat is applied to protect the boards from weather. Breathing apparatus and gloves to be worn.
- Once windows and doors have been fitted and all boards trimmed to suit a final coat will be applied incorporating mesh/ beads details as per architect's drawings. Breathing apparatus and gloves to be worn.
- Door frames will be assembled on site and fitted to openings. Door frames are cut using chop saw, with extraction attached. Breathing apparatus and eye protection be to worn.
- Doors are hanged following frame installation with hinges. Impact drivers are used to insert screws in hinges to hang doors.
- All skirtings and architraves are then cut to size using chop saw and installed using Paslode gas guns. Eye protection and ear protection to be worn.
- A base coat of wood oil is then applied to all exposed woods. Breathing equipment is worn during this operation.
- Prior to applying top coat, all nail holes are filled with wood filler.
- Once topcoat has been applied the protective plastic will be removed leaving all areas clean and tidy.

D. CAVITY DRAIN METHODOLOGY

The principle operations covered by this Method Statement are the general procedures for installing
Wycamol Cavity drain membrane.
The following operations will be carried out:

- Installing Newton 2 fit NP400 sump pumps and Vitron Quatro Multiplus 12/1200/50 inverter together with North Star 190FT high capacity battery
- Installing Wycamol CM 20 to walls.
- Install Wycamol CM20 to slab.
- Installing Wycamol Watergaurad Channel to perimeter of basement walls.
- Installing Wycamol Hydrodry to Drainage channel

E. DRY LINING METHODOLOGY

We will be installing a metal stud and mf ceiling system using Various size studs as per drawings

Fixed to the metal studs and mf ceiling will be layers of British Gypsum based boards.

F. DUCTWORK INSTALLATION METHODOLOGY

1) All operatives to have all necessary ppe and undertake a site-specific health & safety induction, where they will be briefed on safety by the main contractor and have their skill cards and competence certificates registered. No works to commence until fire exit routes have been established.
2) A hot works permit must be obtained if hot are to be undertaken
3) Deliveries of ductwork as per the quality plan.
4) Before off-loading ductwork, our supervisor & safety monitor is to brief operatives on trade specific safety protocols, then continue with checking items delivered against drawing numbers listed above
5) Store ductwork and components in an area agreed with the main contractor that does not block fire escape routes. for the AHU instalation, this is to be managed by CEE only and Deva operatives to take instructions from cee staff on plantroom works.
6) load and unload ductwork on the main contractors hoist in accordance with the hoist operators instructions.
7) Set out ductwork goal-post brackets at the intervals listed in the tables of the hvca dw141 specification and use 'bigfoot' feet for all brackets and check that bracket spacings do not clash with ductwork flanges.
8) For ductwork with insulation, use isolation strips in the brackets.
9) Set out ductwork starting from the ahu and refer to the roof drawing for part numbers and check duct sizes and lengths are correct.
10) Place gasket strip on flanges and mate the first section to the ahu.
11) For straight lengths of ductwork, where possible, have longitudinal seems running on the bottom of the ductwork.
12) Before connecting any duct section, check that all seems and flange corners have been factory sealed.
13) Using m10 hex sets bolt flange corners together and follow by fixing flange clamps at 300mm intervals.
14) When installing the client's attenuators, ensure that they are placed in the correct airflow direction.
15) When installing volume control dampers, check with carmel on which side they require the control handles to be positioned.

16) Before termination of a day's work, bag off all open ends of ductwork and rope all remaining sections of un-installed ductwork together and tie off to the building structure.
17) On completion of all roof work and after self-snagging, report to client and offer works for inspection.
18) For ductwork on floors lg-ug-first store ductwork and components in an area agreed with the main contractor that does not block fire escape routes.
19) Check that mobile towers and genie hoists have current certificate and issue to cee, all hand tools to be cleaned and checked before use and all battery operated drills and grinders etc to be fully charged and checked so that on site charging is avoided if possible.
20) Set out ductwork brackets with reference to the drawing in order that brackets do not coincide with branch positions and that they are spaced in accordance with dw144.
21) Attached dropper rods to pre-installed unistrut system.
22) Layout first section of duct on floor as per drawing and place gaskets on one end of each duct section and wipe down the internal duct surface to remove any dirt.
23) Bolt flanges with m8 hex sets and intermediate flange clamps and check that all longitudinal joints have been factory sealed.
24) With two operatives, lift the duct sections onto the scissor lift and tie secure, then raise lift up to the under-bearer level.
25) Place duct sections into the under-bearer from the lift.
26) Insulated ductwork to have isolation strip between bracket and ductwork.
27) When ductwork is secure in the brackets, take the measurement from the ductwork to the finished floor level to check the height and continue installing ductwork using methods 24-32
28) Rectangular ductwork will be delivered to site in 1.5m or 1.2m lengths and spiral tube in 3m lengths. if trimming is required, use hand operated tin snips or battery operated hand held nibler.
29) When installing volume control dampers, ensure that the control handles are located for ease of access, where client has no preference for location.
30) On completion of installing the main header ducts, set and mark out the positions of branch ducts.
31) Using tin snips or battery operated nibbler, cut out hole in duct for the branch take off shoe.
32) Place the branch shoe on the duct and using a battery operated drill, drill through the flange and duct.
33) Place water based sealant on the branch flange and fix flange to the duct with tecscrews.
34) Attach the branch vcd onto the branch shoe and fix using methods hex set screws on flange corners and on large ducts use additional flange clamps.
35) When installing air terminal devices, use the clients reflected ceiling plan drawings to locate positions of terminals.
36) Agree with client on method of suporting the terminal plenums.
37) On completion of work and after self-snagging, report to mitie and offer works for inspection.

38) Works to be supervised by mr david greengrass as listed on deva competent persons register, who will give daily briefings on h&s.
39) At all times, liaison with other trades must be maintained to ensure safe working for all parties.
40) Particular attention to the environment must be maintained with pollution or waste properly disposed of.
41) Before termination of a day's work, bag off all open ends of ductwork and rope all remaining sections of un-installed ductwork together and tie off to the building structure.
42) Particular attention to the environment must be maintained with debris or waste properly disposed of.

G. KITCHEN FITTING METHODOLOGY

1. All stone slabs pre-cut to size at Open Plan Design workshop and then delivered to site ready to affix.
2. Company operatives arrive on site using our company transport.
3. On arrival, operatives to put on all supplied PPE after first checking for faults or damage. Damaged items to be quarantined.
4. Materials and equipment placed in designated area.
5. Operatives position protective floor covering (a layer of plastic topped by a layer of hardboard) and tape in place in work area.
6. Any electrical sockets, switches in the work area etc will be switched off/made safe/isolated if deemed necessary by Site Supervisor.
7. Any remaining adhesive to be removed from ply sub wall using hand tools.
8. Sub wall to be brushed clean of any remaining dust.
9. Extraction machine to be operated throughout the process to remove any excess dust.
10. Using trolleys provided, resulting debris to be removed from working area and taken to Company vehicle for eventual disposal.
11. Replacement pre-cut marble slabs to be loaded on to trolleys and brought to working area.
12. Adhesive to be applied to slab and sub wall (if required).
13. Operatives to affix slabs one by one, with two operatives lifting each slab to ensure safe lifting carrying.
14. On completion of each shift, temporary walls and protective floor covering to be removed and returned to designated store area.
15. On completion of each shift, equipment and materials to be removed from working area and returned to secure designated store area.
16. Working area to be thoroughly swept and cleaned and areas left ready for bank's customers and staff.
17. Working sequence to be repeated as set out above until contract is completed.

H. LANDSCAPING METHODOLOGY

The raised planters will have been previously cast in concrete by the groundworks contractor.
Bulk bags of topsoil will be delivered to the front and rear of the site by Hi-Ab.
Topsoil will be transferred from the bulk bags to wheelbarrows using shovels/ spades.
Topsoil will be tipped from wheelbarrows into the raised planters and spread with shovels.
Small holes will be formed using trowels and plants placed into them.
Soil around the plants will be compacted by hand and watered.

I. PAINTING METHODOLOGY

1.Pre-Start Up
All persons visiting or working on the Project will sign in/out of site before proceeding to their work area. Operatives may also be required to sign in/out of the Clients premises – this is an additional requirement and not an alternative.
Operatives who operate plant or machinery must have documented evidence that they are qualified to do so prior to commencing their work.
As part of the site induction, Contractors are asked if they have read and understood their OWN method statement/risk assessment and sign to say that they have. If they have not, the Contractor will be asked to carry out a Toolbox talk with his own operatives prior to commencement of works on site.

2.Setting Up Mobile Tower
Above to be discussed at a brief pre-work meeting with employees.
During erection and dismantling access to area to be restricted - requires action by client/occupier/Main Contractor.
Towers to be erected only by authorised, competent persons trained in work (or under their direct supervision), and in possession of supplier's handbook. Tower to be erected and used in areas where floor is free of obstructions, holes etc., and where height does not represent risk of contact with overhead structures/services - unless these are noted and carefully avoided during use.
Platform to be inspected before each use.

3.Hand sanding
1.Keep the flat side of the sanding block in complete contact with thesurface of the wood.
2.When sanding with the grain, it’s OK to get close to the edges, butexercise caution that you don't inadvertently round-over the corners. If you want the corner to be softened, use the sanding block to sand a chamfer to the edge.

3.When the surface appears to be fully sanded to the desired finish, setaside the sanding block and, with a fresh piece of sandpaper, lightly sand by hand applying light pressure with the fingertips. Clean the surface in preparation for finishing by removing the dust with either a tack cloth (available at woodworking suppliers) or a clean cloth with mineral spirits.

4.Chemical Stripping

1.Always read the label and follow the safety instructions.
2.If you have poor ventilation or are stripping large areas consider arespirator with a filter for organic vapours (EN. 141)
3.Mask up adjoining areas and sheet up with thick polythene and/orcotton dustsheets. Keep a rag that has been dampened in white spirits handy to remove any spills or splatters.
4.Pour some stripper into a metal paint kettle or large glass jar (beware itwill melt some plastic jars) apply to surface with a grass brush or an old paintbrush.
5.Leave for five minutes. The surface should start to bubble. You may needto apply another two, three or four coats, work it in with your brush, be generous, the more stripper you use the better.
6.Do not let the stripper dry out. When the finish starts to bubble and justbefore it starts to dry remove residue with a sharp cabinet scraper.
7.Apply another coat of stripper, let it soak in for five minutes then removewith number 4 or number 5 grade wire wool, you can work quite hard with the wool, always with the grain direction.
8.You should start to see the wood get completely clean; it should feel bareand not waxy.
9.You may need to repeat this process several times. Neutralise with whitespirits by rubbing over with a wetted rag.

J. PLUMBING METHODOLOGY

This method statement describes the work process for the installation of pipework, bracketry and insulation in the following areas;

- Plastic Soil pipe and bracket installation
- Carpark Plantroom alterations and communal plumbing pipe work installation to
- New plumbing cold water, hot water and hot return water pipe work to connect to the two new changing rooms and cleaners store
- SVP and pipe work insulation
- Installation of bracketry for pipe work and LSTi radiators
- Installation of plantroom

K. RENDERING METHODOLOGY

1. Materials will be checked for damage and that all are present and correct

2. Working area will be checked that access and condition is suitable to carry out works. The Unispeed board is the first part of installation. the board is cut from the bottom working to the top of wall. As the bottom level is to falls the board is cut to follow this fall.

3. The Unispeed is cut using a skillsaw the screwed into place with the unispeed fixings, as per the manufacture's requirements. all boards are slotted together into their T&G form making sure that all boards are fitted correctly.

4. At the point of windows and doors an overhang of board is being created until the window/doors are fitted. When this happens the boards will be trimmed back to suit windows/door.

5. Due to the delay between fitting the Unispeed board and window/doors, a primary coat of Unifoundation coat to protect the boards from weather.

6. Once windows and doors have been fitted and all boards trimmed to suit a secondary Unifoundation coat will be applied incorporating mesh and beads.

7. All basecoats are mixed with a paddle drill in an appropriate mixing tub. the base coat is then hand applied by trowel over the Unispeed board in accordance with the manufacture's recommendations.

8. Once the basecoat, mesh and beads have been applied a primer coat is painted over the basecoat prior to applying the topcoat. The premixed topcoat is re-mixed in their own tubs to make sure mixture is blended through prior to applying topcoat.

10. The premisxed topcoat is re-mixed in their own tubs to make sure mixture is blended through prior to applying topcoat

11. The topcoat is applied by hand using a trowel (plastic) to cover the boarded wall surface.

12. Prior to starting this process all windows/ doors and floor will be protected with plastic.

13. Once topcoat has been applied the protective plastic will be removed leaving all areas clean and tidy.

L. STONEWORK METHODOLOGY

1.Prior to stone cladding works GSMG to locally protect adjacent finishes using fire ratedcordex. This will be progressively moved as the stone is installed.

2.The stone cladding modules under the weight of 50kgs will be lifted manually into position by two GSMG operatives using the correct manual handling procedure (see attached manual handling assessments). Any lift that requires the load to be lifted away from the body will be lifted using a Lifting Clamp or Lewis pin, block & Tackle and Nico track system (installed by others) All lifting equipment used by GSMG on site will have a Thorough Examination Certificate on file in the office.

4. Stone cladding modules over the weight of 50kgs or where lifting Stone modules away from the operative's body, will be lifted into position using a Lifting Clamp or Lewis pin-Lifting straps (The type / shape of stone will be the deciding factor when using either the clamp or Lewis pin), this will be attached to the Block and Tackle which will be attached to Nico Track (installed and tested by others) on various levels. The stone will then be placed into the final position and will be checked for line and level. Do not exceed maximum safe working load of the NikoTrack & block and tackle.

5. Operate chain hoist to initiate the lifting of the stone. The Lewis pin/clamp will apply pressure to the stone and lift off the ground. Once the load is 6 inches off the ground, stop and test integrity of the lift via visual inspection.

6. Using the chain block, hoist the load to the required level. Once at required level, using the Nico track system (installed and tested by others), manoeuvre the load to its required position. Lower the load to its final position using the chain block. Adjustment made where required.

7. Once the Stone Module is in the final position, lower the complete weight of the stone off the lifting equipment and remove the Clamp or Lewis pin. Process to be repeated for the next piece of stone. Secondary safety device (slings) to be used at all times with the Lewis pin.

8. GSMG engineer to set out face line and datum from the existing facade. GSMG engineer will liaise with main contractor with regards to the setting out.

9. In reference to stones at compression joints, the stainless-steel corbel angle is bolted to the structure and the anchors tightened to the correct torque (which will be checked), using a calibrated & certificated torque wrench.

10. The "toe" of corbel angle has been left long to accommodate any structural tolerances (+/-15mm). Once the face line of the stone has been established in relation to the face lines, the "toe" of the corbel will then be marked-up -25mm to allow for two/thirds embedment into the stone.

11. It will then be taken to the agreed designated cutting area and cut to suit, using a 9" angle grinder (110v) with carborundum cutting disc (blade to be suitable for the task), operated by a trained & competent person. Correct PPE to be worn at all times (please see P.P.E table below).

Note: Hot works permit must be approved / issued by main contractor prior any cutting commences and a copy must be kept on the operative when cutting. Area to be protected with the use of fire blankets and fire extinguishers to suit works (i.e. water & dry powder) will be at hand and will be easily accessible when carrying out the cutting works.
GSMG Fire Marshal onsite to oversee all hot works

12. The support angles will then be lifted into position and the anchors will be re-tightened to the correct torque (as above).

13. When fixing restraint straps to the brick wall a "Grout-in" fixing will be used. A hole will be drilled into the structure using a handheld portable drill and in-filled with Resin. The stainless-steel restraint strap will then be installed to the correct line & level and left to cure.

14. When fixing restraint straps to a concrete wall a mechanical fixing will be used. A handheld portable drill will be used to drill the bolt fixing into the structure, where the "L" shaped stainless steel restraint strap will be bolted using an anchor and tightened to the correct torque, which will be checked, using a calibrated & certificated torque wrench.

15. Once fixed into position the joints to stones will be pointed using the approved mix to match stone cladding (see attached COSSH assessment) and cleaned down prior for inspection & handover by main contractor.

16. All COSHH waste to be removed and disposed of by Gormley. General waste to be disposed of via the main contractors designated collection points.

M. TILING METHODOLOGY

FLOOR TILING:
The floor for tiling will be prepared to ensure they are smooth and free from dust.
Where floor remain dusty they will be prepared with a PVA solution to ensure adhesives take properly.
Tiles to be unloaded and taken to work area.
Tiles to be set out without adhesive prior to installation to determine cuts.
Tiles to be cut away from work area to maintain good housekeeping.
Floor to be marked out to identify a starting point.
Tile adhesive will be applied using a toothed tiling trowel to achieve a consistent thickness.
The first tile will be laid; pressing evenly to ensure the adhesive is spread evenly across the back of the tile. Spacers will be fitted between tiles and the tiles will be pressed against the adhesive until the area is complete.
Once the adhesive has dried sufficiently, grout will be mixed using a battery or 110v drill with mixing paddle.
Application will begin by pressing the grout into the joints with a rubber edged trowel ensuring they are full.
Using a wet sponge, the tiles will be wiped clean, smoothing joints as the grouting progresses.
Once dry, the tiles will be cleaned with a damp cloth or sponge to remove dust residue.

WALL TILING:

The walls for tiling will be prepared to ensure they are smooth and free from dust.
Tiles will be offered up to the wall/ floor to ensure they are set out correctly.
Where walls remain dusty they will be prepared with a PVA solution to ensure adhesives take properly.
Tiles to be unloaded and taken to work area.
Tiles to be set out without adhesive prior to installation to determine cuts.
Tiles to be cut away from work area to maintain good housekeeping
Tile adhesive will be applied using a toothed tiling trowel to achieve a consistent thickness.
The first tile will be laid; pressing evenly to ensure the adhesive is spread evenly across the back of the tile. Spacers will be fitted between tiles and the tiles will be pressed against the adhesive until the area is complete.
Once the adhesive has dried sufficiently, grout will be mixed using a battery or 110v drill with mixing paddle.
Application will begin by pressing the grout into the joints with a rubber edged trowel ensuring they are full.
Using a wet sponge, the tiles will be wiped clean, smoothing joints as the grouting progresses.
Once dry, the tiles will be cleaned with a damp cloth or sponge to remove dust residue.

N. WATERPROOFING METHODOLOGY

Ensure powder is stored at room temperature for a minimum 12 hours prior to use.

During application the temperature of both the substrate and materials must not fallbelow5ºC. In winter months avoid using chilled mixing water. Use warm water (20ºC) for HydraDRY and HydraPLUG.

General
Immediately prior to application of HydraDRY or backing coats the substrate to be treated should be cleared of all dust etc. and thoroughly wetted with clean water. At the time of application all surfaces must be damp but free of surface water.

HydraDRY powder should be mixed with clean water to a brushable slurry paste consistency (approx. 6.5 litres/25kg HydraDRY powder). Mixed material should be used within 30 minutes.

HydraPLUG powder should be mixed 4 parts powder to 1 part water (20°c) by volume. For active water leaks, deep cracks and fillets mixt o a stiff putty consistency. Mix only sufficient powder that can be placed with 2 minutes.

HydraDRY should be applied using a stiff bristled brush or broom (wash frequently to avoid clogging).Two coats of HydraDRY should be applied at a thickness of 1.5 mm per coat. It is essential that the first coat is brushed well into the surface to ensure a good bond with the substrate.

The second coat may be applied as soon as the initial application has dried sufficiently to form a firm base. This will normally be between 2-16 hours depending upon site conditions (allow more time for curing then temperatures fall below10ºC).

Where HydraDRYis applied by towel (reduce gauging water slightly) this must be restricted to the second coat and a “stippled” finish left (use applicator brush) to provide a physical key for subsequent re plastering.

HydraDRY should not be applied in a thickness greater than 3-4 mm (2 coats). Where each application cannot be finished within a single working day it is essential than an overlap of at least 250 mm is used to prevent butt joints. Work should not be stopped at corners or other natural breaks in the construction.

Salts

If the basement has a known history of aggressive salts specific precaution should be taken to deal with these (the type of salts present should be determined by analysis).
In particular HydraDRY is not suitable for use in areas of high sulphate content (where the sulphate content exceeds Class 3 limits of BRE deposit 363.) It may be possible to impart improved salt resistance to HydraDRY by incorporating Wykamol SBR latex into the gauging liquid (i.e. 1:1 with water). In other situations, an SBR primer/SBR render based on sulphate resisting cement may be advisable (see ‘wall/floor joint’ detail).
In very severe cases of poor wall stability or acute salting conditions consideration should be given to alternative strategies for achieving a drywall/floor surface (advice available on request).

Floors

When a new floor is being laid, the physical membrane should be cut off at the top of the slab and the procedure noted under wall/floor joint followed prior to the laying of the final screed. Wall/floor and corner joints Detailing at the wall floor joint must be carried out to a high standard. Wykamol Fillet Seal is a cementitious mix designed specifically for the task. Alternatively two coats of an SBR primer bonding coat are applied (1 part SBR:2 parts cement by volume).As soon as possible thereafter a 3:1 sand/cement mix incorporating a good quality sharp washed sand and gauged with SBR: water (1:1) is used to form a fillet at least 50 mm high and 50 mm deep at the wall/floor joint. The fillet is trowel applied taking care not to pierce the SBR primer coat. The edges of the filet should be “feathered” to give a smooth curved appearance (this may be achieved by using a glass bottle).As soon as the fillet has set firm the application of HydraDRY should proceed (if the SBR modified fillet fully cures a fresh coat of bonding primer will be necessary to rekey the surface). Where the HydraDRY is not being used over the whole floor area it must extend a minimum 250 mm across the floor (the second coat should stop 50 mm back from the first).

If a sandwich bitumen membrane is being incorporated this may be applied directly to the HydraDRY and screeded in the normal manner. N.B. Bitumen emulsions are unsuitable for these situations.

N.B. If the wall floor joint is a source of active water leaks cut a square-shaped chase (not a v-notch) at the base of the wall and fill with HydraPLUG before proceeding.

O. WINDOW AND DOORS METHODOLOGY

• Delivery will be as per site logistics.

• On arrival the site supervisor will report to the site manager.

• All operatives will be given site induction by Principal Contractors representative and tool box talk by the site supervisor.

• The site supervisor will assess the work area and transit route for materials, equipment etc. for any hazards, obstructions etc.

• The units will be fitted in accordance with BS 8213.

• Following completion of the works to each opening all tools, equipment, materials will be removed before proceeding to the next work area.

• The site supervisor will carry out final check of the work area prior to removing the barriers.

P. ELECTRICAL METHODOLOGY

Installation of 1st Fix Electrical Cabling and associated works

Carry out an initial survey of the area to be worked in and assess the requirements for all materials, tools and plant necessary to carry out the works in a safe and efficient manner. Use any provided datum points to confirm exact position of installations prior to starting works

All materials and tools are to be loaded out within the area of works in such a manner that they create minimal disruption to works and access/egress. Only load the materials that are to be installed to any particular area.

Plan cable routes on drawings provided, from this you can assess where cable clips using all round band can be fixed to the soffit. The all-round band is to be fixed to the soffit using a Hilti gun. Always wear a dust mask, ear protection and protective eye wear when fixing in to the soffit.

Before pulling any cables in check the route is clear of any obstacles/obstructions

Cable jacks to be used to pull the cable from the starting point to its final location to avoid any trip hazards. Always ensure that gloves are worn when pulling in cables.

Cables now to be clearly marked with circuit references at each end to be able to identify when required. The cables will need to be coiled up to ensure they don't become a trip hazard until walls are completed and they can be pulled down into relevant positions in
the walls.

Once Metsec walls are completed walls to be marked out by CEE for back box positioning. Please refer to drawings provided. Castle Trading will arrange for noggins to be fixed in position for our back boxes to be fixed to.

Back boxes can now be fitted carefully pulling cables through ensuring there is no damage to the cables.

Coil cables into back boxes.

At every break time and before the end of shift ensure that the workplace is tidy, and all tools / plant have been locked away safely.

2nd Fixing

All Distribution Boards/Main Panel Board to be fixed in relevant locations, refer to CEE small power drawings.

SWA supply cables to be glanded into DB and terminated. Before commencing ensure that any cables connected to the Main Panel Board are locked off following Testing and Inspection Procedures document provided.

All cabling to outgoing circuits can now be brought into the DB.

All electrical accessories can now be installed.

MCB's to be fitted into the DB referring to the schedule provided.

The DB can now be terminated ensuring that it is "DEAD" before commencing. Again refer to Testing & Inspection Procedures provided. Ensure that the correct circuit reference is applied to the cables using the cable idents provided.

When all outgoing circuits from the DB are terminated, "DEAD" tests should be carried out to check the integrity of the of all electrical connections.

Once all DB's have been terminated and all accessories fitted Electrical Testing and Inspection will be carried out by our Engineer.

All Testing and Inspection carried out following Testing & Inspection procedures document provided.

APPENDIX G

SITE SPECIFIC REFURBISHMENT
&
DEMOLITION SURVEY

ALL ASBESTOS Limited
9 Vinnetrow Business Park
Vinnetrow Road
Chichester
PO20 1QH
Registered No: 12809760

Phone: 0800 999 9994
Mobile: 07340 800 900
Web: www.allasbestos.co.uk
Email: info@allasbestos.co.uk

ALL ASBESTOS

SITE SPECIFIC
REFURBISHMENT & DEMOLITION SURVEY
AT
8 HERMIT PLACE
LONDON
NW6 4BZ

Survey carried out by: Joe Stewart **Signature:**	Checked: Alan Lee – Director **Signature:**

Survey Date: 27th February 2023 **Our Ref:** AA/283 14 pages inc. cover

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ALL ASBESTOS

CONTENTS

INTRODUCTION

OUR REF: AA/283 **DATE:** 27th February 2023

CLIENT: Castle Trading Limited
258 Belsize Road
London
NW6 4BT
Contact: Mitesh Raghwani
Telephone: 0207 624 0151

SITE: 8 Hermit Place, North Maida Vale, London. NW6 4BZ

INSTRUCTION:

ALL ASBESTOS LIMITED was instructed by Mitesh Raghwani of Castle Trading Ltd to carry out a Site-Specific Refurbishment & Demolition Survey (as defined in HSE Guidance Note HSG 264 Asbestos - The Survey Guide) to the garage to determine the presence of fibrous materials.
Order Number reference: Emailed instruction.

DESKTOP STUDY, EXCLUSIONS & AGREEMENT WITH CLIENT PRIOR TO SURVEY:

Inspections will be made to the garage area only.

DESCRIPTION OF BUILDING

Type: Garage

No. of Floors: 1

Area being surveyed: Unoccupied

Services: Live at time of Survey

Access/Emergency Contact: Mitesh Raghwani - Telephone No: 0207 426 0151

GENERAL OBSERVATIONS

The construction of the building was predominantly brick with concrete floors, walls and ceilings.

SURVEY TECHNIQUE/CAVEAT:

This Survey is based upon a visual inspection to an unfamiliar site and was carried out by Joe Stewart (P402 qualified).

The surveyor will wear appropriate relevant personal protective equipment (white disposable coveralls, overshoes & gloves) and respiratory protective equipment (half mask ori-nasal fitted with a P3 filter).

On discovery of any suspect materials, the surveyor will sample the material, usually the entire depth of the suspected ACM. The sample location will be sealed using spray adhesive & foil tape to ensure no fibre release. Sample point location labels will be applied and referred to on site plan. Digital photographs will be taken of each sample location. All surveying techniques will be carried out in accordance with the HSG 264 (Asbestos – The Survey Guide).

The report will be based upon an intrusive inspection to all accessible locations not requiring specialist access i.e. stairwells, lift shafts and flat roofs without edge protection. Inspection hatches, covers, drop-in ceiling tiles etc. will be utilized to gain access to voids. Additional openings may be required to ascertain extent of suspected ACMs.

It is known that asbestos materials are frequently concealed within the fabric of buildings or within sealed building voids so that it is not possible to regard the findings of any survey as being definitive. It must always remain a possibility that further ACMs may be found during refurbishment or demolition activities. For reasons set out in the Survey report, the results cannot give an assurance that all ACMs have been found and must not be thought to do so. Any rooms or voids that cannot be accessed for any reason will be documented as inaccessible and presumed to contain ACMs until proven otherwise.

Whilst every effort has been made to locate and identify all elements of asbestos containing materials within the defined site, no claim will be entertained for any cost incurred as a result of further elements being discovered at a later date. No liability will be accepted for any pollution or contamination that may be caused during the course of the survey works. It is assumed at the commencement of the survey that the site/land is non-contaminated.

Where suspected asbestos installations have been found during the survey, it is not the policy of ALL ASBESTOS LIMITED to disturb the material other than to take a representative sample. ALL ASBESTOS LIMITED therefore, cannot take responsibility for any asbestos uncovered that is behind an identified asbestos installation.

ANALYTICAL TECHNIQUES:

Each area was viewed for suspect materials thought or known to contain asbestos fibres. Samples were taken where asbestos was visually suspected.

All samples were analysed by AC&MS Limited.

Analysis of the samples was carried out using methods in strict compliance with the Health and Safety guidelines issued within HSG248, entitled ‘Asbestos in Bulk Sample Materials – Sampling and Identification by Polarised Light Microscopy (PLM)’.

Identification of asbestos fibres was based on the following analytical procedures:-

a) A preliminary visual examination of the whole of the bulk sample was made to assess the sample type and the required sample treatment (if any). Where possible a representative sub-sample treatment was taken at this stage.
b) Sample treatment was undertaken (if required) to release or isolate fibres.
c) A detailed and thorough search under microscope was made to classify the fibre types present.
d) Representative fibres were mounted in appropriate RI liquids on microscope slides.
e) The different fibrous components were identified using polarised light microscope.

AC&MS Limited are UKAS (United Kingdom Accreditation Service) accredited for asbestos fibre counting and asbestos identification and meet the UKAS requirements for calibration and testing.

The appropriate percentage content of fibrous material in each bulk sample was ascertained by visual examination and is provided for guidance only. A trace amount is approximately less than 2%, a substantial component between 2% and 50% and major component is in excess of 50%.

Address	8 Hermit Place, North Maida Vale, London. NW6 4BZ		
Survey Date	27th February 2023	Our Ref.	AA/283

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ALL ASBESTOS

MANAGEMENT RECOMMENDATIONS

NO ASBESTOS DETECTED IN SAMPLES TAKEN THEREFORE NO FURTHER ACTION REQUIRED.

Please note, that whilst every effort is made by the surveyor to locate and document suspected ACMs (asbestos containing materials) during the survey, it may be possible that further inaccessible and undetectable ACMs may be present within the fabric of the building and may only be discovered during demolition works. i.e.concrete ground slabs, disused service ducts, structural items and contaminated land below ground level etc.

Dependent on results of analysis and condtions of any identified ACMs, a Management Review will be required under HSG 264 Regulations either at 6-monthly or 12-monthly intervals as indicated on the Asbestos Register.

Address	8 Hermit Place, North Maida Vale, London. NW6 4BZ		
Survey Date	27th February 2023	Our Ref.	AA/283

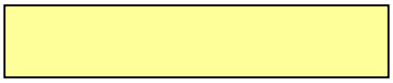
MATERIAL ASSESSMENT ALGORITHM

SAMPLE VARIABLE	SCORE	EXAMPLES OF SCORES
Product type (or debris from product)	1	Asbestos-reinforced composites (plastics, resins, mastics, roofing felts, vinyl floor tiles, semi-rigid paints or decorative finishes, asbestos cement etc).
	2	Asbestos insulating board, mill boards, other low density insulation boards, asbestos textiles, gaskets, ropes and woven textiles, asbestos paper and felt.
	3	Thermal insulation (eg pipe and boiler insulation), sprayed asbestos, loose asbestos, asbestos mattresses and packing.
Extent of damage/deterioration	0	Good condition: no visible damage.
	1	Low damage: a few scratches or surface marks; broken edges on boards, tiles etc.
	2	Medium damage: significant breakage of materials or several small areas where material has been damaged revealing loose asbestos fibres.
	3	High damage or delamination of materials, sprays and thermal insulation. Visible asbestos debris.
Surface treatment	0	Composite materials containing asbestos: reinforced plastics, resins, vinyl tiles.
	1	Enclosed sprays and insulation, AIB (with exposed face painted or encapsulated), decorative finishes, asbestos cement etc.
	2	Unsealed AIB, encapsulated insulation and sprays, asbestos textiles, gaskets, ropes and woven textiles, asbestos paper and felt.
	3	Unsealed insulation and sprays.
Asbestos type	1	Chrysotile.
	2	Amphibole asbestos excluding crocidolite.
	3	Crocidolite.

PRIORITY ASSESSMENT ALGORITHM

SAMPLE VARIABLE	SCORE	RISK
Human exposure potential	1	Low
	2	Medium
	3	High
Likelihood of disturbance	1	Low
	2	Medium
	3	High
Occupation activity	1	Low
	2	Medium
	3	High
Maintenance activity	1	Low
	2	Medium
	3	High

KEY TO ASBESTOS RISK ASSESSMENT

RISK SEVERITY	TOTAL RISK SCORE (Priority Risk Assessment Score plus Material Risk Assessment Score)	MANAGEMENT ACTION AND RECOMMENDATIONS
 **VERY HIGH** **1**	24 23 22 21 20	Immediate attention required – contain – then remove/ dispose to prevent spread of contamination.
 **HIGH** **2**	19 18 17 16 15	Contain and closely monitor, remove / dispose.
 **MEDIUM** **3**	14 13 12 11 10 9	Encapsulate damaged/exposed areas. Document/label as asbestos. Do not disturb, monitor condition and plan for removal. If these materials are to be disturbed during refurbishment adopt Risk Severity No. 1 / 2
 **LOW** **4**	8 7 6	Document / label as asbestos. Do not disturb – monitor condition and manage. If these materials are to be disturbed during refurbishment adopt risk severity 1 / 2
 **NIL** **5**	0	N.A.D. (No asbestos detected). No further asbestos controls required.

**** IF ASBESTOS CONTAINING MATERIAL IS DISTURBED, SEEK IMMEDIATE ADVICE****

SAMPLE INFORMATION

Address	8 Hermit Place, North Maida Vale, London. NW6 4BZ		ALL ASBESTOS LIMITED
Survey Date	27th February 2023	Our Ref.	AA/283

Location	Garage	Sample No.	AA/283/01
Floor	Ground	Surveyor	Joe Stewart
Description or use of product	Lining to ceiling	Extent – 60m^2 approx	Condition-Poor
Visually similar items	No	If Yes, refer to Executive Summary Page for details	

MATERIAL ASSESSMENT

		SCORE
Product Type	Board	0
Damage / Deterioration	High	0
Surface Treatment	None	0
Asbestos Type	N.A.D	0

Material Risk Score 0

PRIORITY ASSESSMENT

		SCORE
Human Exposure Potential	N/A	0
Likelihood of Disturbance	N/A	0
Occupation Activity	N/A	0
Maintenance Activity	N/A	0

Priority Risk Score 0

Total Risk Score 0

Lining to ceiling

Recommendation: N.A.D. (No asbestos detected). No further asbestos controls required.

SEE RISK ASSESSMENT CHART – NO. 5

SAMPLE INFORMATION

Address	8 Hermit Place, North Maida Vale, London. NW6 4BZ		ALL ASBESTOS LIMITED
Survey Date	27th February 2023	Our Ref.	AA/283

Location	Garage	Sample No.	AA/283/01
Floor	Ground	Surveyor	Joe Stewart
Description or use of product	Roofing felt	Extent – 60m^2 approx	Condition-Poor
Visually similar items	No	If Yes, refer to Executive Summary Page for details	

MATERIAL ASSESSMENT

		SCORE
Product Type	Felt	0
Damage / Deterioration	High	0
Surface Treatment	None	0
Asbestos Type	N.A.D	0

Material Risk Score 0

PRIORITY ASSESSMENT

		SCORE
Human Exposure Potential	N/A	0
Likelihood of Disturbance	N/A	0
Occupation Activity	N/A	0
Maintenance Activity	N/A	0

Priority Risk Score 0

Total Risk Score 0

Recommendation: N.A.D. (No asbestos detected). No further asbestos controls required.

SEE RISK ASSESSMENT CHART – NO. 5

HEAD OFFICE & LABORATORY
Unit 13
International Business Park
Charfleets Road
Canvey Island
Essex
SS8 0SG

AC&MS LTD
Asbestos Consultancy & Management Services

Phone: 01268 680136 Email: info@acandms.co.uk Web: www.acandms.co.uk

CERTIFICATE FOR THE IDENTIFICATION OF ASBESTOS FIBRES

Client Name:	Leesafe LTD (Canvey Island)		
Client Address:	Unit 15 International Business Park, Charfleets Road, Canvey Island, Essex, SS8 0SG		
Site Address:	8 Hermit Place, London, , NW6 4BZ		
UPRN/Site Ref:	N/A	**Date of Analysis:**	28 Feb 2023
Attention of:	Joe Stewart	**Analysis Report No:**	J026452
Surveyor:	N/A	**Report Date:**	28 Feb 2023
Date Samples Taken:	28 Feb 2023	**Analysed By:**	Harry Hicks
No. of Samples:	2		
Obtained:	Delivered		
Date Samples Recd:	28 Feb 2023		

KEY

N.A.D.I.S = NO ASBESTOS DETECTED IN SAMPLE
CROCIDOLITE = Typically Known as Blue Asbestos (Amphibole Group)
AMOSITE = Typically Known as Brown Asbestos (Amphibole Group)
CHRYSOTILE= Typically Known as White Asbestos (Serpentine Group)
ANTHOPHYLLITE = Asbestos (Amphibole Group)
ACTINOLITE = Asbestos (Amphibole Group)
TREMOLITE= Asbestos (Amphibole Group)

METHOD

Samples of material thought to contain asbestos are examined in the analytical laboratory, they are examined by eye, followed by more detailed examination using a low powered stereo microscope (X 8 to X 40 magnification), one or more representative sub samples may be prepared mechanically and/or chemically for further examination. Fibres observed in the course of these examinations are categorised tentatively on the basis of morphology and certain physical properties. Each fibre type recognised is sampled by selecting a few fibres or bundles, these are mounted in a refractive index (RI) liquid chosen to match the most likely asbestos type. The fibres are then positively identified as one of the six regulated asbestos types on the basis of their detailed optical properties using polarised light microscopy (PLM) with X 80 upwards magnification, as appropriate to the type of sample.

Samples of material, referenced below, have been examined to determine the presence of asbestos fibres, using AC&MS Ltd "In house" method of transmitted/polarised light microscopy and centre stop dispersion staining, Procedure 05; based on HSE's HSG 248. The sample type described within this bulk certificate is only an opinion & interpretation of AC&MS Ltd, & is outside the scope of our UKAS testing accreditation. If samples have been delivered the site address and actual sample location or sample type is as given by the client at the time of delivery. AC&MS Ltd are not responsible for the accuracy or competence of the sampling by third parties. Under these circumstances AC&MS Ltd cannot be held responsible for the interpretation of the results shown. AC&MS Ltd only takes responsibility of information reported when a staff member of AC&MS Ltd takes the sample(s), using AC&MS Ltd "in house" method of bulk sampling, Procedure 001 based on HSE's HSG 264

Sample Ref	Item Ref	Sample Location / Sample Type	Fibre Type Detected
BS021929	1	Ground Floor, Garage – Lining to ceiling	N.A.D.I.S
BS021930	2	Ground Floor, Garage – Roofing felt	N.A.D.I.S

All samples will be retained in the laboratory for a minimum of 6 Months.

This Certificate was typed by:	Harry Hicks		
Authorised Signatory:		**Print name:**	Harry Hicks

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GENERAL OBSERVATION PHOTOGRAPHS

Address	8 Hermit Place, North Maida Vale, London. NW6 4BZ		
Survey Date	27th February 2023	Our Ref.	AA/283

EXECUTIVE SUMMARY

LOCATIONS WHERE ASBESTOS HAS BEEN IDENTIFIED, VISUALLY IDENTIFIED OR STRONGLY PRESUMED WHICH REQUIRE ATTENTION BY AN HSE LICENSED CONTRACTOR:-

N/A

LOCATIONS WHERE ASBESTOS HAS BEEN IDENTIFIED, VISUALLY IDENTIFIED OR STRONGLY PRESUMED WHICH REQUIRE ATTENTION BY PERSONNEL WITH CATEGORY B TRAINING FOR NON-LICENSABLE ASBESTOS WORKS (L143 PARA.124 REFERS):-

N/A

LOCATIONS WHERE ASBESTOS HAS BEEN IDENTIFIED, VISUALLY IDENTIFIED OR STRONGLY PRESUMED WHICH CAN BE MAINTAINED AS PART OF A MANAGEMENT PLAN:-

N/A

LOCATIONS WHERE NON-ASBESTOS SAMPLES WERE IDENTIFIED OR VISUALLY IDENTIFIED:-

Garage – Lining to ceiling	Sample Ref: AA/283/01
Garage – Roofing felt	Sample Ref: AA/283/02

PLEASE NOTE THE FOLLOWING:-

This Survey must be read in its entirety and no single page thought to indicate all positively identified ACMs (asbestos containing materials).

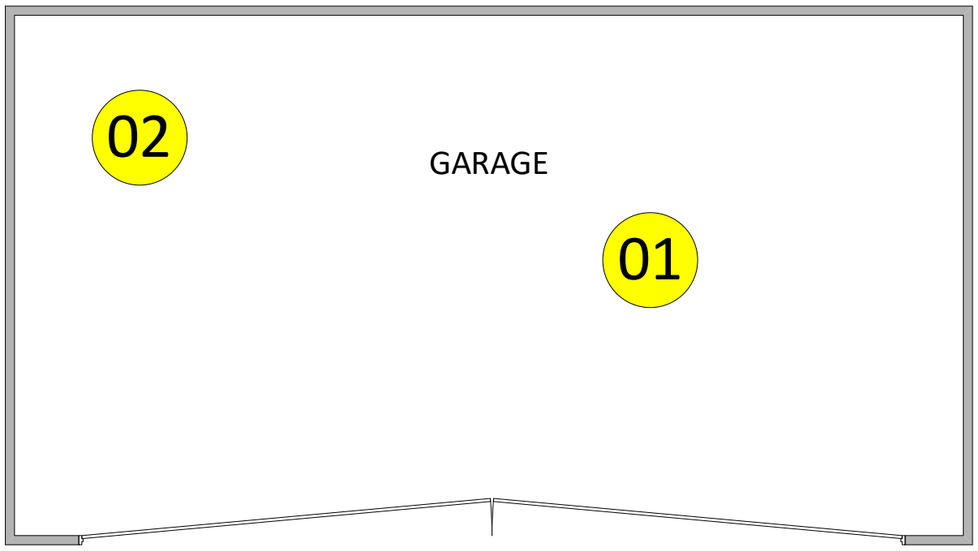
ALL ASBESTOS Limited
9 Vinnetrow Business Park
Vinnetrow Road
Chichester
PO20 1QH
Registered No: 12809760

Phone: 0800 999 9994
Mobile: 07340 800 900
Web: www.allasbestos.co.uk
Email: info@allasbestos.co.uk

ASBESTOS REGISTER

Address	8 Hermit Place, North Maida Vale, London. NW6 4BZ		
Survey Date	27th February 2023	Our Ref.	AA/283

Sample location Reference	Int / Ext	Floor	Location	Description	Product Type	Extent / Quantity (Approx)	Asbestos Type	Total Risk Score	Action	Review Date
AA/283/01	Int	Ground	Garage	Lining to ceiling	Board	60m^2	N.A.D.	0	N/A	N/A
AA/283/02	Int	Ground	Garage	Roofing felt	Felt	60m^2	N.A.D.	0	N/A	N/A



Key

- Sample Location - Asbestos
- Sample Location - Non-Asbestos
- SP Strongly presumed to contain Asbestos
- VS Visually similar to Sample Number
- No Access

Additional Information

ALL ASBESTOS

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Emergency
0800 999 9994

Please note that this drawing is not to scale

Site Address	8 Hermit Place, North Maida Vale, London. NW6 4BZ		
Survey Date	27th February 2023	Our Ref	AA/283