Construction Management Plan - FINAL

Flat 1 – 117 Canfield Gardens London NW6 3DY

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
9 January 2024	1- Draft	HSRS Limited – Angelo Takkas – 07766 705676
25 February 2024	2 - Final	HSRS Limited – Angelo Takkas – 07766 705676
8 March 2024	3 - Final	HSRS Limited – Angelo Takkas – 07766 705676

Additional sheets

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

Date	Version	Produced by
17 January 2024	1	Programme of works – ADN Building Contractors
1 February 2024	1	Letter Drop Distribution – Client
1 February 2024	1	Consultation Letter – Client

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.

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.**"

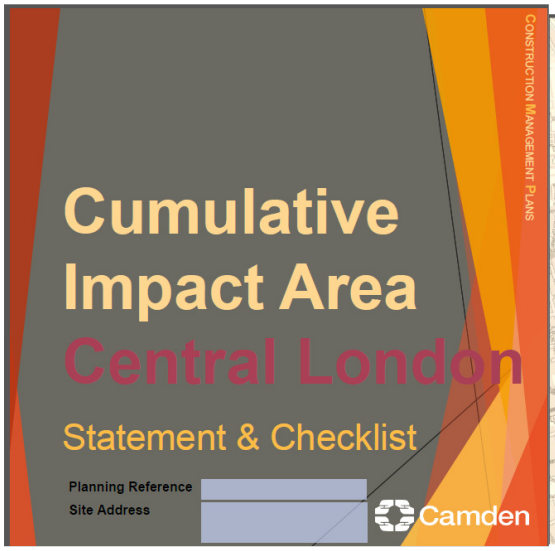
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

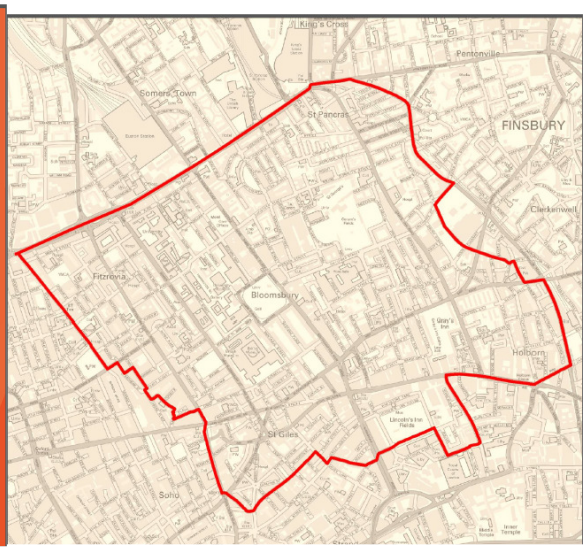
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

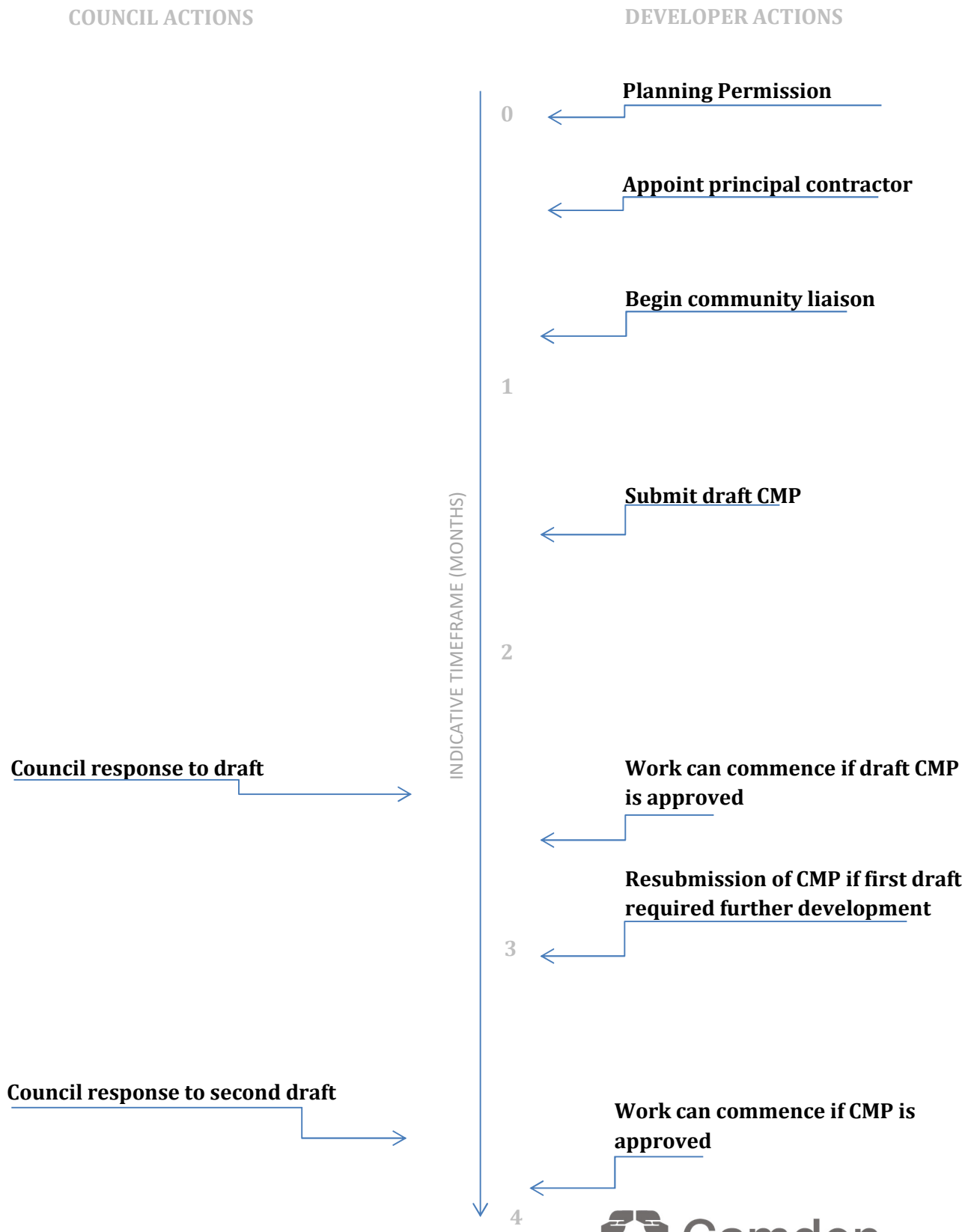
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

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





Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
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.

Address: Flat 1 - 117 Canfield Gardens London, NW6 3DY

Planning reference number to which the CMP applies: 2020/3945/P

Type of CMP - Section 106 planning obligation

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

Name: Angelo Takkas of HSRS Ltd

Address: 25 Worcester Crescent Woodford Green Essex IG8 0LX

Email: angelo@hsrs.co.uk

Phone: 07766 705676

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Peter Ficken of PITA Construction Consultants Ltd

Address: 6 Chilvers Close Twickenham TW2 5QF

Tel: 020 8893 3333 or 07710 390747

Email: peter@pita-uk.com

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.

Name: Peter Ficken of PITA Construction Consultants Ltd

Address: 6 Chilvers Close Twickenham TW2 5QF

Tel: 020 8893 3333 or 07710 390747

Email: peter@pita-uk.com

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

Name: Dariusz Szczupal of ADN Building Contractors

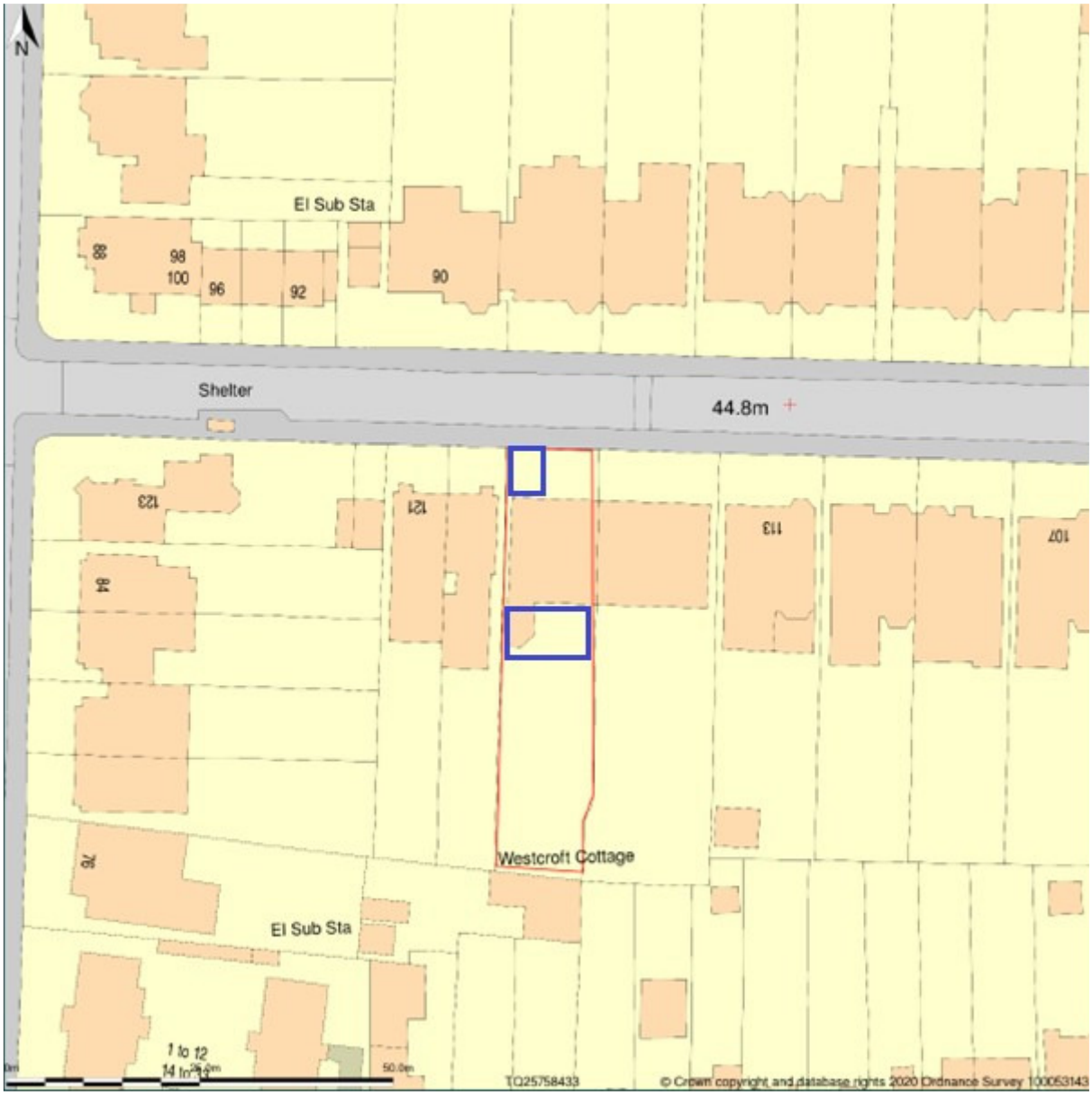
Address: Unit 2 Hill View Studios 160 Eltham Hill, Eltham SE9 5EA

Email: sdariuszl@icloud.com

Phone: 07940 950183

Site

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

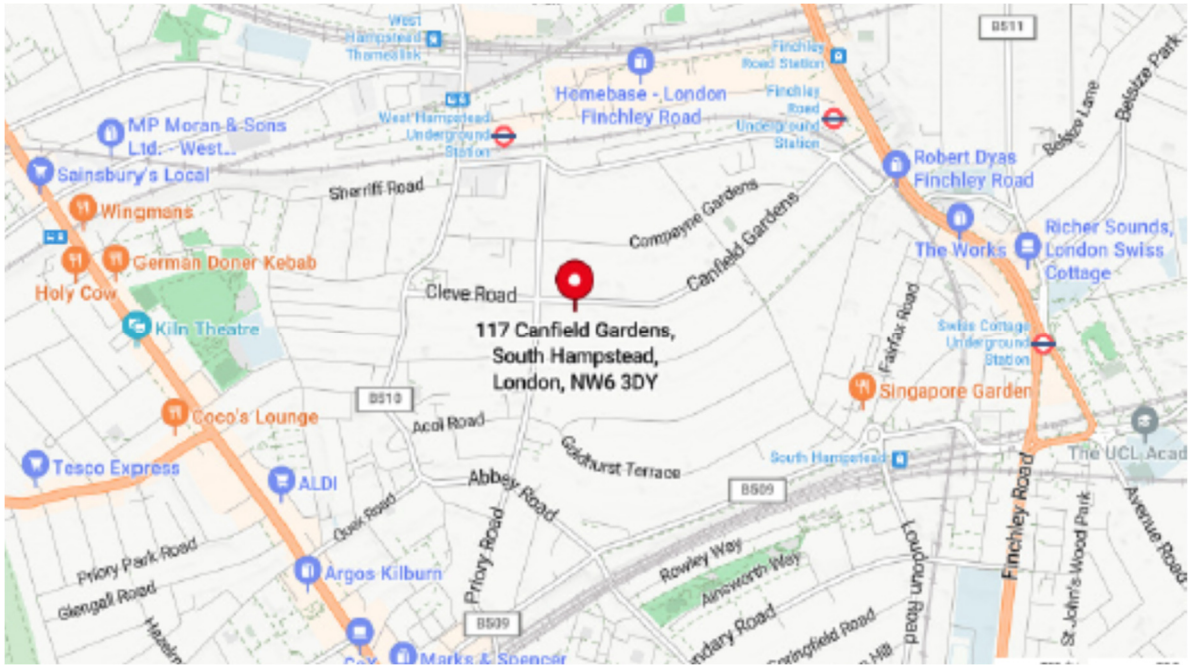


Site location plan - Red lines represent boundary of 117.
Blue lines represent construction site compounds.

The site location does NOT reside within the Camden Cumulative Impact Area and therefore a CIA checklist will not be completed as an appendix for this CMP.

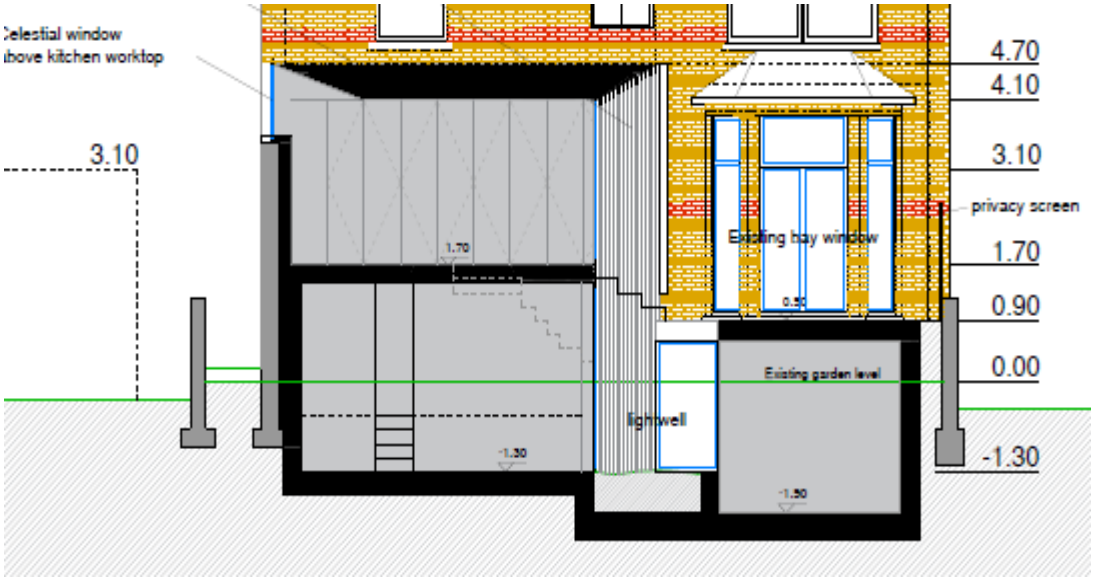
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies. Continued…

The site is on the south side to the western end of Canfield Gardens – a residential road which connects the busy Finchley Road with West End Lane.



The building is semi-detached terraced and consists of four storeys including the ground floor. and basement. The ground floor Flat 1 resides to the rear of the premises with its own garden separated from the communal garden for the other flats in the building.

The proposal is to demolish the existing rear extension and replace this with a two-storey extension which incorporates a basement floor across the width of the building.



Proposed section - Grey area showing proposed works.

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

The construction works involves the demolition of the rear extension followed by excavations to facilitate underpinning of basement construction and construction of ground floor extension with green roof. Internal refurbishment including mechanical & electrical installations, fit outs and redecorations will be performed.

The main issues and challenges include:

- The width of the side alley providing access to the rear garden of flat 1 will not facilitate a mini digger therefore requiring manual demolitions & excavations – Good Manual handling procedures.
- The temporary relocation of waste bin storage to facilitate temporary storage of debris/soil and materials during the construction phase – Construct temporary waste storage area.
- Close proximity of residential properties to the site – Good community liaison
- Grab lorries collecting debris & soil for first 3 months – Good liaison with community to facilitate 30 minutes parking to front of site for 'Wait & Load' disposal.

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

Works are expected to commence 26th of February 2024 for a period of 52 weeks. A separate project programme has been included.

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

It is confirmed that the Principal Contractor and any subcontractors on this project will adhere to the standard working hours for construction sites in Camden.

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

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision-making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The Red lines represent the boundaries of the construction site works and the Green lines encompass the nearest potential receptors.

To the north of the site is the highway of Canfield Gardens which provides residential access to 117 and neighbouring properties and cars that are potential receptors. To the east and west are the neighbouring properties with the gardens including the communal garden of 117 located to the south.

The residential premises surrounding the construction site may be affected by noise and dust during some periods of this project. The demolition and reconstruction of the rear building will be encompassed using a temporary roof and hoarding will be established to the front garden to reduce any dust impact on the nearest receptors.

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.).

Due to the restrictive access to the building the demolition, excavation and construction works being undertaken will not involve any significant plant and therefore it is not anticipated that vibration and fumes will be an issue.

Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated.

Suitable mitigation measures to be used include:

- Standard construction hours.
- The use of quieter alternative methods of hand-held mechanical plant, were reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties were reasonably practical.
- Machines and equipment, in intermittent use will be shut/throttled down to a minimum when not in use.
- The use of site hoardings to the front and a temporary roof to the rear.
- Portable acoustic enclosures/screens where practical when noise may be considered a significant factor .
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum on Canfield Gardens.
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.

Solid hoarding (minimum 2M in height) will be erected to the front of the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.

To ensure the safe passage of pedestrians during deliveries and disposal of debris/soil a banksman will coordinate any pedestrian movements along the south side of Canfield Gardens.

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

On the 1st February 2024 a consultation letter was sent to all the properties listed on the attached 'Letter Drop Distribution List'

The letter provided the occupants with a brief explanation of the works and necessary contact details to obtain further information including a link to review the draft Construction Management Plan along with other associated documentation.

A copy of the letter and distribution list are attached as separate documents to this CMP.

Following 14 days the only feed back received was from Flat 7 at 115 Canfield Gardens who requested that no works should be performed on Saturdays.

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 Principal Contractor shall keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.
On the hoarding and clearly visible a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

All Contact Boards shall include the following materials:
(a) The title 'Contact Board'
(b) Name of the main contractor, address and person to whom correspondence should be addressed.
(c) Name of the site manager.
(d) Month and year of completion of works.
(e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing works.

The Principal Contractor will ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Camden Council Noise and Licensing Enforcement Team

Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and make available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of complaint must cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

12. Construction Working Group continued..

Principal Contractor Contact Name: ADN Building Contractors Limited

Principal Contractor Contact Address: Unit 2
Hill View Studios
160 Eltham Hill
Eltham SE9 5EA

Principal Contractor Contact Details: Landline: TBC
Mobile: 07940 950183
Email: sdariuszl@icloud.com

Site Manager: Dariusz Szczupal – 07940 950183

Duration of Works: 52 Weeks commencing 26/2/2024

Community Liaison Contact Name: Peter Ficken – 07710 390747

Project Manager Contact Name: Peter Ficken – 07710 390747

A Complaints Register will be maintained and were possible will contain the complainant's details, date and time of complaints made, causes of complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, reasons for any unresolved complaint.

An incident logbook shall be on site and all incidents shall be recorded stating date time and worker/s involved, action taken and measures incorporated to prevent recurrence of similar event.

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. Please provide the CCS site ID number that is specific to the above site.

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 will adhere to the following:

'Freight Operators Recognition Scheme' and 'TfL's Standard for Construction Logistics and Cyclist Safety – CLOCS scheme'.

The 'Guide for Contractors Working in Camden'

ADN Building Contractors Limited will register this site with the Considerate Contractors Scheme (CCS) - Details of registration will be provided to the local authority.

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.

There are no existing or anticipated construction sites located within the immediate vicinity of the proposed construction site.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

ADN Building Contractors Limited

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

Contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard

OPERATIONS:

- **Quality operation**: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the CLOCS Manager collision reporting tool.
- **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

i. **VEHICLES:**

- **Warning signage**: warning cyclists of the dangers of passing the vehicle on the inside.
- **Side under-run protection**: fitted to all vehicles over 3.5 tonnes.
- **Blind spot minimisation**: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible.
- **Vehicle manoeuvring warnings**: enhanced audible means to warn other road users of a vehicle's left-hand turn or other manoeuvres.

ii. **DRIVERS:**

- **Training and development**: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing**: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle.

STANDARD FOR CONSTRUCTION CLIENTS:

- **Construction management/logistics plan**: is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment**: that the site will be suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress**: will be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading**: vehicles will be loaded and unloaded at roadside only.
- **Traffic routing**: will be carefully considered, risk accessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours**: other options will be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance**: contractors and sub-contractors throughout the supply chain should comply with requirements.

16. Continued…

Links to the relevant CLOCS and FORS aspects mentioned here are given below and should be used as part of the checking process.

Please contact CLOCS@Camden.gov.uk for further advice if necessary.

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

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

Site checks
Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.
Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained and enforced upon accordingly.
Where the contractor's own vehicles and drivers are used the above approach will be modified accordingly.

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

Useful links

FORS operator database – lists accredited operators.

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

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

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

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

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:

The Client and Principal Contractor CONFIRM they have read and understood the CLOCS Standard and details have been included in our contracts.

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

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

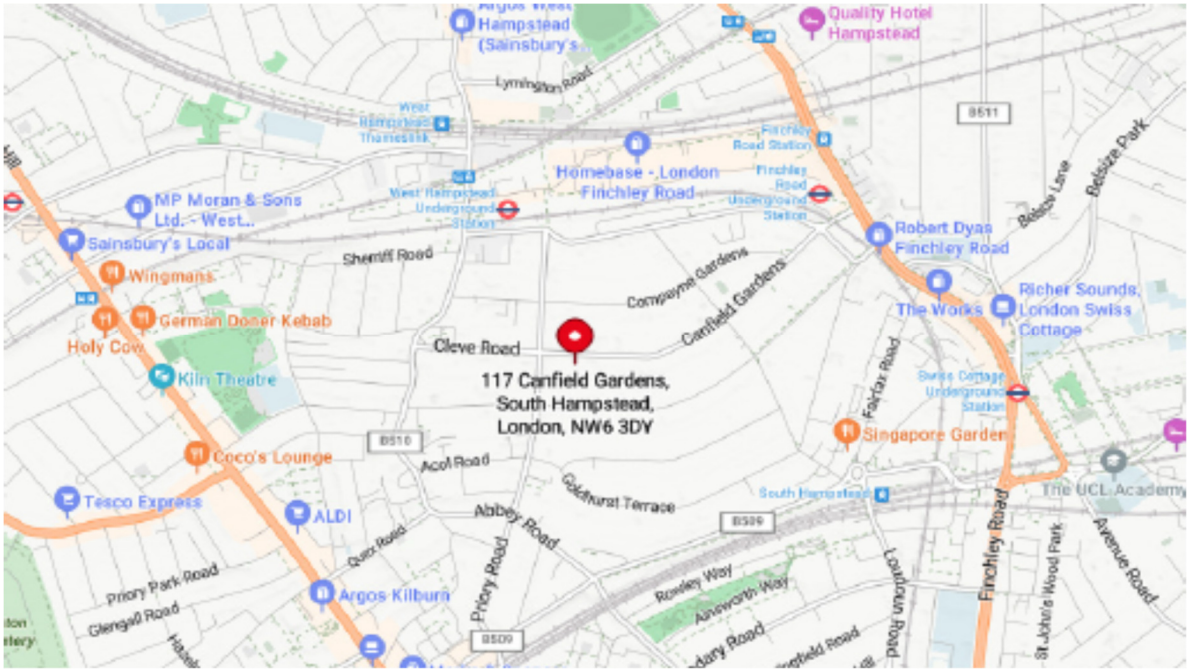
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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

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

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the Transport for London Road Network (TLRN).



The site location is highlighted by the Red pin. This map shows the location of the site relative to key arterial routes which will carry the majority of site traffic from all directions. These routes are the responsibility of Transport for London. The site lies within the London Borough of Camden. The Principal Contractor will work in partnership with TFL, Camden Council and our supply chain to reduce and in some cases, eliminate the nuisance of fumes, noise and dust within the community.

The site is well served by a number of arterial Red Routes that will carry the majority of site traffic from multiple directions. The following guidance on the most appropriate routes for our primary materials will be developed with Camden Council & TFL and sets out the preferred access routes to site.

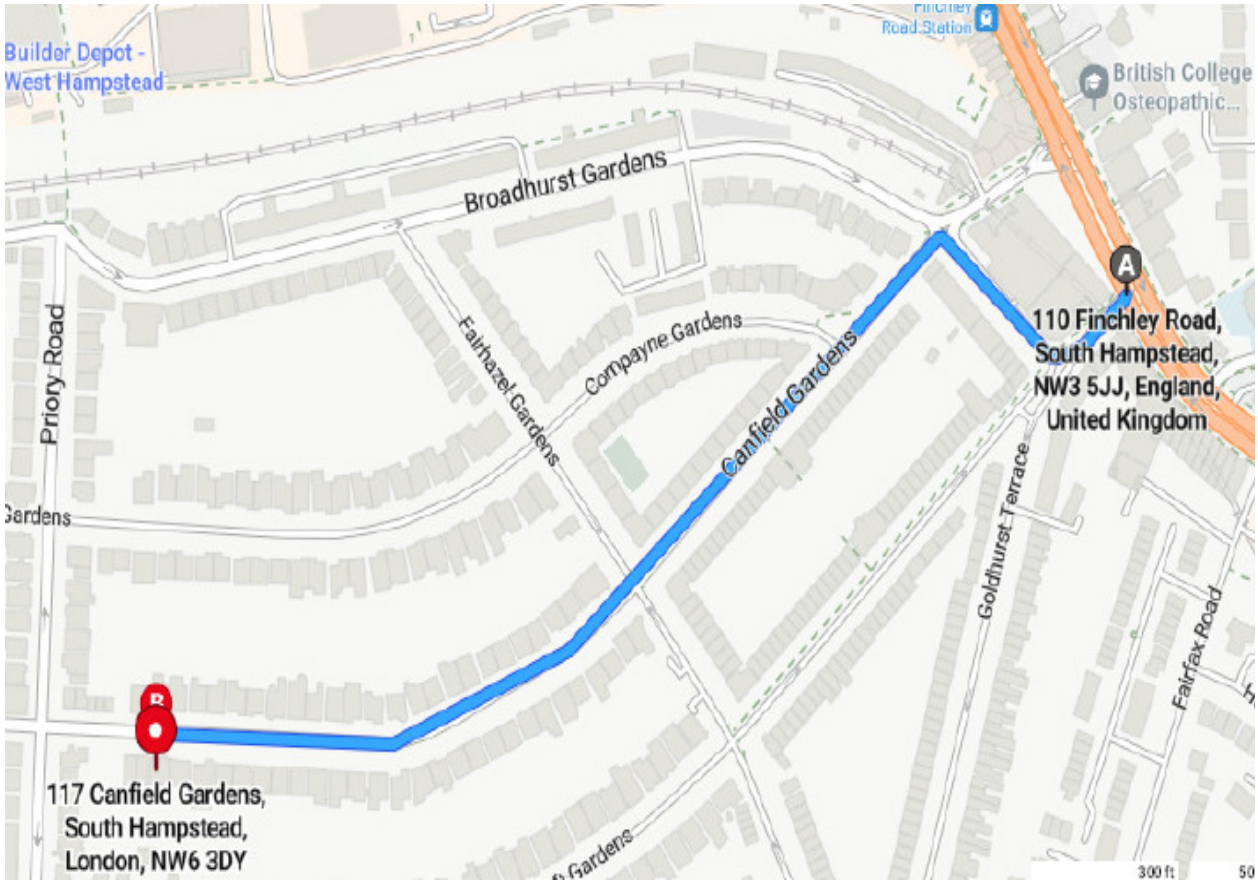
This information will be distributed through our supply chain mainly to the following key sub-contractors and suppliers:

- Demolition Debris & Soil excavation
- Concrete pouring
- Lintels or small structural steels
- Brick & Blockwork
- Stud Partition
- Insulation
- Roofing suppliers.
- Doors and window suppliers.
- Case-good items, finishes, carpets, and furniture.

a. Continued…

Preferred Access Routes for all Vehicles:

Canfield Gardens is a one-way street and there will only be a single route allowed for deliveries on this project which will be via the A41 Finchley Road.



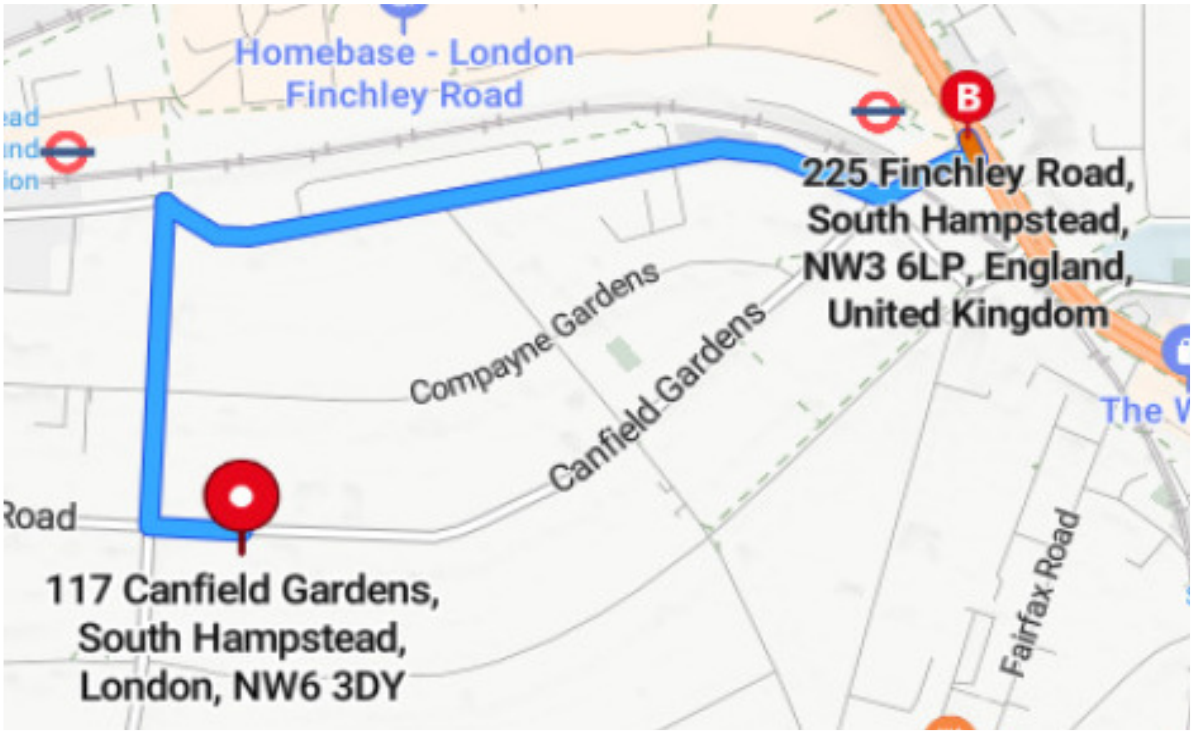
A 110 Finchley Road, South Hampstead, NW3 5JJ, England, United Kingdom

↑	1.	Depart and head **southwest** on **Goldhurst Terrace**	125 ft
↰	2.	Keep **right** to stay on **Goldhurst Terrace**	59 ft
↑	3.	Road name changes to **Broadhurst Gardens**	328 ft
↑	4.	Road name changes to **Canfield Gardens**	0.4 mi
	5.	Arrive at **Canfield Gardens** on the left The last junction before your destination is Fairhazel Gardens If you reach Priory Road, you have gone too far	

B 117 Canfield Gardens, South Hampstead, London, NW6 3DY

a. Continued…

When departing the site vehicles will continue (in the direction they are facing) along Canfield Gardens turning right onto Priory Road, then right again onto Broadhurst Gardens and continue until joining the A41 Finchley Road.



A 117 Canfield Gardens, South Hampstead, London, NW6 3DY

↑	1.	Head **west** on **Canfield Gardens** towards Priory Road	236 ft
↱	2.	Turn **right** onto **Priory Road**	0.2 mi
↱	3.	Turn **right** onto **Broadhurst Gardens**	0.4 mi
↑	4.	Road name changes to **Canfield Gardens**	276 ft
	5.	Take **a41 / Finchley Road**	59 ft
	6.	Arrive at **a41 / Finchley Road** The last junction before your destination is Canfield Gardens	

B 225 Finchley Road, South Hampstead, NW3 6LP, England, United Kingdom

a. Continued…

The routes described above has been evaluated to consider any existing width restrictions, to accommodate the size of the vehicles, to ensure when safer to do so the approach to the site avoids, were possible passing by or driving in the vicinity of schools located around the construction site.

Local Highways Authority

London Borough of Camden is responsible for all roads in the vicinity of the site not classified as red routes. Their responsibilities include:

- highway maintenance
- drainage maintenance
- gully cleansing
- winter gritting
- filling salt bins
- repairing faulty street furniture
- making potential hazards safe in an emergency
- clearing up after road traffic accidents
- road and pavement markings
- street lighting and illuminated signs.
- registration, co-ordination and inspection of roadworks

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.

There will be no site access for any delivery vehicles. All vehicles will park in the loading area to the front of the site.

All suppliers and contractors utilised on this project will be provided with verbal and written Communication's to make them aware of the planned route. This communication will include the highlighted route on a map for distribution to all drivers. The agreed vehicle routes shall be included as a contractual requirement of all the Sub- Contractors.

Suppliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the project manager to ensure deliveries are controlled and vehicles are not waiting on local Roads, thereby ensuring that there is always space at the site to accommodate the necessary deliveries.

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

Drivers will be requested to contact the site 30 minutes before arrival to facilitate preparation on site to receive the delivery.

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**.**

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:
15-ton Grab Lorries: 1 delivery/day during first 12 weeks
Concrete Mixer Lorry: 2 deliveries/day for 4 weeks
18t flatbed: 2 deliveries/week for duration of project
3.5-ton van: 2 deliveries/day for duration of project

We have reviewed all deliveries and will maintain a clear access to the construction site.

- Debris & Soil removal - Skip Lorry 9.5m x 2.5m – 2 per week for 7 Weeks (Feb-May) – Dwell time 30 Minutes
- Concrete Mixer lorry - 7.2m x 2.5m – 2 per day for 1 day – Dwell time 3-5 hours
- Steel delivery - Hiab lorry 6.7m x 2.4m – 2 deliveries for duration project - Dwell time 1 hour to unload.
- Fit-out Materials - Delivery vehicle type 1 – 5m x 2.15m - 2 per week for 12 weeks (Oct-Feb) - Dwell time 30 minutes to 1hour
- Building Materials - Delivery vehicle type 2 - 7m x 2.15m – 1 per week (May-Oct) - Dwell time 1hour

The timing of all deliveries and collections will take into account school drop off/pick times and will therefore primarily take place between 09:30 and 15:00 on Mondays to Fridays or between 8.00am and 1.00pm on Saturdays.

All suppliers and contractors will be notified of these conditions and the site manager will reject any deliveries/collections outside of these designated hours.

b. Cumulative effects 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.

There are currently no evidence of surrounding construction sites. As the construction traffic for this project is minimal we do not consider that this will create a cumulative effect on the surrounding highways.

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

There will be no constrained manoeuvres for this site. The delivery zone is located directly outside the premises on Canfield Gardens.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.
Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

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

The scheduling of delivery vehicles and call up procedures will eliminate the requirement for any holding areas.

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

In promoting Corporate Social Responsibility, we will promote local employment and economy. This is achieved by using local supply where feasible. This improves local health by reducing freight impacts such as fossil fuel usage, congestion, pollution, and road construction and road casualties.
The size and constraints of the site along with the project programme does not lend itself to material consolidation centres and delivery by water or rail is not possible for this project.

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

When the delivery vehicle reaches the delivery zone all engines will be switched off during the loading/unloading process.

20. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

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

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

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

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

Site Plan

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

There will be no construction vehicle access/egress from this site.

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

Not Applicable

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.

Not Applicable

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

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

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Please see site plan in section 20 (a)
During delivery dwell times the pedestrian pavement between the delivery zone and material storage will be monitored by a banksman to supervise the loading/unloading and to provide instructions to pedestrians.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

In the event that a pedestrian wishes to use the pedestrian pavement during the loading/unloading process then Loading/unloading will be suspended to allow passage to pedestrians

Street Works

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

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

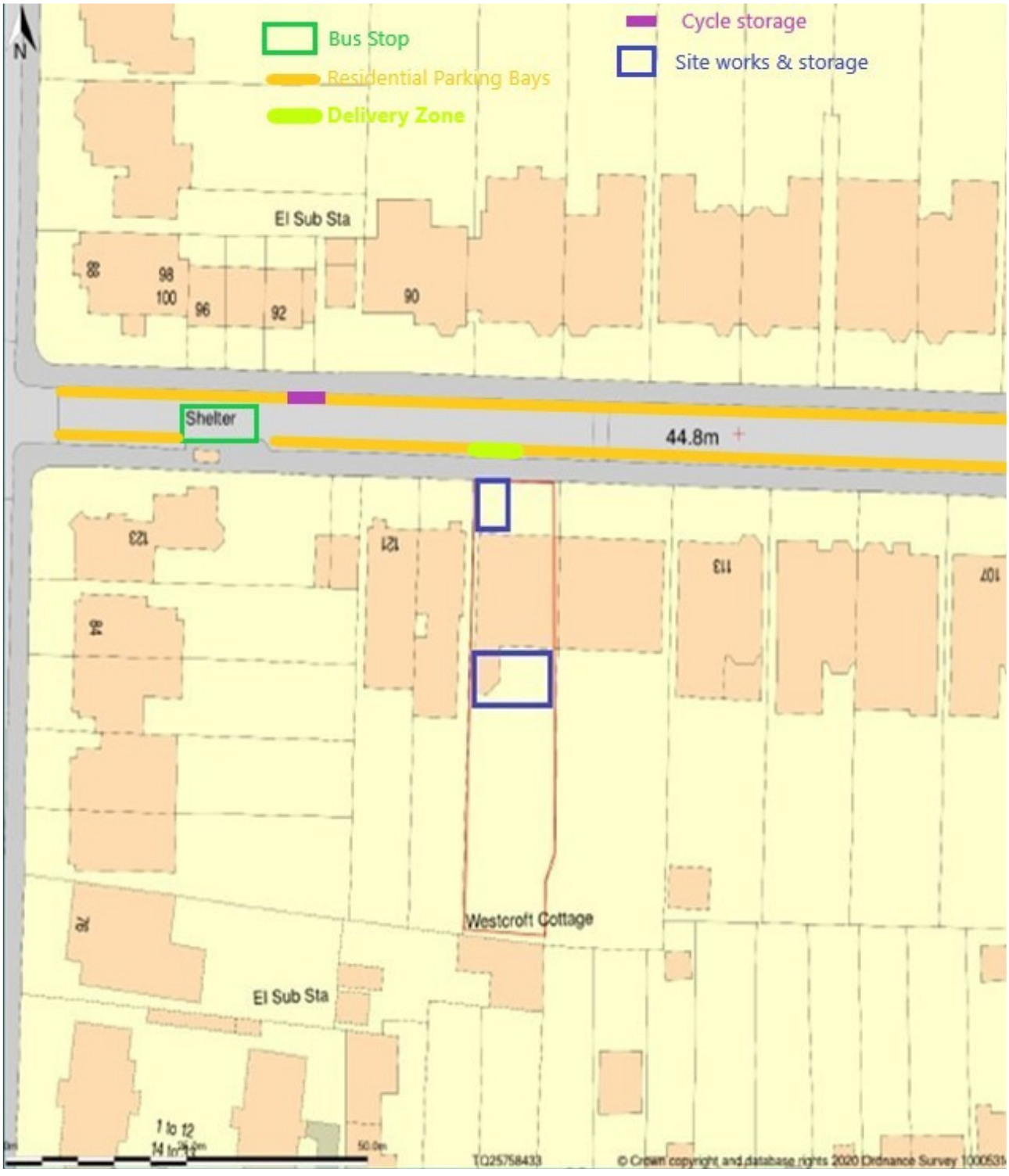
Please note that there is a two-week period required for the statutory consultation process to take place as part of a TTO.

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

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

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.



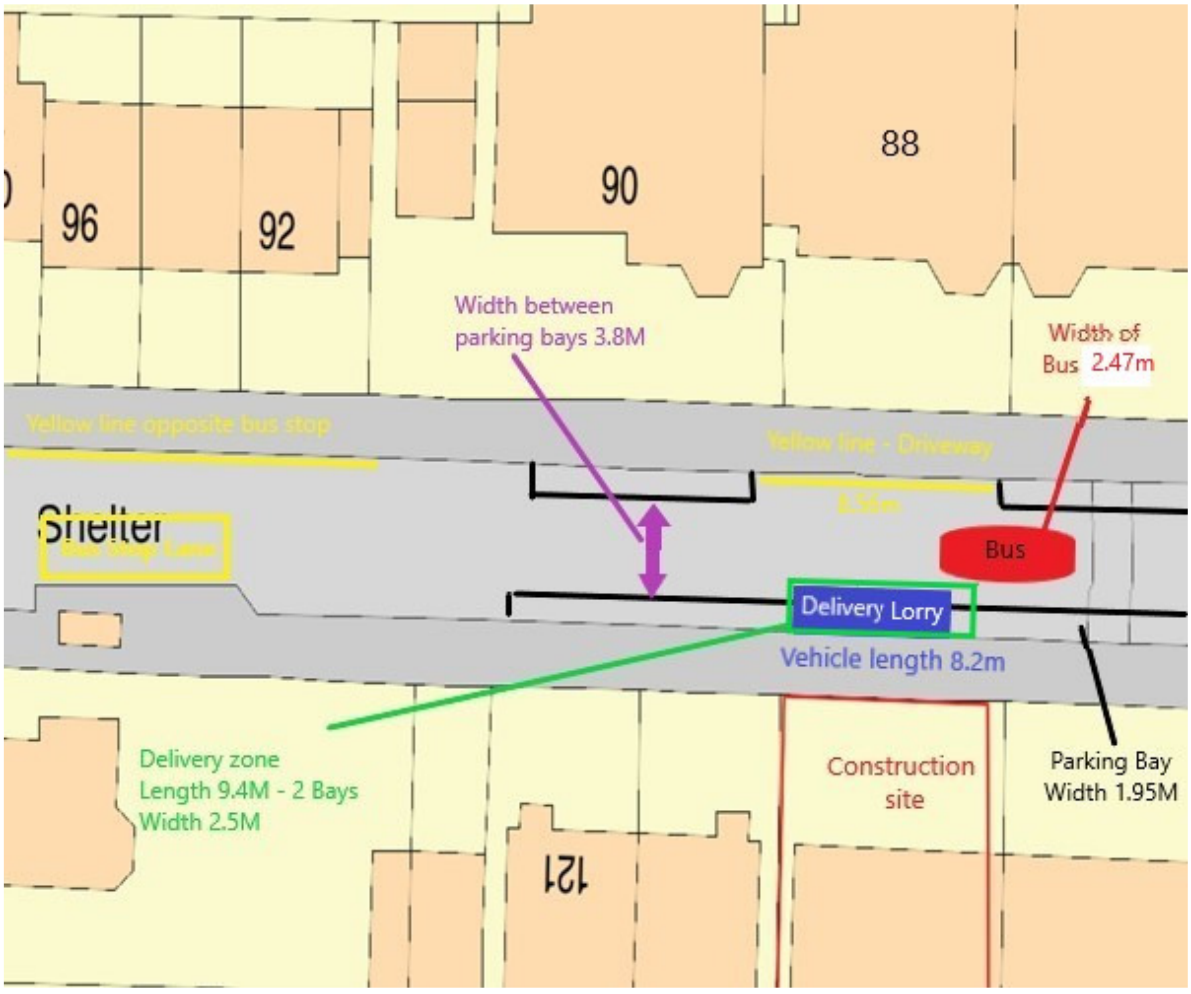
23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - including details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

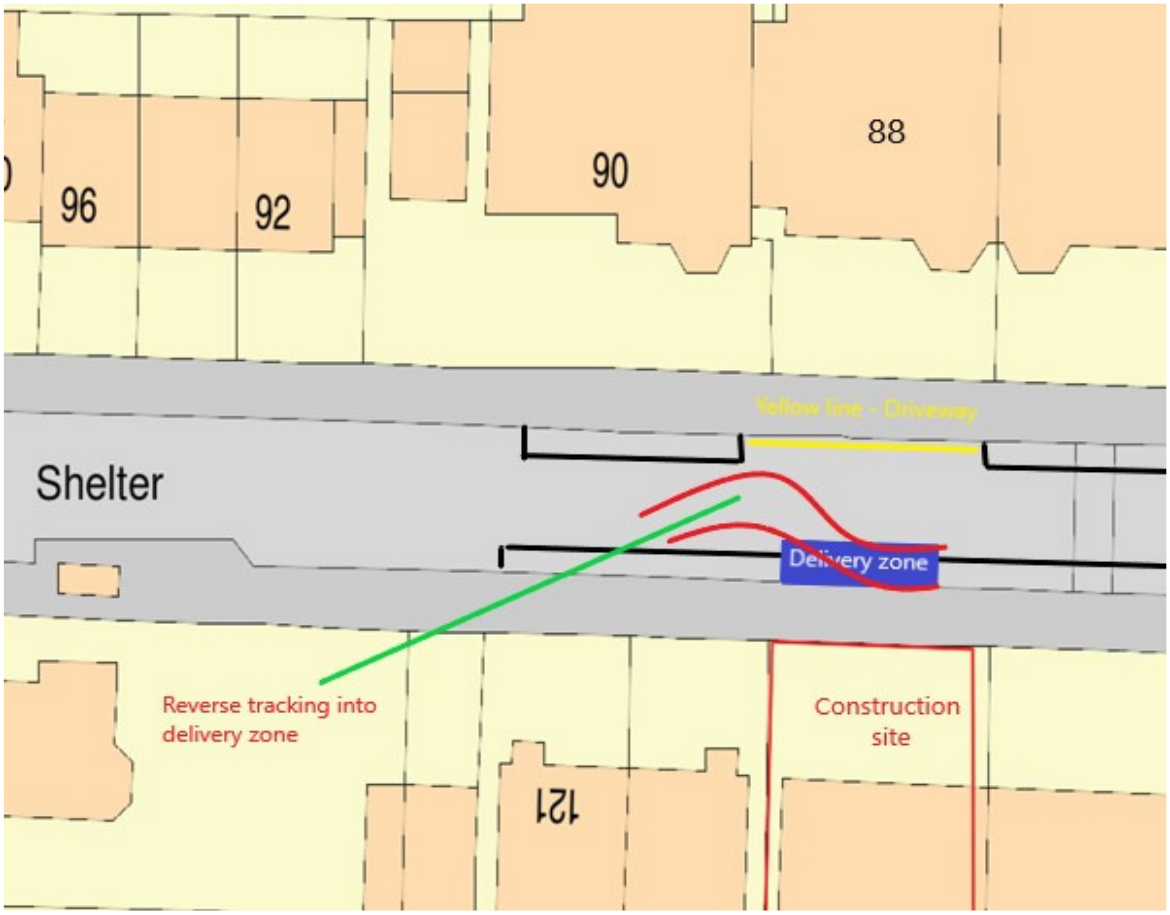
The delivery zone represents a 2-bay length and there will be a parking bay suspension request for up to 15 weeks in total for 3 separate periods at various stages of the project (Bulk Spoil removal and casting slab & retaining walls) to remove soil and pump concrete into the site.



Even with the 2.5M width delivery zone reducing the road width between parking bays to 3.8 - 0.55 (additional width required for HGV) = 3.25M the driveway opposite the delivery zone supplements the width to prevent any impact on traffic flow along the one-way Canfield Gardens.

23. Parking bay suspensions and temporary traffic orders (continued..)

This yellow line driveway opposite the site also facilitates a simple reverse tracking into the delivery zone with the aid of a traffic Marshall.



The approach to HGV loading from the highway is to remain under review and will be revisited if deemed necessary by Camden. Any further changes to existing parking provision will be consulted upon as necessary.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of the proposed occupation of the public highway.

There will be no occupation of the public highway on this project.

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

There will be no highway works for this project.

25. Motor vehicle and/or cyclist diversions

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

There will be no highway diversions required for this project.

26. Scaffolding, hoarding, and associated pedestrian diversions

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

There will be no scaffolding affecting pedestrians on this project.

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

Not Applicable

27. Services

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

It is proposed that all services for the planned extension and basement will be derived from the existing services supplied to the building.

It is not anticipated at this point of time that required services for this development will need any excavations or traffic management proposals.

The following utility companies will be contacted:

Thames Water – None anticipated.
National Grid – None anticipated.
EDF Energy – None anticipated.
BT - TBC

If at a later stage, there is a requirement by any of these companies to perform excavations to facilitate new installations related to this project then the Principal Contractor will coordinate and ensure any excavations are shared were possible and the Principal Contractor will also introduce traffic management proposals if applicable.

Environment

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

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

Construction activities and ancillary works which are audible at the site boundary shall normally be carried out between the following hours:

- Mondays to Fridays 08.00 – 18.00

No noisy operations will take place on Saturdays, Sundays or Bank Holidays.

Where noise or vibration from the construction of the proposed development exceeds the significant observed adverse effect levels or at the reasonable request of the council, works shall take place on a 2 hours on/off basis. For example:

- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00

The Principal Contractor (PC) does not anticipate performing any activities which are likely to create any significant noise levels.

Grab lorries will remove debris/soil from the front garden in the initial 3 months of this project and delivery vehicle noise level will only be generated for the 30-minute duration it takes to load the lorry. Demolition of the single storey rear extension will be performed using hand tools due to the access restrictions to the rear of the building. Where possible materials will be retained for reuse.

A Plant & Tools List for the works is listed in point 30 below. Hand-held breakers, hammers and chisels will be used to perform demolition works.
There will be no requirement for the use of any significant plant (no piling, excavation by hand) and all materials will be prefabricated before arriving on site.

A 2-stroke breaker will be utilised to facilitate the breaking of the slab across the ground floor of the construction site. This will be performed within the confines of the proposed enclosed area to be fabricated by the contractor before excavation works commence. This structure will minimise any potential noise disturbance to neighbouring properties and the breaking of slabs is likely to be completed within a working day.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place and agree to provide a copy.

If a complaint is made ADN Building Contractors shall undertake a detailed construction noise assessment and produce a comprehensive noise and vibration strategy, which shall include the following:

1) baseline noise and vibration surveys (where required)

2) construction method statement identifying the rationale for the work.

3) worksite layout plans

4) methodology used to predict construction noise.

5) Equipment schedule showing the number, type and make of Equipment used for each stage of the construction.

6) Assessment of significance using the +5dBA change method in line with BS5228:2009+A1:2014

7) On-site and off-site mitigation measures

8) Structure borne noise risk assessment (if applicable). This assessment shall include details of proposed on-site noise and off-site mitigation measures and proposals to provide some form of respite to residential and non-residential receptors.

9) Noise and vibration monitoring proposal

10) A noise and vibration trigger action plan setting out the steps to be taken in the event that predicted and proposed trigger action levels, are exceeded.

11) Noise reports should be sent to Camden's pollution team at pollutionduty@camden.gov.uk

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

The Contractor will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.
Should noise levels reach 85dB (A) or above operatives will be informed of the risks to their hearing and supplied with appropriately attenuated ear defenders or earplugs and instructed to wear them during noisy operations. The contractors are to ensure compliance by carrying out regular active monitoring.
Below is a list of plant/tools to be utilised on this project with examples of maximum usage for tools in order to prevent injury and ill health.

	Hand Vibration (m/s^2)	Maximum usage period in 8hrs (Minutes)
2- stroke breaker	10	38
Electric breaker (7kg)	9	46
Rotary/hammer drill (4kg)	10	38
Rotary/hammer drill (9kg)	14	19
Rotary drill	2.5	480
7/9" Grinder	5.5	124
Circular saw 6" – 9"	2.5	480
Wall chaser (twin) blade)	4	235

Our demolition process involves breaking of slabs, carefully stripping the existing rear single storey roof and reducing the extension walls to ground level using hand tools. Excavations for the new basement and foundations will be minimal and soil will be transported using wheelie bins and wheelbarrows to a dedicated storage area along with debris for removal. Demolition materials will be reused were possible including backfilling and hardcore. Wait and Load grab lorries will be utilised to remove debris/soil from the temporary storage area during the initial phase of the project. This area will later be used to store delivery materials. Delivery vehicles for materials (identified in section 19) will not generate any significant noise or vibration.

Noise attenuation screening will be used if deemed appropriate and noise monitoring to be carried out if deemed necessary at regular intervals during each task period. Any mobile screens (if required) shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.

In the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that 'Best Practicable Means' are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.

There will be NO piling or mechanical excavation works performed on this construction site.

In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. $1mms^{-1}$ PPV for potential disturbance in residential and using a suggested trigger criteria of $2mms^{-1}$ for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

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

The demolition of a single storey rear extension at the rear of the building will be carefully removed manually using hand tools.

The hand tools will involve some use of a hand-held breaker, hammer and chisel gently tapping at the pointing between bricks. This will be performed from a fixed or tower scaffold platform to facilitate safe working at heights.

We will adhere to the codes of practice for construction working and piling given in British Standard BS 5228:2009 and the guidance given therein minimising noise emissions from the site. Demolition debris and general waste will be temporarily stored on site before being removed via wait and load trucks to a licenced disposal site. Waste Transfer Notes (WTN) will be retained for inclusion in the H&S File

If a noise complaint is received appropriate temporary acoustic enclosures/screens will be established with sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels. When installed a noise measurement will be taken to determine the level of noise reduction offered by the acoustic screens. For regenerated structure borne noise, where required, we will incorporate 2hr on/off respite periods to reduce impact to nearby sensitive receptors.

A philosophy will be taken by our organisation to reduce noise/vibration levels throughout the site. Actions will be implemented, maintained and improved throughout the duration of these works.

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

All operatives will be competent and fully trained to perform the work function being performed and will at a minimum hold a CSCS certification. Based on the proposed works and methods we do not believe it is necessary to train all operatives to BS 5228:2009 standard

ADN Building Contractors if necessary will recruit an individual with the necessary training in BS 5228:2009 to facilitate the necessary guidance throughout this project. Evidence of competence will be forwarded to Camden Council prior to commencing works.

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.

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

1. Prevention
2. Suppression
3. Containment.

These three principles are well established and are central to the control strategies to control dust. They follow a hierarchy to control the emissions.
The CMP has identified the dusty operations and established the best available techniques are required to control dust emissions. The identified dusty operations shall be recorded and in the Future dust emissions should be prevented whenever practicable.

When this is not practicable emissions should be controlled at source. Examples include correct storage of raw materials, organising the process in such a way that spillage is avoided, and maintaining high standards of internal and external housekeeping.

Consideration will be given to the siting of aggregate stockpiles, based upon such factor as the prevailing winds, proximity of site boundary and proximity of neighbours. Minimisation of drop height is very important in stockpiling to reduce wind whipping of particulates. When designing storage bays, internal walls separating storage bays should be at least ½ metre lower than external walls of the bays.

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

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

Important management techniques for effective control of emissions include; proper management, supervision and training for process operations; proper use of equipment; effective preventative maintenance on all plant and equipment concerned with the control of emissions to the air; and it is good practice to ensure that spares and consumables are available at short notice in order to rectify breakdowns rapidly. This is important with respect to arrestment plant and other necessary environmental controls. It is useful to have an audited list of essential items.

33. Continued..

Prevention

- The site manager will be appointed as the responsible person.
- Consideration of weather conditions will be taken into account (dust generating potential of material) prior to demolition works.
- Plan site layout to maximise distance from plant/stockpiles etc. to sensitive receptors.
- Erection of solid screens at least as high as planned stockpiles
- Materials generating dust will be removed from site as soon as possible.
- No bonfires will be permissible on this site.
- Operatives will be instructed on pollution prevention during induction process.
- Toolbox talks will take place on pollution prevention on days when the potential dust emissions may occur.

Suppression

- Minimise dust generating activities, particularly near residential receptors during prolonged dry, dusty weather unless using damping and other suppressants.
- Ensure an adequate water supply to site and use water as dust suppressant where applicable.
- Ensure any site machinery is well maintained and in full working order.
- Ensure equipment available for cleaning spills etc. available at all times.
- Sand and aggregates will be stored away from sensitive receptors and screened/shielded.
- Concrete batching will take place away from receptors where possible.
- No idling of delivery vehicles, all engines to be switched off.
- Delivery vehicles to comply with Low emission zones.

Containment

- Records of dust and air quality complaints to be kept, including likely causes and mitigation measures to reduce impacts if appropriate.
- Daily on-site and off-site visual inspections to be undertaken and recorded.
- On receipt of a complaint consideration should be given to dust soiling monitoring at nearby residential properties, at locations agreed with local authority.
- Inspection frequency increased for periods of high activity or prolonged dry, windy weather.
- Keep site perimeter, fences etc. clean.
- Continue to review and amend RAMS as necessary following any complaints.

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.

Dust suppression techniques described above along with the hoarding and encompassing an enclosure around the excavation will reduce the spread of dust and dirt.

There will be no vehicles entering or exiting the site.

Any debris accidently dropped on the public highway will be cleaned immediately.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

In the event of receiving a complaint for noise, vibration or dust pollution the following will be followed:

Prediction

Prior to the commencement of each relevant task were the noise, vibration or air quality from dust is likely to cause significant environment pollution predicted target levels will be established.

Measurements

For the duration of this project any task being undertaken which are likely to cause environmental pollution the following devices will be utilised to take measurements at regular intervals:

1. Air Sampling Pump

Readings will be compared against the anticipated targets and if these readings exceed the predicted levels then works will cease and necessary actions taken to reduce the level of the readings.

Air Quality Requirements

ADN Building Contractors will monitor and manage air quality in accordance with current best practice guidance (Mayor of London Control of Dust and Emissions During Construction and Demolition SPG), measuring for PM10 using real-time analysers which have MCERTS 'indicative' or an equivalent certification for accuracy/precision.

If the site's air quality assessment finds dust risk level to be 'medium', two monitors will be required.

If the risk level is 'high', four monitors will be required.

Monitoring should start on the receipt of a complaint and will continue until practical completion, i.e. real-time dust monitoring is required for all phases of development, therefore the developer must ensure that dust monitoring is passed between demolition and construction contractors etc.

In the event of a complaint monitoring locations/positions and the justification for these must be checked with and approved by Camden's air quality team: AirQuality@camden.gov.uk.

Real-time monitoring will also be supplemented with visual and qualitative monitoring of construction dust.

Trigger values	Amber Alert 15 mins Average	Red Alert 15 mins Average
	150µg/m^3	250µg/m^3
		Red Alert 1 hour Average
		190µg/m^3

- **AMBER ALERT.** 'amber' trigger level (at which point the cause of the dust should be immediately investigated and remedial action taken to mitigate it)
- **RED ALERT**. If this level is reached, works on site must be stopped until conditions improve.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate. Continued..

Noise

ADN Building Contractors shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the CMP.

Noise attenuation screening will be used if deemed appropriate and noise monitoring to be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass to be able to resist the passage of sound across the barrier and to be free of significant holes/gaps between or under any acoustic panels or board materials as far as reasonably practical.

Noise monitoring is not deemed necessary for this project unless complaints are received.

On receipt of a complaint if the measured noise levels are more than 3 dB (A) above the predicted noise levels an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.

If required ADN Building Contractors will introduce a monitoring scheme with an action plan if any limits are exceeded or if any complaints are received, to bring noise within acceptable levels and/or prevent complaints.

ADN Building Contractors will:

For short term (hand-held) noise monitoring:
Identify who will carry this out?
Identify how often will they make them?
What time period will they measure for?
Provide a site map indicating NML's
Ensure Class 1 sound level meter is used

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**.

Assessing the risk at the planning application stage It was concluded that the receptor sensitivity of the area for this project is classified as **LOW** and subsequently the risk of dust impacts can be defined as **Negligible** in accordance with 'The Control of Dust and Emissions during Construction and Demolition' supplementary planning guidance from The Mayor of London.

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.)

Not applicable

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.

'Low Risk Site' – There is no requirement for dust monitoring on the basis that demolitions are minimal.

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).

There is currently no evidence of a rodent infestation on site. Should infestation occur during the works then a specialist pest control contractor will be commissioned to undertake a survey of the site and provide a report.

Any actions identified by this report will be performed using the specialist contractor.
Any Pest Control receipts generated will be retained on site.

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

An Asbestos Refurbish and demolition survey was performed on 21st November 2023 confirming there are no visible Asbestos Containing Materials (ACM's) on this site.

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.

In addition to the general site rules imposed on all operatives our site induction process will reiterate the location of a suitable smoking area and that bad language and unnecessary shouting will not be tolerated.

Any complaints received regarding individuals on site will be processed through the complaint's procedure described within the community liaison section described earlier within the CMP.

Continuous liaison will take place with the local community, before works commence, during the works and in particular in case of exceedances and/or change of techniques or methodology and or complaints/concerns.

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:

Not applicable for this site

a) Construction time period (02/24 - 03/25):

b) Is the development within the CAZ? No):

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (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: Not applicable .

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: Not applicable

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: Not applicable.

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.

The appointed Banksman responsible for monitoring pedestrian movements during the loading/unloading process will also ensure that the engines of delivery vehicles are switched off during the process.

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: ……..

Print Name: Peter Ficken of PITA Construction Consultants Ltd

Position: Director

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.8